

1. A full application for the above site was submitted in September 2021, application reference 21/03177/F. DTA prepared a Transport Assessment Report (Document 14042-39A); a Travel Plan and an ES Chapter. The transport documents considered the proposed site layout with a total floor area (GIA) of 16,901sqm within flexible employment covering E(g)(iii) and/or B2 and/or B8 use classes on land to the west of Howes Lane.
2. It is understood that whilst the site layout plan is unchanged, the floor area schedule included on that plan was the subject of a minor error and should instead have totalled 16,942sqm, an increase of 41sqm.
3. The application transport appraisal utilises the floor area figure for two elements, namely forecast traffic generation and parking quantum.
4. The forecast traffic generation for the proposals was set out at Section 7.2 of the TAR. The “worst case” forecast site traffic generation was set out in Table 5 of the TAR, with estimated two-way site traffic flows of 81 vehicles in the AM peak; 59 vehicles in the PM peak and 623 vehicles across the day.
5. The corrected GIA figure gives rise to forecast traffic generation in the AM peak of 81 vehicles (hence unchanged); in the PM peak of 59 vehicles (unchanged); and 624 daily vehicles (an increase of 1 vehicle). There are therefore no material changes in traffic generation or traffic impact resulting from the correction.
6. Vehicular parking provision is dealt with at para 4.12 of the TAR, summarising that the site proposals reflected a ratio of 1 space per 82sqm GIA. Numerically, the corrected floor area sees the ratio change from 1 space per 82.0sqm (based on 16,901sqm GIA) to 82.2sqm (based on 16,942sqm GIA) and hence no material difference.
7. The cycle parking provision of 88 spaces as set out in para 3.7 of the application Framework Travel Plan remains within standards based on corrected floor area.