



ENGINEERING

Highways Statement

**for the Proposed Change of Use of the Existing 1,070m² Agricultural Buildings at
Hill Farm, Fenn Lane, Fenny Drayton, Nuneaton, Leicestershire, CV13 6BJ
To Use Classes B8 during Phase 1 of the Redevelopment with
Additional Consent for Use Class E(g) to be Permitted in Phase 2**

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3254 – HS – March 2024

Highways Statement
for the Proposed Change of Use of the Existing 1,070m² Agricultural Buildings at
Hill Farm, Fenn Lane, Fenny Drayton, Nuneaton, Leicestershire, CV13 6BJ
To Use Classes B8 during Phase 1 of the Redevelopment with
Additional Consent for Use Class E(g) to be Permitted in Phase 2

1 Introduction

- 1.1 MTC Engineering (Cambridge) Limited have been asked to provide a Highways Statement (HS) in respect of the planning application for the proposed change of use of 1,070m² of existing agricultural buildings at Hill Farm, Fenn Lane, Fenny Drayton, Nuneaton to storage and distribution (Class B8) use in Phase 1, with a future Phase 2 option to add E(g) consent for Research and Design and Light Industrial Use on behalf of Mr B R Williams.
- 1.2 For B8 use the Leicestershire Highway Design Guide only requires a full Transport Assessment (TA) and Travel Plan (TP) where gross floor area (GFA) exceeds 5,000m², and a shorter Transport Statement (TS) where the GFA is between 3,000 and 5,000m², whilst for E(g) uses the lowest thresholds provided for the former B1 or B2 use classes now covered by E(g) were a TA and TP being required where the floor area exceeds 2,500m² and a TS being required where the floor space is between 1,500m² and 2,500m².
- 1.3 At just 1,070m² the proposed floor space is significantly below all figures requiring either a TA and TP or a TS, however in this instance it is considered appropriate to provide a short Highways Statement (HS) considering aspects such as traffic generation and parking provision to demonstrate that the proposal is acceptable from a highways and transport perspective and that there are no highways or transport related grounds on which to refuse the application.

2 Site Description and Existing Traffic Generation

- 2.1 The site is located on the northern side of Fenn Lanes, to the northeast of the main body of Fenny Drayton, as shown by the location plan provided in Appendix 1.
- 2.2 The site involves the southern part of an existing agricultural yard consisting of 2 barns with a total GFA of 1,070m² along with some associated existing hardstanding in the vicinity of the buildings and a small area of agricultural field to the south of the eastern barn.
- 2.3 The site is accessed by an existing agricultural access of approximately 350m length from Fenn Lanes, which also provides access to other existing agricultural buildings immediately north of the site which forming part of the wider agricultural yard area in which the site lies, along with a bungalow and access to surrounding fields. An existing site plan is included in Appendix 2, which includes the surrounding development noted above.
- 2.4 Fenn Lanes along the stretch of road in the vicinity of the site access is subject to a 50mph speed limit. Existing visibility from the site access exceeds the 2.4m by 160m splay required for a 50mph road, with this remaining within the public highway and land under the control of the applicant (the fields either side of the site access are within the blue line of the Location Plan included in Appendix 1).
- 2.5 The existing site access has a width of approximately 20m at the edge of the Fenn Lanes carriageway. Radii are present on either side of the access, which narrows to a width of about 3.5m about 15m into the access and continues at between 3.5m and 4m width as far as the agricultural yard. The existing access gates, which open inwards to the site, are set back approximately 20m from the Fenn Lanes carriageway.
- 2.6 At present Hill Farm produces approximately 300 tonnes of arable product per year, which is generally collected in 30 tonne articulated vehicles, this approximately 100 two way lorry trips per year make use of the site access.

- 2.7 The collection of produce varies throughout the year according to both when it is produce and also variations in price over the course of the year (produce may be stored on site until points where value is highest), but with the majority being from November to May.
- 2.8 Fertiliser, seed and spray is delivered by HGV however minimal movements are required, with about 17 fertiliser and seed deliveries in total occurring between October and February, and 2 agricultural chemical deliveries per week by tanker between March and October.
- 2.9 Tractor movements vary seasonally according to the tasks being carried out on the farm, but can be up to 23 movements per day, sometimes including trailers, whilst when straw is being collected for storage or distributed this can result in up to an additional 20 tractor and trailer movements per day.
- 2.10 Some small car movements are also present, associated with the bungalow or staff arriving to working by car, however are generally a low number of movements.
- 2.11 More modern barns and agricultural buildings now available to the applicant mean the two barns that are the subject of this application are now redundant from an agricultural perspective, although as the farm will continue to operate and will produce a similar level of produce and require similar intake of seed and fertilizer etc. it is not considered that the number of agricultural movements through the access will be significantly reduced by the removal of the barns from agricultural use.

3 Proposed Development, Traffic Generation and Access Improvements

- 3.1 The proposed development involves a two phase change of use to the existing barns at the site, with the first phase involving conversion of the two barns to a B8 use and 13 car parking and two HGV parking spaces as indicated by the Phase 1 layout provided in Appendix 3.
- 3.2 The future potential Phase 2a and b options will subsequently add E(g) consent for Research and Design and/or Light Industrial Use to the buildings that includes the provision of additional car and HGV parking spaces as shown by the Phase 2a and b layouts provided in Appendix 4.
- 3.3 TRICS data (Appendix 5) has been used to assess likely generation during the Phase 1 change of use, when buildings will be consented for 1,070m² of B8 storage and distribution use. This indicates that this use would generate approximately 5 movements in the AM Peak Period, and 6 movements during the PM Peak Period. Approximately 50 movements would be generated over the course of the day.
- 3.4 To assess the Phase 2 generation, TRICS data has also been obtained for a B2 Industrial Estate (Appendix 6), which is the equivalent TRICS use to both the research and development and light industrial options in Phase 2 (given that change to office use will not form part of the Phase 2 options). This indicates that this use would generate approximately 11 movements in the AM Peak Period, and 11 movements during the PM Peak Period. Approximately 106 movements would be generated over the course of the day.

	Phase 1 B8 Commercial Storage Use			Phase 2 E(g) Research and Development/Light Industrial Use		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	2	3	5	7	4	11
PM Peak	2	5	6	3	8	11
Daily Total	25	26	51	53	53	106

Table 3.1: TRICS Data for Phase 1 and Phase 2 of Proposed Development

- 3.5 Table 3.1 above provides a summary of the estimated post development traffic generation associated with the proposed development in both Phases, with the greatest level of traffic generation being the Phase 2 redevelopment.
- 3.6 Even during Phase 2, a maximum of 11 additional movements are estimated in each peak hour, with a maximum of just 8 in either direction at any point. This is not a significant number of movements, and well below the general level of impact upon the local highway network at which off site analysis or capacity simulations would normally be required (generally taken as where the off site impact upon junctions will be 30 movements per hour or more).
- 3.7 As such it is not considered that there will be any significant off site impact associated with the proposed development and no further analysis of the surrounding highway network is required.
- 3.8 Given that the number of movements through the site access will be increased under either the Phase 1 or Phase 2 change of use, the site access will be upgraded to current specifications, with the access widened to 6m for at least 15m from the rear of the highway boundary, as shown in the proposed site access drawings included in Appendix 7. Visibility splays of 2.4m by 160m are also shown on the access drawings, along with 6m radii which will be achieved within the wider section of the access onto Fenn Lanes.
- 3.9 A passing place will also be provided on the site access as shown in Appendix 6, which together with the widening at the site frontage location of access gates which would permit an articulated vehicle to wait clear of the Fenn Lanes carriageway whilst a vehicle approaching along the access that is already past the passing place exits.
- 3.10 In relation to parking spaces, the Leicestershire Design Guide requires class B8 storage and distribution use to provide a minimum of one car space per 100m² GFA and one HGV space per 400m² of GFA. This is equivalent to 11 car parking spaces and 3 HGV spaces.

- 3.11 As shown on the Phase 1 layout in Appendix 3, 13 car parking spaces will be provided at the site, with 2 HGV parking spaces to the south of Barn 1, and the third HGV space being between the two barns adjacent to the HGV turning/maneuvering area indicated.
- 3.12 At phase 2, the Leicestershire Design Guide requires research and development uses to provide a minimum of one car parking space per 30m² GFA (thus 36 spaces) and one HGV space per 500m² GFA (thus 3 spaces). If the alternative Phase 2 option of a change of use to light industry is completed then a minimum of one car parking space per 50m² GFA (thus 22 spaces) and one HGV space per 200m² GFA (thus 6 spaces) are required.
- 3.13 The Phase 2 layout options provided in Appendix 4 show that appropriate parking provision can be provided at the site. As the phase 2 change of use may or may not occur, the provision of the additional car and HGV parking required will only be provided prior to a Phase 2 change of use occurring.
- 3.14 This can be secured by an appropriately worded planning condition requiring provision of the relevant additional parking area required for a phase 2 use prior to the occupation of any building for either phase 2 use.
- 3.15 Cycle parking will be provided at the proposed development that exceeds the requirement of 1 space per 400m² (or 3 spaces) indicated in the Leicestershire Highway Design Guide as required for B2 to B8 uses as shown on all Phase 1 and 2 layouts.
- 3.16 There are no further highways or transport related impacts that require consideration.

4 Conclusion

- 4.1 The proposed development involves the change of use of 1,070m² of existing agricultural buildings at Hill Farm, Fenn Lane, Fenny Drayton, Nuneaton to a B8 storage and distribution in Phase 1 of the change of use, with a future potential Phase 2 change of use options to add E(g) consent for Research and Design and/or Light Industrial Uses at the buildings.
- 4.2 TRICS data has been used to analyse the likely impact upon movements to/from the site access associated with the proposal, with the maximum increase associated with any of the potential uses being approximately 11 additional movements in any peak hour, with a maximum of just 8 additional movements in any one direction at any point.
- 4.3 This is not a significant number of additional movements and there will not be any significant impact upon the wider network associated with the proposed change of use and no further analysis of the surrounding highway network or capacity simulations are required.
- 4.4 Access upgrades will be provided including widening to 6m for a minimum of 15m from the highway boundary to ensure that the access is compliant with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide as shown in Appendix 7.
- 4.5 The Phase One parking space provision will be in accordance with requirements for B8 use, with additional parking provided for either Phase 2 option which can be secured by means of a pre occupation condition for either use class based upon the layout options provided in Appendix 6.
- 4.6 Paragraph 115 of the National Planning Policy Framework states:

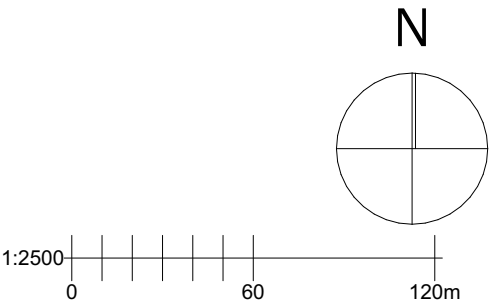
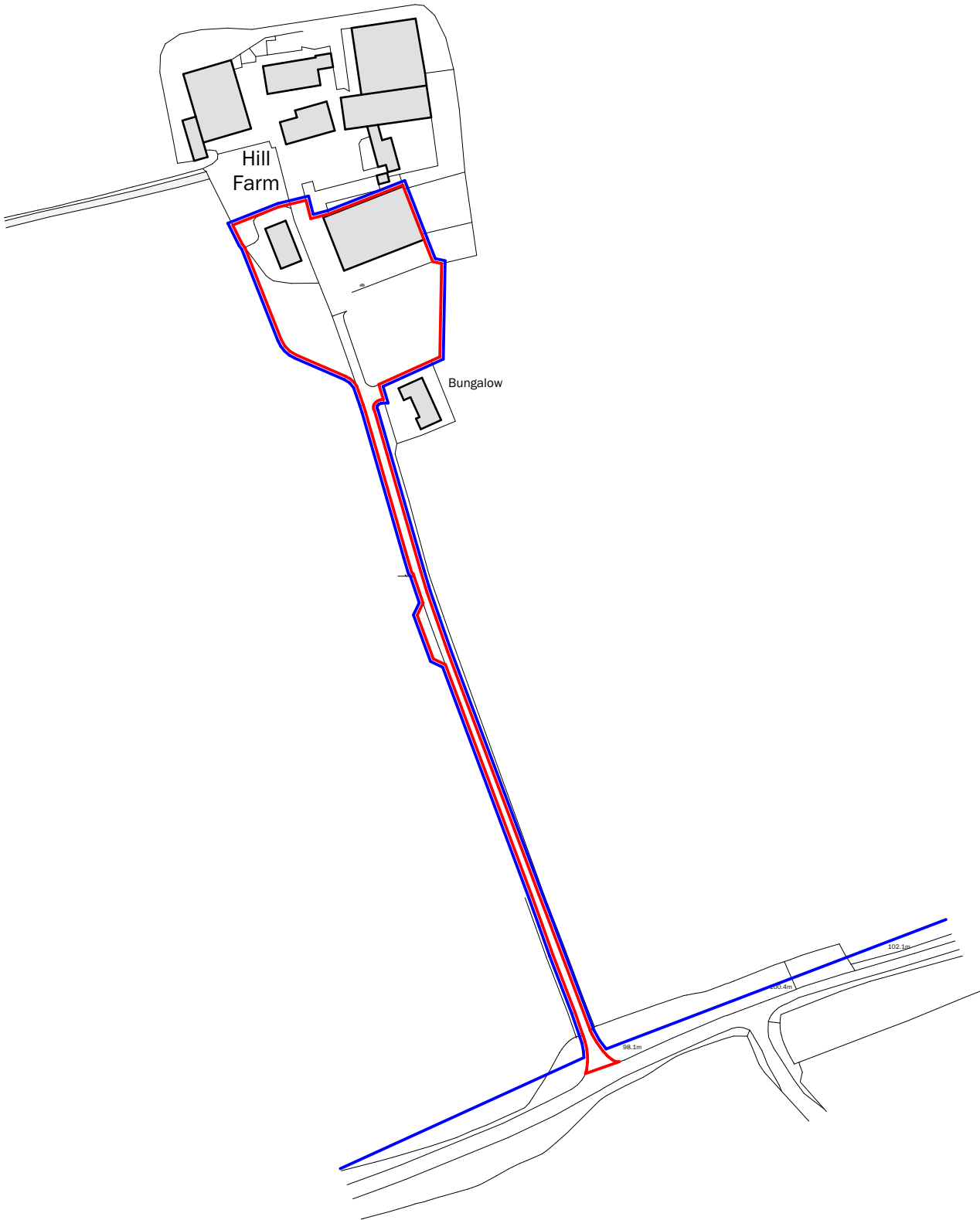
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

- 4.7 The trip generation analysis provided demonstrates that there will be no significant adverse impact upon the wider highway network and given the upgraded site access and off street parking provision no significant impact upon highway safety.
- 4.8 As such there are no highway or transport related ground on which to object to the proposed change of use of 1,070m² of existing agricultural buildings at Hill Farm, Fenn Lane, Fenny Drayton, Nuneaton to a B8 storage and distribution as Phase 1 or potential future Phase 2 change of use options to add E(g) consent for Research and Design and/or Light Industrial Uses at the buildings.

APPENDIX 1

SITE LOCATION PLAN

Issue Status			
Planning			
This drawing is copyright. Only figured dimensions to be worked to.			
Revision		Drawn	Check
A		SK	AD
First Issue			12.10.23



client		
Williams		
project		
Hill Farm, Fenny Drayton Change Of Use		
drawing		
Location Plan		
date	19.09.23	scale
drawn	SK	1:2500 @ A3
check	AD	



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Registration no: OC302092 Registered in England & Wales

22	108	L0101	P1
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APPENDIX 2

EXISTING SITE PLAN



Issue Status			
Planning			
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Revision		Drawn	Check
A	First Issue	SK	AD
			Date
			12.10.23

client			
Williams			
project			
Hill Farm, Fenny Drayton Change Of Use			
drawing			
Site Plan As Existing			
date	19.09.23	scale	1:500 @ A1
drawn	SK	check	AD

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APPENDIX 3

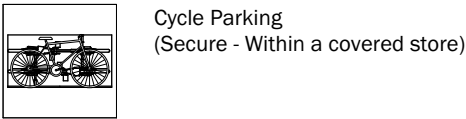
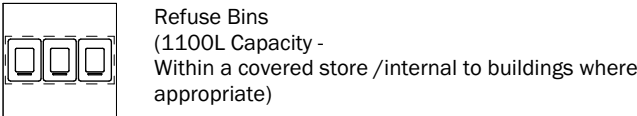
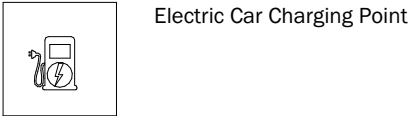
PROPOSED PHASE ONE LAYOUT



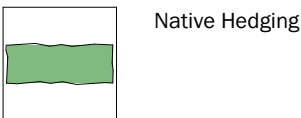
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Planning				
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Revision		Drawn	Check	Date
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P2	Updated to Highways Comments	AD	AD	11.03.24

Key

Fixtures and Equipment Key

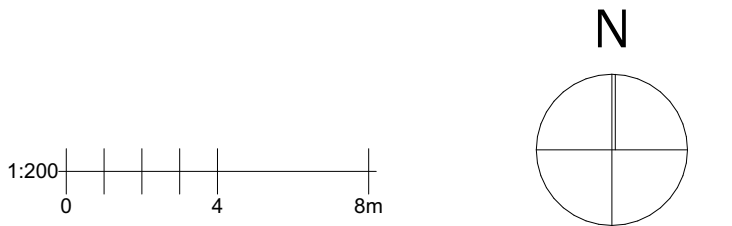


Landscape Improvements



Planting Information

New Native Hedge Planting to consist of -
70% hawthorn, 15% hazel, 10% blackthorn and 5% dog rose.
Planting should be in a double staggered row, 500mm between plants,
500mm between rows.



client			
Williams			
project			
Hill Farm, Fenny Drayton Change Of Use			
drawing			
Site Plan As Proposed Detail Phase 1 - B8			
date	19.09.23	scale	1:200 @ A1
drawn	SK	check	AD

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APPENDIX 4

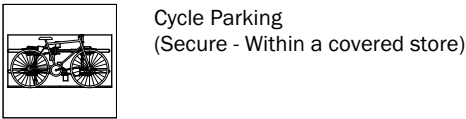
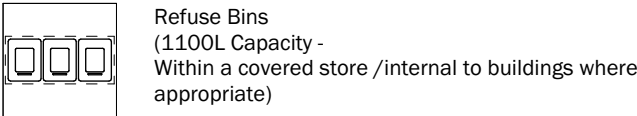
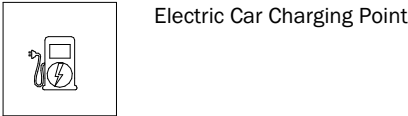
PROPOSED PHASE TWO LAYOUT OPTIONS



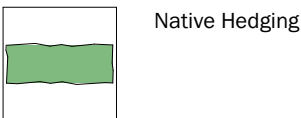
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Planning			
This drawing is copyright. Only figured dimensions to be worked to.			
Revision		Drawn	Check
P1	First Issue	SK	AD
P2	Updated to Highways Comments	AD	AD

Key

Fixtures and Equipment Key

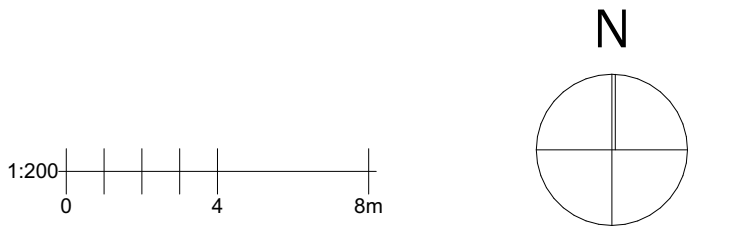


Landscape Improvements



Planting Information

New Native Hedge Planting to consist of -
70% hawthorn, 15% hazel, 10% blackthorn and 5% dog rose.
Planting should be in a double staggered row, 500mm between plants,
500mm between rows.



client			
Williams			
project			
Hill Farm, Fenny Drayton Change Of Use			
drawing			
Site Plan As Proposed Detail Phase 2a - R&D			
date	19.09.23	scale	1:200 @ A1
drawn	SK	checked	AD

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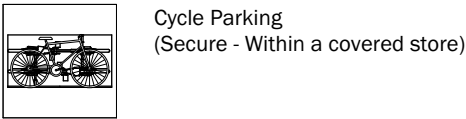
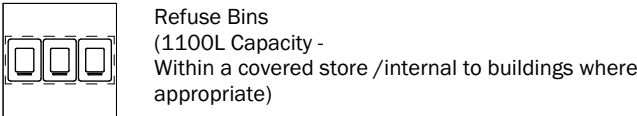
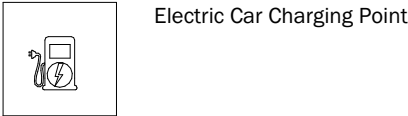
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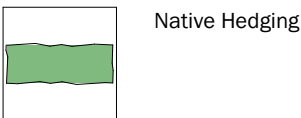
Issue Status			
Planning			
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Revision		Drawn	Check
P1	First Issue	SK	AD
P2	Updated to Highways Comments	AD	AD

Key

Fixtures and Equipment Key

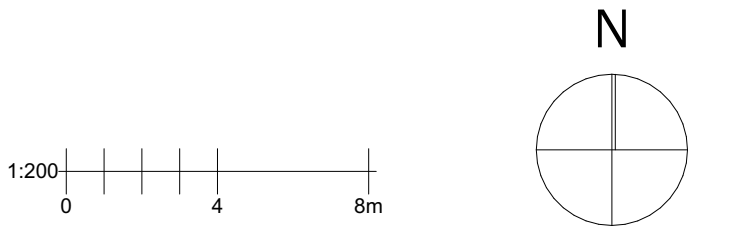


Landscape Improvements



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500mm between rows.



client			
Williams			
project			
Hill Farm, Fenny Drayton Change Of Use			
drawing			
Site Plan As Proposed Detail Phase 2b - Light Industrial			
date	19.09.23	scale	1:200 @ A1
drawn	SK	check	AD

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APPENDIX 5

TRICS DATA FOR PROPOSED B8 COMMERCIAL WAREHOUSING

Calculation Reference: AUDIT-735001-240311-0343

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	1 days
14	LEINSTER	
	WX WEXFORD	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: 4700 to 7881 (units: sqm)
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

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
Thursday 1 days
Friday 1 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:

Edge of Town 3

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 2
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 2 days - Selected
Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:

B8 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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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:

No	3 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
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	LO-02-F-01	LOGISTICS SERVICE	WEST LOTHIAN
	BATHGATE ROAD		
	ARMADALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5855 sqm	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
2	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
3	WX-02-F-01	WAREHOUSING & DISTRIBUTION	WEXFORD
	ROSSLARE ROAD		
	NEAR WEXFORD		
	DRINAGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7881 sqm	
	Survey date: THURSDAY	20/04/23	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 Estimated TRIP rate value per 1070 SQM shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	2	6868	0.000	0.000	2	6868	0.000	0.000	2	6868	0.000	0.000
05:30 - 06:00	2	6868	0.000	0.000	2	6868	0.000	0.000	2	6868	0.000	0.000
06:00 - 06:30	2	6868	0.022	0.234	2	6868	0.007	0.078	2	6868	0.029	0.312
06:30 - 07:00	2	6868	0.051	0.545	2	6868	0.007	0.078	2	6868	0.058	0.623
07:00 - 07:30	3	6145	0.130	1.393	3	6145	0.043	0.464	3	6145	0.173	1.857
07:30 - 08:00	3	6145	0.119	1.277	3	6145	0.049	0.522	3	6145	0.168	1.799
08:00 - 08:30	3	6145	0.092	0.987	3	6145	0.071	0.755	3	6145	0.163	1.742
08:30 - 09:00	3	6145	0.119	1.277	3	6145	0.146	1.567	3	6145	0.265	2.844
09:00 - 09:30	3	6145	0.060	0.638	3	6145	0.092	0.987	3	6145	0.152	1.625
09:30 - 10:00	3	6145	0.065	0.696	3	6145	0.103	1.103	3	6145	0.168	1.799
10:00 - 10:30	3	6145	0.114	1.219	3	6145	0.087	0.929	3	6145	0.201	2.148
10:30 - 11:00	3	6145	0.125	1.335	3	6145	0.049	0.522	3	6145	0.174	1.857
11:00 - 11:30	3	6145	0.119	1.277	3	6145	0.087	0.929	3	6145	0.206	2.206
11:30 - 12:00	3	6145	0.108	1.161	3	6145	0.060	0.638	3	6145	0.168	1.799
12:00 - 12:30	3	6145	0.098	1.045	3	6145	0.076	0.813	3	6145	0.174	1.858
12:30 - 13:00	3	6145	0.087	0.929	3	6145	0.081	0.871	3	6145	0.168	1.800
13:00 - 13:30	3	6145	0.060	0.638	3	6145	0.108	1.161	3	6145	0.168	1.799
13:30 - 14:00	3	6145	0.103	1.103	3	6145	0.071	0.755	3	6145	0.174	1.858
14:00 - 14:30	3	6145	0.092	0.987	3	6145	0.022	0.232	3	6145	0.114	1.219
14:30 - 15:00	3	6145	0.087	0.929	3	6145	0.081	0.871	3	6145	0.168	1.800
15:00 - 15:30	3	6145	0.103	1.103	3	6145	0.081	0.871	3	6145	0.184	1.974
15:30 - 16:00	3	6145	0.098	1.045	3	6145	0.163	1.741	3	6145	0.261	2.786
16:00 - 16:30	3	6145	0.103	1.103	3	6145	0.114	1.219	3	6145	0.217	2.322
16:30 - 17:00	3	6145	0.092	0.987	3	6145	0.125	1.335	3	6145	0.217	2.322
17:00 - 17:30	3	6145	0.076	0.813	3	6145	0.146	1.567	3	6145	0.222	2.380
17:30 - 18:00	3	6145	0.071	0.755	3	6145	0.233	2.496	3	6145	0.304	3.251
18:00 - 18:30	3	6145	0.065	0.696	3	6145	0.163	1.741	3	6145	0.228	2.437
18:30 - 19:00	3	6145	0.038	0.406	3	6145	0.033	0.348	3	6145	0.071	0.754
19:00 - 19:30	2	6868	0.007	0.078	2	6868	0.022	0.234	2	6868	0.029	0.312
19:30 - 20:00	2	6868	0.015	0.156	2	6868	0.007	0.078	2	6868	0.022	0.234
20:00 - 20:30	2	6868	0.007	0.078	2	6868	0.015	0.156	2	6868	0.022	0.234
20:30 - 21:00	2	6868	0.000	0.000	2	6868	0.007	0.078	2	6868	0.007	0.078
21:00 - 21:30	1	5855	0.017	0.183	1	5855	0.000	0.000	1	5855	0.017	0.183
21:30 - 22:00	1	5855	0.017	0.183	1	5855	0.017	0.183	1	5855	0.034	0.366
22:00 - 22:30	1	5855	0.000	0.000	1	5855	0.000	0.000	1	5855	0.000	0.000
22:30 - 23:00	1	5855	0.000	0.000	1	5855	0.000	0.000	1	5855	0.000	0.000
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			2.360	25.256			2.366	25.322			4.726	50.578

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:	4700 - 7881 (units: sqm)
Survey date date range:	01/01/15 - 20/04/23
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:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 6

TRICS DATA FOR PROPOSED B2 INDUSTRIAL ESTATE

Calculation Reference: AUDIT-735001-240311-0322

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	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:	1920 to 4876 (units: sqm)
Range Selected by User:	552 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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:

Monday	2 days
Tuesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	7 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:

Edge of Town	7
--------------	---

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	6
No Sub Category	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	6 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

<u>Population within 5 miles:</u>	
5,001 to 25,000	2 days
125,001 to 250,000	5 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	2 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.

<u>Travel Plan:</u>	
No	7 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.

<u>PTAL Rating:</u>	
No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	CR-02-D-02 EAST CORK PARKWAY CORK GLANMIRE	INDUSTRIAL ESTATE	CORK
	Edge of Town Industrial Zone Total Gross floor area:	4727 sqm	
	Survey date: MONDAY	14/10/19	Survey Type: MANUAL
3	CS-02-D-02 R290 COLLOONEY	INDUSTRIAL ESTATE (PART)	SLIGO
	Edge of Town Industrial Zone Total Gross floor area:	1920 sqm	
	Survey date: FRIDAY	21/10/22	Survey Type: MANUAL
4	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE	INDUSTRIAL ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
5	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
6	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
7	RO-02-D-01 ÁTHLONE ROAD ROSCOMMON ARDSALLAGH MÓRE	INDUSTRIAL ESTATE	ROSCOMMON
	Edge of Town No Sub Category Total Gross floor area:	2030 sqm	
	Survey date: FRIDAY	27/04/18	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1070 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	2	3324	0.075	0.805	2	3324	0.015	0.161	2	3324	0.090	0.966
05:30 - 06:00	2	3324	0.015	0.161	2	3324	0.015	0.161	2	3324	0.030	0.322
06:00 - 06:30	2	3324	0.090	0.966	2	3324	0.060	0.644	2	3324	0.150	1.610
06:30 - 07:00	2	3324	0.060	0.644	2	3324	0.045	0.483	2	3324	0.105	1.127
07:00 - 07:30	7	3740	0.145	1.553	7	3740	0.053	0.572	7	3740	0.198	2.125
07:30 - 08:00	7	3740	0.256	2.738	7	3740	0.107	1.144	7	3740	0.363	3.882
08:00 - 08:30	7	3740	0.306	3.270	7	3740	0.187	2.003	7	3740	0.493	5.273
08:30 - 09:00	7	3740	0.340	3.637	7	3740	0.157	1.676	7	3740	0.497	5.313
09:00 - 09:30	7	3740	0.202	2.166	7	3740	0.145	1.553	7	3740	0.347	3.719
09:30 - 10:00	7	3740	0.248	2.657	7	3740	0.160	1.717	7	3740	0.408	4.374
10:00 - 10:30	7	3740	0.145	1.553	7	3740	0.145	1.553	7	3740	0.290	3.106
10:30 - 11:00	7	3740	0.248	2.657	7	3740	0.172	1.839	7	3740	0.420	4.496
11:00 - 11:30	7	3740	0.168	1.798	7	3740	0.191	2.043	7	3740	0.359	3.841
11:30 - 12:00	7	3740	0.244	2.616	7	3740	0.275	2.943	7	3740	0.519	5.559
12:00 - 12:30	7	3740	0.206	2.207	7	3740	0.225	2.411	7	3740	0.431	4.618
12:30 - 13:00	7	3740	0.222	2.370	7	3740	0.233	2.493	7	3740	0.455	4.863
13:00 - 13:30	7	3740	0.248	2.657	7	3740	0.248	2.657	7	3740	0.496	5.314
13:30 - 14:00	7	3740	0.187	2.003	7	3740	0.164	1.757	7	3740	0.351	3.760
14:00 - 14:30	7	3740	0.160	1.717	7	3740	0.244	2.616	7	3740	0.404	4.333
14:30 - 15:00	7	3740	0.191	2.043	7	3740	0.225	2.411	7	3740	0.416	4.454
15:00 - 15:30	7	3740	0.160	1.717	7	3740	0.149	1.594	7	3740	0.309	3.311
15:30 - 16:00	7	3740	0.229	2.452	7	3740	0.168	1.798	7	3740	0.397	4.250
16:00 - 16:30	7	3740	0.199	2.125	7	3740	0.260	2.779	7	3740	0.459	4.904
16:30 - 17:00	7	3740	0.145	1.553	7	3740	0.286	3.065	7	3740	0.431	4.618
17:00 - 17:30	7	3740	0.141	1.512	7	3740	0.447	4.782	7	3740	0.588	6.294
17:30 - 18:00	7	3740	0.095	1.022	7	3740	0.233	2.493	7	3740	0.328	3.515
18:00 - 18:30	7	3740	0.034	0.368	7	3740	0.115	1.226	7	3740	0.149	1.594
18:30 - 19:00	7	3740	0.038	0.409	7	3740	0.061	0.654	7	3740	0.099	1.063
19:00 - 19:30	2	3324	0.060	0.644	2	3324	0.105	1.127	2	3324	0.165	1.771
19:30 - 20:00	2	3324	0.030	0.322	2	3324	0.030	0.322	2	3324	0.060	0.644
20:00 - 20:30	2	3324	0.045	0.483	2	3324	0.030	0.322	2	3324	0.075	0.805
20:30 - 21:00	2	3324	0.000	0.000	2	3324	0.015	0.161	2	3324	0.015	0.161
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			4.932	52.825			4.965	53.160			9.897	105.985

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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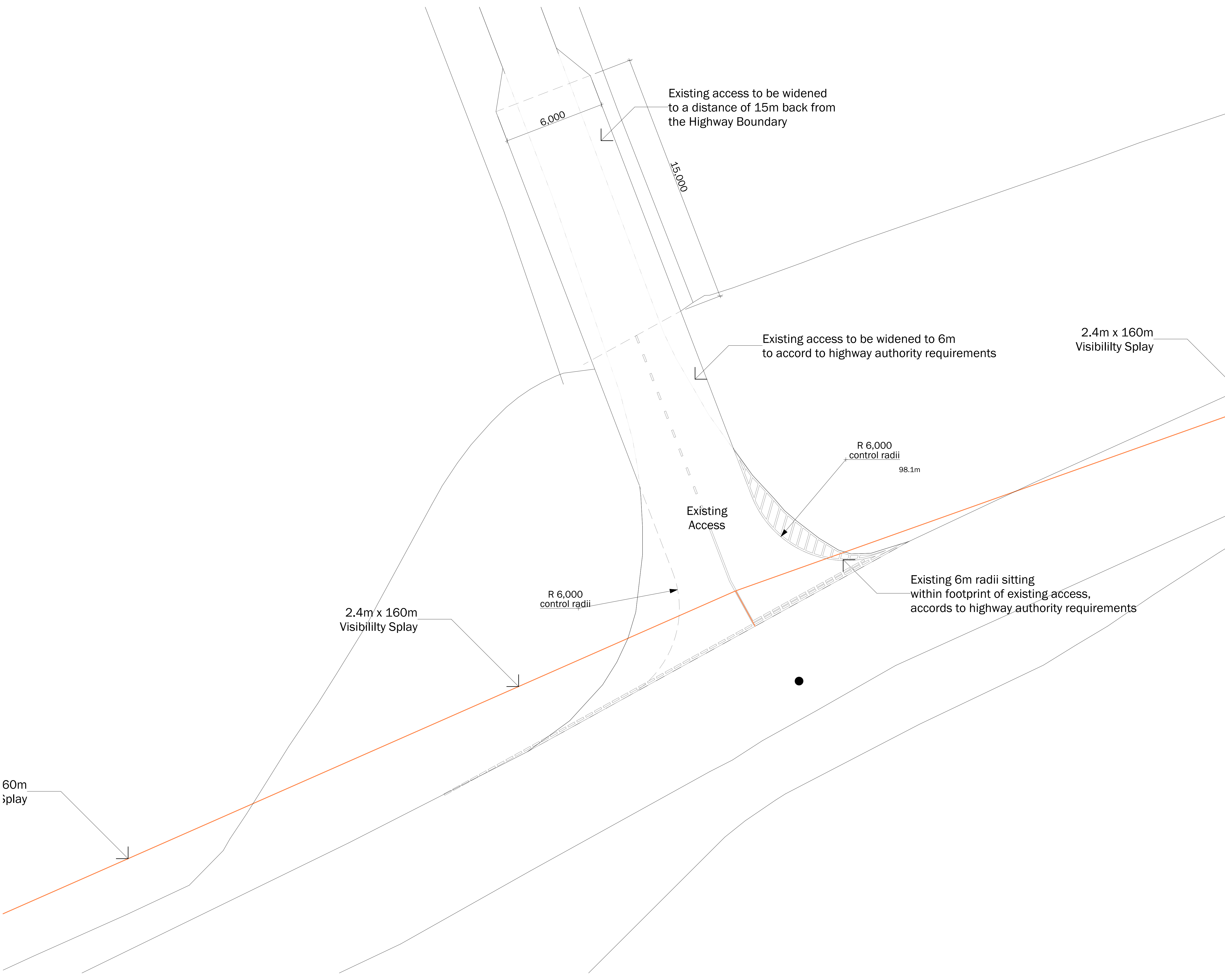
Parameter summary

Trip rate parameter range selected:	1920 - 4876 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 7

PROPOSED SITE ACCESS DRAWINGS

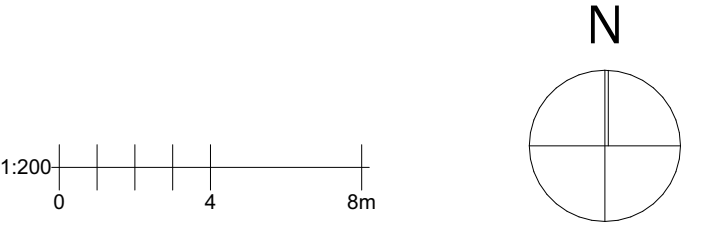


Issue Status				
Planning				
This drawing is copyright. Only figured dimensions to be worked to.				
Revision		Drawn	Check	Date
A	First Issue	SK	AD	18.10.23
B	Updated to Highways Comments	AD	AD	26.01.24

Highways

Visibility Splays

- Vehicular



client			
Williams			
project			
Hill Farm, Fenny Drayton Change Of Use			
drawing			
Site Plan As Proposed Detail Access Arrangements			
date	19.09.23	scale	1:100 @ A1
drawn	SK	check	AD

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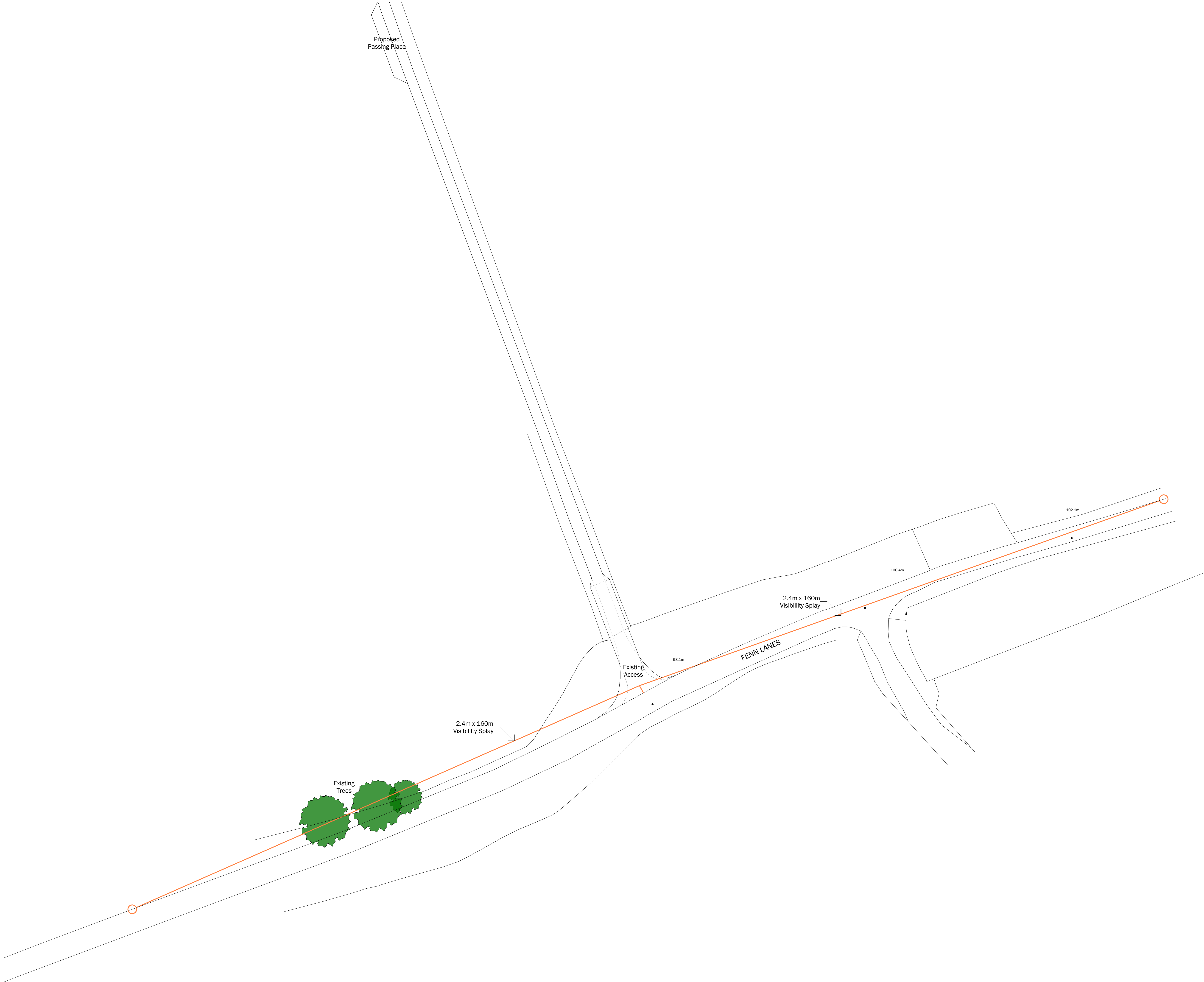
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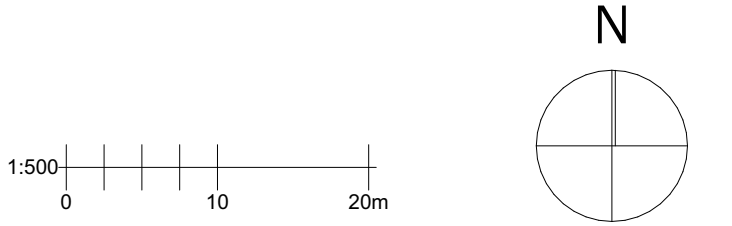
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Issue Status				
Planning				
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Revision		Drawn	Check	Date
A	First Issue	SK	AD	18.10.23
B	Updated to Highways Comments	AD	AD	26.01.24

Highways

Visibility Splays
- Vehicular



client		
Williams		
project		
Hill Farm, Fenny Drayton Change Of Use		
drawing		
Site Plan As Proposed Access Arrangements		
date	scale	@ A1
19.09.23	1:500	
drawn	check	
SK	AD	

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