

8th June 2023

Ben Dutton
Leicestershire County Council

Dear Ben,

LEICESTER ROAD FOOTBALL CLUB, HINCKLEY – PLANNING APPLICATION 23/00355/FUL (ADC3264)

I am writing, on behalf of Leicester Road Football Club, to provide additional information on the proposed office block development on land at Leicester Road Football Club, Hinckley. Your consultation response to the local planning authority, dated 10th May 2023, requests clarification on potential traffic generation associated with the proposed development, together with car parking provision. The following seeks to deal with each issue in turn.

Traffic generation

The proposed development is for 248sq.m of additional office space at the site to assist the club with the administration of three new projects. The Planning Statement submitted in support of the application states that the core hours of operation of the office space would be 8am to 5pm, Monday to Friday, and the planning application form confirms that the proposed development would not result in a change to the number of employees at the existing site. In view of this, it is considered that the proposed development would not have a material impact on traffic generation to/from the site on a day-to-day basis.

Notwithstanding the above, we have undertaken a TRICS assessment of the proposed office space on the assumption that it operates on a ‘stand-alone’ basis. Whilst this would not be the case in reality (and could be appropriately conditioned as such as part of any planning consent), this provides the local highway authority with a ‘worst case’ analysis.

Trip rates have been derived using the office land use class in version 7.10.1 of the TRICS database. Sites in England (excluding Greater London) were selected, and only sites with a gross floor area of 1,000sq.m or less were taken forward for analysis. Any sites in town centre or edge of town centre locations were excluded from the analysis, resulting in four sites with weekday surveys. One of the four sites was then excluded as the survey was undertaken during Covid-19 restrictions. The TRICS outputs are contained in **Appendix A** to this letter and the typical peak period trip rates and resulting traffic generation figures are summarised in the table below.

	Weekday AM peak (8am to 9am)		Weekday PM peak (5pm to 6pm)	
	Arrivals	Departures	Arrivals	Departures
Vehicle trip rates (per 100sq.m)	1.687	0.067	0.000	2.767
Vehicle trip generation (248sq.m)	4	1	0	7

It can be seen from the above that, in a worst case scenario, the proposed office development could generate in the region of 5-7 two-way vehicle trips during the typical weekday peak hour. This level of traffic generation and subsequent impact on the site access and wider highway network is considered to be negligible.

Car parking

The proposed office space is to be provided within an area of hardstanding to the southwest of the existing main stadium. The photo below shows a view eastward across the area where the office space is proposed, and it can be seen that the land is essentially open space.



Photo 1 – looking east across proposed site area

As shown on the proposed site layout plan (Nigel Dutton drawing number ND.21.166.01 Rev E), it is proposed to provide 11 formal car parking spaces to the west of the new office building, together with two disabled parking spaces to the front of the office space. The applicant has confirmed that these spaces will be provided for general users of the wider stadium site, rather than restricted to use solely for the new offices, and this is considered to follow good design practice in terms of making most efficient use of land etc. The peak demand for parking associated with the proposed office space would be 8am to 5pm, Monday to Friday, with demand for parking associated with the wider stadium site likely to peak during the evenings and at weekends (i.e. outside of traditional office hours).

In view of the above, it is considered that the proposed development would not have an adverse impact on the local highway network, and we trust that the information provided is sufficient to enable a positive response from the local highway authority.

Yours sincerely,

Jamie Cassie

Associate Director

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Appendix A – TRICS outputs

Calculation Reference: AUDIT-855401-230607-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 186 to 796 (units: sqm)
Range Selected by User: 118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|--------------|---------------------|
| 1 | <p>ES-02-A-11 HOUSING COMPANY</p> <p>THE SIDINGS</p> <p>HASTINGS</p> <p>ORE VALLEY</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>Residential Zone</p> <p>Total Gross floor area: 186 sqm</p> <p>Survey date: TUESDAY 17/11/15</p> | EAST SUSSEX | Survey Type: MANUAL |
| 2 | <p>NF-02-A-04 BUILDING CONSULTANT</p> <p>WHITING ROAD</p> <p>NORWICH</p>
<p>Edge of Town</p> <p>Commercial Zone</p> <p>Total Gross floor area: 500 sqm</p> <p>Survey date: WEDNESDAY 13/11/19</p> | NORFOLK | Survey Type: MANUAL |
| 3 | <p>WK-02-A-03 ENGINEERING CONSULTANTS</p> <p>BUDBROOKE ROAD</p> <p>WARWICK</p>
<p>Edge of Town</p> <p>Industrial Zone</p> <p>Total Gross floor area: 796 sqm</p> <p>Survey date: WEDNESDAY 23/11/22</p> | WARWICKSHIRE | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	surveyed during Covid restrictions

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	494	1.687	3	494	0.000	3	494	1.687
08:00 - 09:00	3	494	1.687	3	494	0.067	3	494	1.754
09:00 - 10:00	3	494	1.552	3	494	0.337	3	494	1.889
10:00 - 11:00	3	494	0.067	3	494	0.135	3	494	0.202
11:00 - 12:00	3	494	0.270	3	494	0.337	3	494	0.607
12:00 - 13:00	3	494	0.472	3	494	0.675	3	494	1.147
13:00 - 14:00	3	494	0.472	3	494	0.270	3	494	0.742
14:00 - 15:00	3	494	0.405	3	494	0.337	3	494	0.742
15:00 - 16:00	3	494	0.202	3	494	0.472	3	494	0.674
16:00 - 17:00	3	494	0.202	3	494	1.080	3	494	1.282
17:00 - 18:00	3	494	0.000	3	494	2.767	3	494	2.767
18:00 - 19:00	3	494	0.202	3	494	0.742	3	494	0.944
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.218			7.219			14.437

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	186 - 796 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.