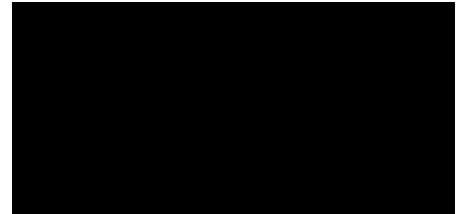
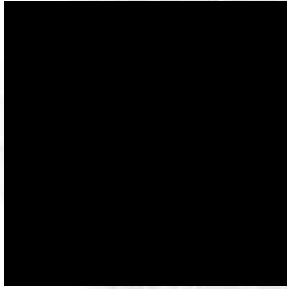


david tucker associates
transport planning consultants



Our Ref: SJT/13194
2nd October 2015

Dear Douglas

Denham Park Farm Quarry, Denham Green -- Permission 11/01260/CM

I refer to the above scheme requiring supporting information for the Section 73 application to vary the working programme and phasing of works.

It is understood that Denham Park Farm contains a total reserve of 1.7 million tonnes of sand and gravel broken down into 500,000 tonnes of sand and gravel and 1.2 million tonnes of sand. Should Pynesfield be approved the annual daily traffic movements would increase by 14 loads per day for approximately 5 years. A summary of the Denham Park Farm traffic movements based on the new working scheme and the total traffic movements for both schemes is summarised in Table 1 below.

Table 1 – Denham Park Farm and Denham Park Farm with Pynesfield

	Daily Loads	Two-way Daily Loads
Denham Park Farm		
Years 1 – 5	80	160
Years 6 – 12	60	120
Years 13 – 15	40	80
Denham Park Farm and Pynesfield		
Years 1 – 5	94	188
Years 6 – 12	60	120
Years 13 – 15	40	80

Continued/ . . .

.../2
SJT/13194
2nd October 2015
Douglas Symes



In order to meet with deadlines from HS2, it is anticipated that Denham Park Farm and Pynesfield would generate 200 HGV movements per day between Years 1 – 5, as a worst case scenario.

The increase in traffic movements (assuming 200 movements per day) have been assessed against Section 3.15 of the Institute of Environmental Assessment Guidance Note No 1 "Guidelines for the Environmental Assessment of Road Traffic". The Note sets out when traffic related environmental impacts can be scoped out for further assessment. It notes that's:

"To assist the assessor it is suggested that two broad rules of thumb could be used as a screening process to delimit the scale and extent of the assessment. The rules are described and justified in the following paragraphs:

Rule 1 include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)

Rule 2 include any other specifically sensitive areas where traffic flows have increased by 10% or more."

Table 2 below summarises the baseline traffic flows along the A412 and percentage impact of the increase in traffic movements.

Table 2 – A412 Percentage Impact

A412	Traffic Flows	Percentage Impact
Total Vehicles		
12 Hours (07:00-19:00)	10,186	0.39%
24 Hours (00:00-24:00)	12,447	0.32%
HGVs		
12 Hours (07:00-19:00)	560	7.14%
24 Hours (00:00-24:00)	610	6.56%

The table shows that the increase in HGV flows will not result in an increase of more than 30% (Rule 1) or on sensitive areas (Rule 2). It is concluded that the increase in flows does not warrant the need for an Environmental Assessment.

Yours Sincerely

Simon Tucker
David Tucker Associates