

TRANSPORT TECHNICAL NOTE

Notification to determine if Prior Approval is required for the change of use of an agricultural building to use class B2/B8.

Fox Covert Farm, Main Street, Congerstone, CV13 6LZ

Current Planning Application No: - 25/00431/P3CR



SEPTEMBER 2025

NAYLORS ESTATE AGENTS / HAYWOOD ARCHITECTS

LENNON TRANSPORT PLANNING LTD



Introduction

This Technical Note seeks to clarify matters of concern / outstanding issues identified by the Local Highway Authority (LHA) in its consultation response relating to a Class R, Prior Notification Application No:- 25/00431/P3CR. The LHA response was dated 3rd June 2025 (see **Appendix A**).

Lennon Transport Planning (LTP) has compiled this Technical Note to provide clarifying information in relation to the LHA's consultation response to the proposal. This Note should be read in conjunction with the rest of the submitted planning application documents and the Architects site layout drawing (see **Appendix B**).

Accordingly, the Note seeks to provide reassurance for Stakeholders that the proposal will not lead to any unsatisfactory highway safety impact within the vicinity. It will be demonstrated that a form of vehicular access can be provided which will be commensurate with the location, it's level of intended use and the requirements as set out in local design criteria.

Background

The LHA dealt with various matters in its response. The LHA points in the response have been isolated and set out below under various numbered 'matters' with our LTP explanations / clarifications following in each case. (LHA comments in blue – LTP Comments follow in black).

Matter 1

The LHA stated the following in their response: -

Site Access

The site is accessed from an existing gated access off Main Street, Congerstone, a Classified 'C' road with a speed limit of 30mph and carries a 7.5t weight restriction. Based upon the red-line boundary on the submitted Proposed Site Plan, the Applicant intends to use the existing gated access onto Main Street. This is the southernmost access with there being additionally two further accesses from the site.

The LHA undertook a site visit dated 27th May 2025, where the existing access was measured to be 4m wide on the hardbound concrete surface. Due to the constrained nature of the access, the existing visibility at this access is considered severely sub-standard with limited opportunity for improvement without significant works. The LHA also note that Condition 5 of application number 22/00529/FUL to setback the gates by 10m from the highway has not been undertaken.

With consideration of the proposed site use, without any evidence to prove the contrary, the LHA believe B2/ B8 use of the site would result in an intensification of this existing access. As a result of this intensification, the LHA consider the access arrangements to be sub-standard to the guidance set out in the Leicestershire Highway Design Guide (LHDG). The LHDG is available for reference at: <https://www.leicestershirehighwaydesignguide.uk/>.

TRIP GENERATION

In terms of traffic generation, there will be an element of 'trade off' in respect of before and after traffic movements. The 3No existing units which are to be converted from Agricultural use to flexible B2 / B8 uses currently have the ability to generate daily vehicular movements by large slow moving agricultural vehicles. However, the level of 'background' agricultural traffic cannot be readily assessed via the industry recognised TRICS database due to a lack of comparator sites. In terms of a 'first principles' approach we would suggest that the buildings could readily be in a position to generate

10No vehicular movements per day (5No trips IN & 5No trips OUT). This assumption is based on a recognised rule of thumb for an average working farm, which is they generally generate in the region of 30No trips per day on a whole.

In terms of post development, the 3No units (as per previously developed units at the site) are going to be extremely 'low key' traffic generators. However, for completeness the TRICS database has been interrogated for comparator sites of a similar scale for both B2 & B8 uses.

Use	Parameter	Selection	Comments
Class B2	Land Use	02 – Employment C – Industrial Unit	
	Regions	All excluding greater London, Ireland / N. Ireland, Scotland & Wales	
	Parameter Range	175 to 800sqm	Actual range 150 to 715sqm Covid survey sites removed.
	Days of week	Weekdays	
	Location type	Edge of Town and Free Standing	All other areas removed.
Class B8	Land Use	02 – Employment E – Warehousing (Self Storage)	
	Regions	All excluding greater London, Ireland / N. Ireland, Scotland & Wales	
	Parameter	1,350sq.m – 2,000sq.m	Actual Range: 1,350sq.m (a single

	Range		site). Covid survey sites removed.		
	Days of week	Weekdays			
	Location type	Edge of Town	All other areas removed.		
TRIP GENERATION		Vehicles			
		AM Peak	PM Peak	AADT	HGV %
475sq.m Industrial Unit		4	3	50	14% (7)
475sq.m Warehouse (Self Storage)		3	2	30	10% (3)

The TRICS analysis is presented above (see full TRICS Outputs at **Appendix C**) based on the assumption that the LHA would wish to appreciate a likely ‘worse case’ generic scenario for either B2 or B8 uses. However, in our opinion, the predictions do not align with the likely and intended use / end users for the units. The TRICS analysis predicts an unrealistically high traffic impact. Conversely, by means of example, the units are likely to be used in the following terms:-

If we refer to the units as BA, BB and BC (BA being furthest from the road) then the following is intended initially:-

- BA to be occupied by a metal worker. Fabrication, manufacture, welding etc. He will visit daily but would have few deliveries or visitors. Possibly one delivery a week and one client visit a week in addition to the daily visits he makes. As such BA would generate in the region of 2No vehicular trips per average day (1 movement IN and 1 movement OUT).
- BB will be occupied as self storage = Likely one visit per week = 2No vehicular trips per week.

- BC will be occupied as self storage = Likely one visit per week = 2No vehicular trips per week.

Accordingly, the initial intention is that unit BA will operate as B2 and that the other 2No units as B8 self storage. The Applicant does however require flexibility to swap within the two use classes in the future.

EXISTING SOUTHERLY SITE ACCESS

It is acknowledged that the existing southern access is currently restricted as set out above by the LHA. As such it is no longer proposed to service the 3No units via this access. The existing northern access is now intended to service the 3No units.

Matter 2

The LHA stated the following in their response: -

Site Access

In accordance with the LHDG, any commercial access for B2/ B8 use should meet the specifications set out in Table 15 which state that the access width should have an effective width of 6m to allow for two- way movements. Visibility splays should be achievable in accordance with Table 6 of the LHDG. As stated previously, the LHA note that the current access does not meet either of these standards.

The LHA advise the Applicant to re-consider the access arrangements to ensure that they are safe and suitable for the proposed use in accordance with Paragraph 116 of the National Planning Policy Framework (NPPF 2024).

For the LHA to consider any access arrangements to be safe and suitable either

significant works to the existing access should be proposed, or a new access should be considered. The LHA note that given the large amount of land within the blue-line boundary, there could be an opportunity for a suitable access further south along Main Road. However, as previously stated any new access should be in accordance with Table 15 of the LHDG, with visibility splays achievable in accordance with Table 6 and demonstrated in accordance with Figure 7 of the LHDG.

Visibility splay lengths are calculated using Table 6 of the LHDG. This will be determined on recorded passing speeds. Therefore, the LHA will require the submission of measured 85th percentile speeds in the vicinity of the site access by undertaking a speed survey.

If a speed survey has not already been undertaken, a permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please also contact ndi@leics.gov.uk.

If the Applicant wishes to propose a new access, this should additionally be supported by vehicle swept-path of the largest vehicle to enter/ exit the site.

Swept path analysis has been carried out for a circa 7m long rigid delivery vehicle for the northerly access (see **Appendix D**). The exercise demonstrates that the access can cater for this size of vehicle. Similarly, tracking has been carried out for the internal areas which demonstrates that vehicles can turn within the site.

The vehicular access has previously been deemed acceptable by the LHA whilst considering former planning submissions for conversion of agricultural units to commercial units. As the proposal will be unlikely to result in any material or significant traffic impact (when considering actual before and after flows) we would envisage the

use of this access by the 3No units to be acceptable to the LHA. The access satisfies the 6m wide criteria and visibility splays have previously been deemed acceptable and are in the region of 2.4m x 43m in each direction (some existing planting / vegetation may need removing in front of the cottage to deliver the southerly splay).



Closing

This Technical Note has been prepared by Lennon Transport Planning Ltd on behalf of

Naylors Estate Agents to support a current prior notification application for the change of use of farm buildings to B2 / B8 units.

It has been demonstrated that an appropriate means of vehicular access can be provided in accordance with standards pertaining to width, geometry and visibility splays. Swept path analysis has been demonstrated, compliance with LCC parking standards can be achieved.

When considering the aforementioned, we encourage the Local Planning Authority and Local Highway Authority to now look favorably upon the highway and transportation considerations of the application.

APPENDIX A

LHA Consultation Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00431/P3CR

Highway Reference Number: 2025/0431/04/H

Application Address: Fox Covert Farm Main Street Congerstone Nuneaton Leicestershire CV13 6LZ

Application Type: Change of Use

Description of Application: Notification to determine if Prior Approval is required for the change of use of an agricultural building to use class B2/B8

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr William Naylor

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Shackerstone

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted on the notification to determine if Prior Approval is required for the change of use of an agricultural building to use class B2/B8 at Fox Covert Farm, Main Street, Congerstone, Leicestershire.

The LHA are aware of the following relevant planning history at the site:

- 19/00634/FUL | Change of use of single storey barns to Use Classes A1, A2, A3 and/or B1 (offices) including reconstruction of roof and other alterations and creation of new car parking area and bin store - Permitted by the Local Planning Authority (LPA) on the 19th November 2019. The LHA concluded that the proposed use would result in a reduction in use of the sub-standard site access.
- 22/00529/FUL | Change of use of Agricultural Barns to Class E (offices) – Permitted by the LPA on 18th November 2022. The LHA advised approval on the basis that the impact of the

intensification would not be severe and advised a condition (Condition 5) to ensure that the existing gates were set back by 10m, as also advised in application number 19/00634/FUL.

In support of this application the Applicant has submitted the following documents:

- Application Form dated 25th April 2025;
- Proposed Site Plan by Hayward Architects (drawing number: 102A); and
- Existing Plans & Elevations by Hayward Architects (drawing number: 103B).

Site Access

The site is accessed from an existing gated access off Main Street, Congerstone, a Classified 'C' road with a speed limit of 30mph and carries a 7.5t weight restriction.

Based upon the red- line boundary on the submitted Proposed Site Plan, the Applicant intends to use the existing gated access onto Main Street. This is the southernmost access with there being additionally two further accesses from the site.

The LHA undertook a site visit dated 27th May 2025, where the existing access was measured to be 4m wide on the hardbound concrete surface. Due to the constrained nature of the access, the existing visibility at this access is considered severely sub-standard with limited opportunity for improvement without significant works. The LHA also note that Condition 5 of application number 22/00529/FUL to setback the gates by 10m from the highway has not been undertaken.

With consideration of the proposed site use, without any evidence to prove the contrary, the LHA believe B2/ B8 use of the site would result in an intensification of this existing access. As a result of this intensification, the LHA consider the access arrangements to be sub-standard to the guidance set out in the Leicestershire Highway Design Guide (LHDG). The LHDG is available for reference at: <https://www.leicestershirehighwaydesignguide.uk/>.

In accordance with the LHDG, any commercial access for B2/ B8 use should meet the specifications set out in Table 15 which state that the access width should have an effective width of 6m to allow for two- way movements. Visibility splays should be achievable in accordance with Table 6 of the LHDG. As stated previously, the LHA note that the current access does not meet either of these standards.

The LHA advise the Applicant to re-consider the access arrangements to ensure that they are safe and suitable for the proposed use in accordance with Paragraph 116 of the National Planning Policy Framework (NPPF 2024).

For the LHA to consider any access arrangements to be safe and suitable either significant works to the existing access should be proposed, or a new access should be considered. The LHA note that given the large amount of land within the blue- line boundary, there could be an opportunity for a suitable access further south along Main Road. However, as previously stated any new access should be in accordance with Table 15 of the LHDG, with visibility splays achievable in accordance with Table 6 and demonstrated in accordance with Figure 7 of the LHDG.

Visibility splay lengths are calculated using Table 6 of the LHDG. This will be determined on recorded passing speeds. Therefore, the LHA will require the submission of measured 85th percentile speeds in the vicinity of the site access by undertaking a speed survey. If a speed survey

has not already been undertaken, a permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please also contact ndi@leics.gov.uk.

If the Applicant wishes to propose a new access, this should additionally be supported by vehicle swept- path of the largest vehicle to enter/ exit the site.

Highway Safety

There have been no Personal Injury Collisions (PIC's) recorded to have taken place within a 500m proximity of the site, within the public highway in the most recent five-year period. The LHA therefore, have no existing highway safety concerns regarding this site.

Notwithstanding this, the LHA must ensure that any access used for the proposed site use is safe and suitable.

Trip Generation

Given the scale of the proposed development, the LHA believe that it is unlikely that the proposed development will result in an increase in trips to require further assessment, though further details on the amount of two- way trips generated would be appreciated.

Internal Layout

Whilst the current submission has limited details on the internal layout of the site, the LHA must ensure that the site can accommodate sufficient parking capacity for the proposed use. The LHA's parking standards for Use Class B2/B8 are found within Table 29(a) of the LHDG at the following link: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/non-residential-parking-standards/non-residential-parking-standards-class-b>.

In addition to providing suitable parking, the Applicant must demonstrate that the largest vehicle to enter the site must be able to turn, allowing it to enter and enter the public highway in a forward gear. This should be demonstrated using swept- path analysis.

Date Received
12 May 2025

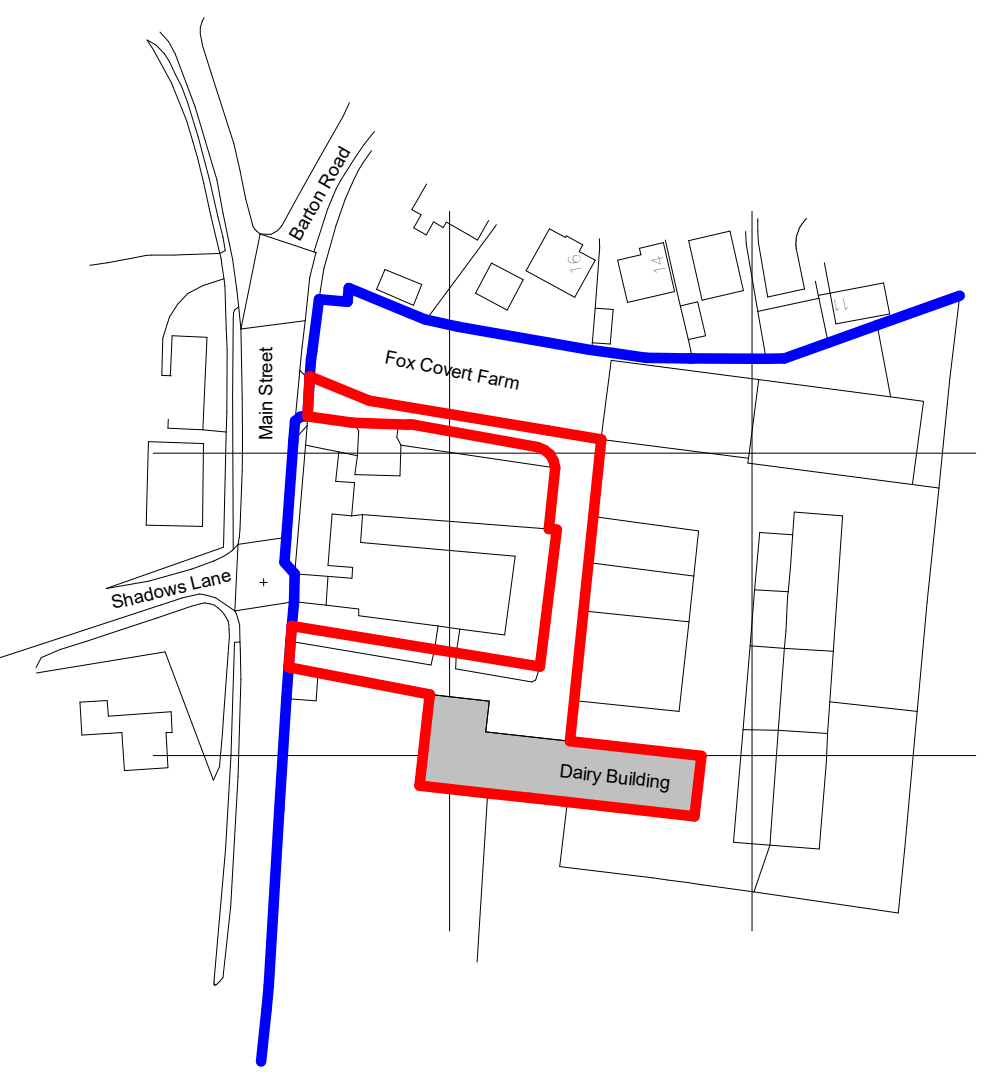
Case Officer
Michael Biggin

Reviewer
BD

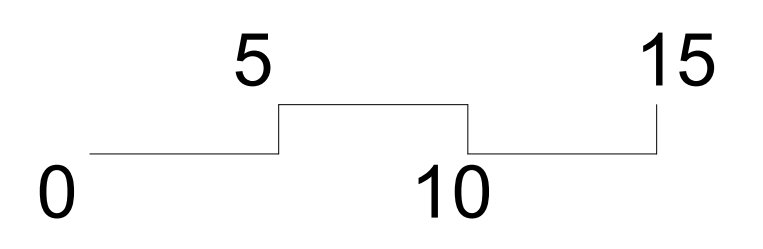
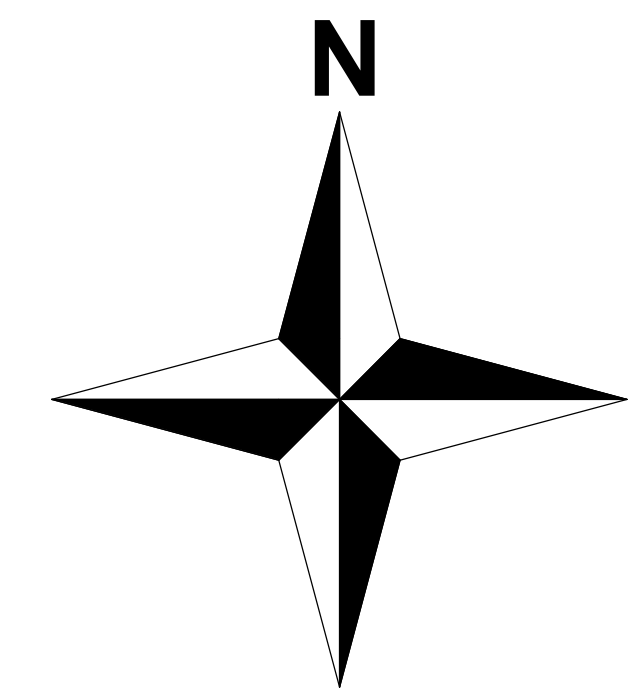
Date issued
3 June 2025

APPENDIX B

Site Layout



Site Location Plan 1:1250

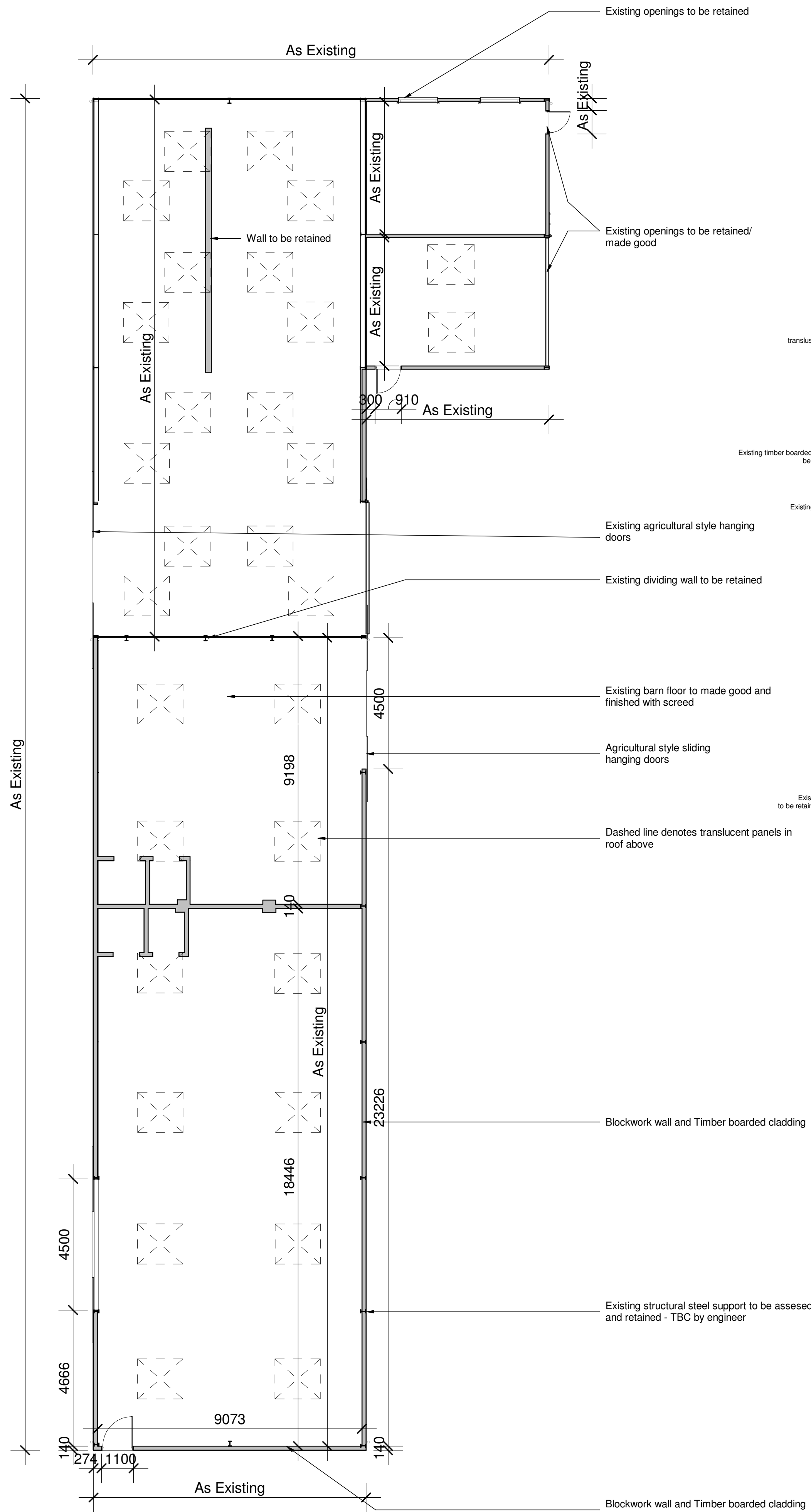


Red line denotes boundary to dairy building.
Blue line denotes partial overall site boundary.

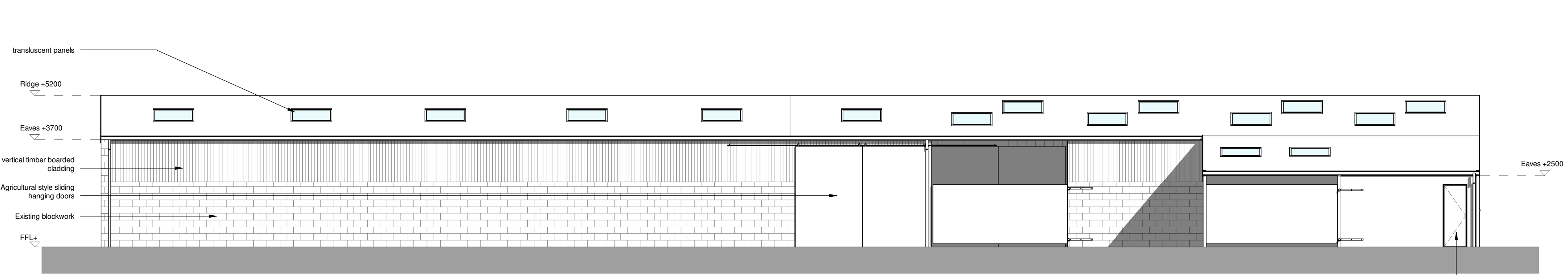
Site Plan 1:1200

Client Mr C Stamper		hayward ARCHITECTS LTD 19 Station Road Hindley Leicestershire LE10 1AW Tel: 01455 635 685 Fax: 01455 618 971 www.hayward-architects.co.uk	
Project Title Proposed Conversion of Dairy Building Fox Covert Farm Congerstone			
Drawing Title Proposed Site Plan			
Scale As indicated	Sheet A1	Job No. 19/23	Drawing No. 102B
Author CB	Date Sept 2020	Status Planning	

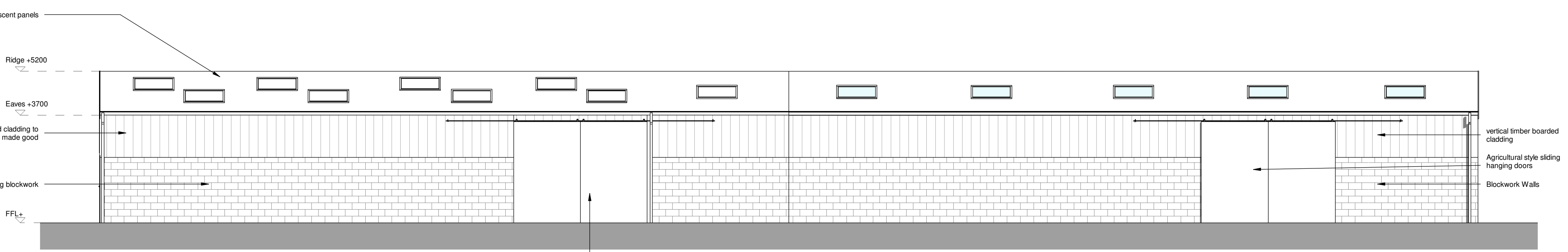
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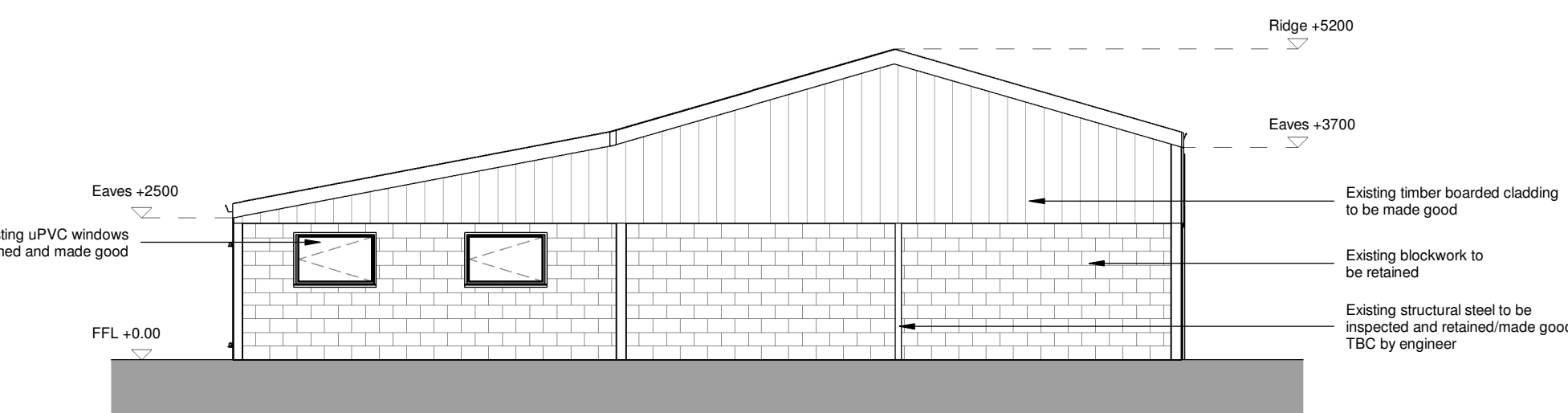
Ground Floor Plan



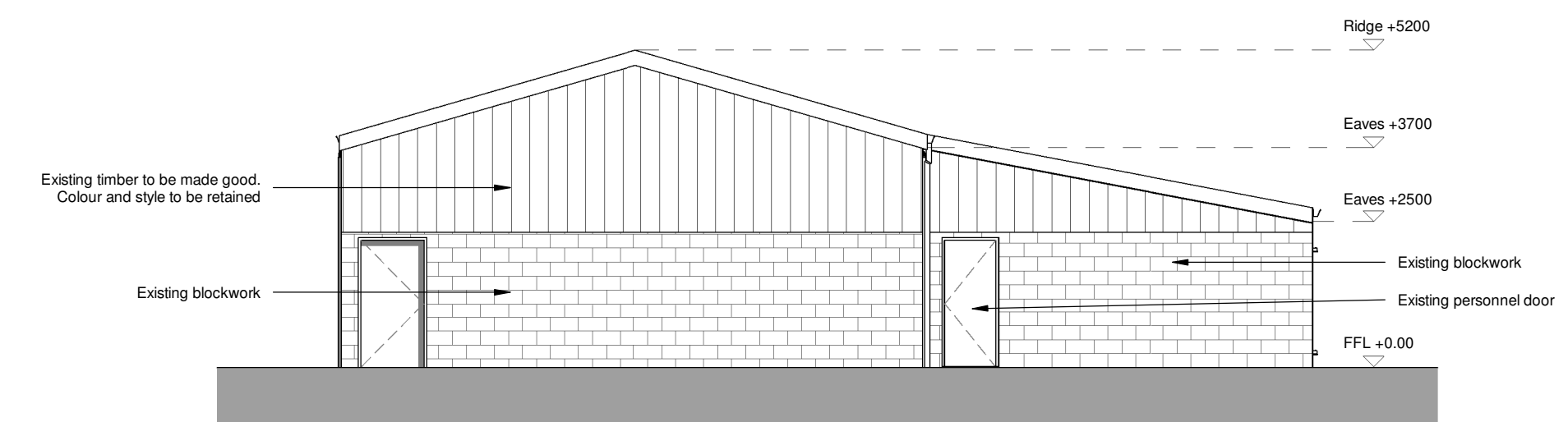
Front Elevation



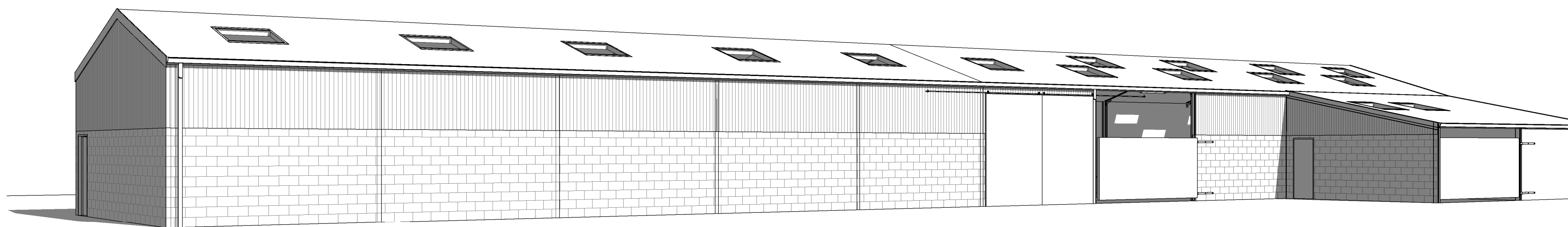
Rear Elevation



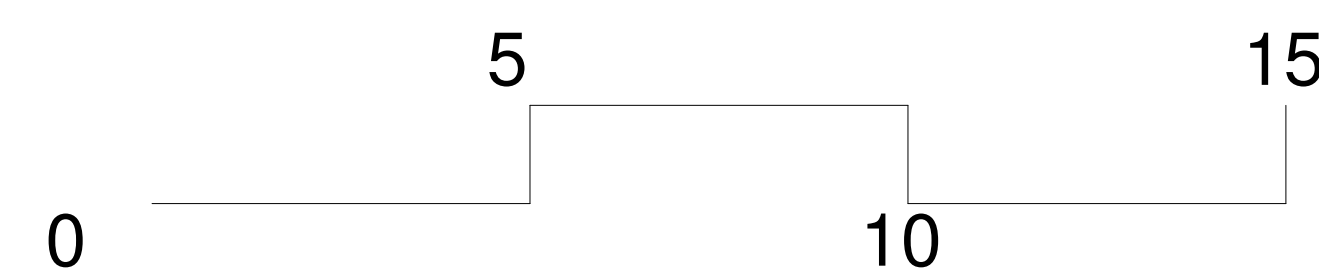
Side Elevation 1



Side Elevation 2



Existing 3d View



Scale bar 1:100

Client Mr C Stamper		hayward ARCHITECTS LTD 19 Station Road Hinckley Leicestershire LE10 1AW Tel: 01455 635 685 Fax: 01455 618 971 www.hayward-architects.co.uk	
Project Title Proposed Conversion of Dairy Building Fox Covert Farm Congerstone			
Drawing Title Existing Plans & Elevations			
Scale 1/100	Author CB	Date Sept	Sheet A1
Job No. 19/23		Drawing No. 103B	
Status Planning			

APPENDIX C

TRICS Analysis

Calculation Reference: AUDIT-608801-250710-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire

Licence No: 608801

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: 175 to 715 (units: sqm)
 Range Selected by User: 150 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/23

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:

Thursday 3 days
 Friday 2 days

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

Selected survey types:

Manual count 5 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 4
 Free Standing (PPS6 Out of Town) 1

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 5

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 X days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 5 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
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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
1.1 to 1.5	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.

Travel Plan:

No	5 days
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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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|----------------------------------|-----------------------------|---------------------|
| 1 | CU-02-C-01 | STEEL FABRICATION | CUMBERLAND |
| | BLACKDYKE ROAD | | |
| | CARLISLE | | |
| | KINGSTOWN IND. ESTATE | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 715 sqm | |
| | Survey date: FRIDAY | 15/10/21 | Survey Type: MANUAL |
| 2 | LC-02-C-06 | STEEL FABRICATION | LANCASHIRE |
| | TOLLGATE ROAD | | |
| | BURSCOUGH | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 700 sqm | |
| | Survey date: THURSDAY | 21/04/22 | Survey Type: MANUAL |
| 3 | LE-02-C-01 | COMMERCIAL VEHICLE SERVICES | LEICESTERSHIRE |
| | WYMESWOLD ROAD | | |
| | NEAR LOUGHBOROUGH | | |
| | BURTON ON THE WOLDS | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 175 sqm | |
| | Survey date: FRIDAY | 17/06/22 | Survey Type: MANUAL |
| 4 | NF-02-C-03 | SHEET METAL CONTRACTOR | NORFOLK |
| | ELVIN WAY | | |
| | NORWICH | | |
| | HELLESDON | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 260 sqm | |
| | Survey date: THURSDAY | 07/11/19 | Survey Type: MANUAL |
| 5 | RE-02-C-01 | SHEET METAL FABRICATION | READING |
| | COMMERCIAL ROAD | | |
| | READING | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 645 sqm | |
| | Survey date: THURSDAY | 22/11/12 | 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
LC-02-C-05	Covid

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.481	0.441	0.922
1700-1800	0.200	0.441	0.641

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	2	438	0.114	2	438	0.000	2	438	0.114
06:00 - 07:00	2	438	0.343	2	438	0.114	2	438	0.457
07:00 - 08:00	5	499	0.762	5	499	0.120	5	499	0.882
08:00 - 09:00	5	499	0.481	5	499	0.441	5	499	0.922
09:00 - 10:00	5	499	0.481	5	499	0.321	5	499	0.802
10:00 - 11:00	5	499	0.561	5	499	0.521	5	499	1.082
11:00 - 12:00	5	499	0.361	5	499	0.281	5	499	0.642
12:00 - 13:00	5	499	0.401	5	499	0.401	5	499	0.802
13:00 - 14:00	5	499	0.240	5	499	0.361	5	499	0.601
14:00 - 15:00	5	499	0.481	5	499	0.401	5	499	0.882
15:00 - 16:00	5	499	0.481	5	499	0.762	5	499	1.243
16:00 - 17:00	5	499	0.200	5	499	0.521	5	499	0.721
17:00 - 18:00	5	499	0.200	5	499	0.441	5	499	0.641
18:00 - 19:00	5	499	0.080	5	499	0.281	5	499	0.361
19:00 - 20:00	2	438	0.114	2	438	0.229	2	438	0.343
20:00 - 21:00	2	438	0.000	2	438	0.000	2	438	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.300			5.195			10.495

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:	175 - 715 (units: sqm)
Survey date range:	01/01/10 - 04/10/23
Number of weekdays (Monday-Friday):	5
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.

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Licence No: 608801

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

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	2	438	0.000	2	438	0.000	2	438	0.000
06:00 - 07:00	2	438	0.114	2	438	0.114	2	438	0.228
07:00 - 08:00	5	499	0.080	5	499	0.040	5	499	0.120
08:00 - 09:00	5	499	0.040	5	499	0.080	5	499	0.120
09:00 - 10:00	5	499	0.080	5	499	0.040	5	499	0.120
10:00 - 11:00	5	499	0.160	5	499	0.200	5	499	0.360
11:00 - 12:00	5	499	0.000	5	499	0.000	5	499	0.000
12:00 - 13:00	5	499	0.040	5	499	0.000	5	499	0.040
13:00 - 14:00	5	499	0.000	5	499	0.080	5	499	0.080
14:00 - 15:00	5	499	0.080	5	499	0.080	5	499	0.160
15:00 - 16:00	5	499	0.120	5	499	0.120	5	499	0.240
16:00 - 17:00	5	499	0.000	5	499	0.000	5	499	0.000
17:00 - 18:00	5	499	0.000	5	499	0.000	5	499	0.000
18:00 - 19:00	5	499	0.000	5	499	0.000	5	499	0.000
19:00 - 20:00	2	438	0.000	2	438	0.000	2	438	0.000
20:00 - 21:00	2	438	0.000	2	438	0.000	2	438	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.714			0.754			1.468

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.

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Calculation Reference: AUDIT-608801-250710-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 1 days

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

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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: 1350 to 1350 (units: sqm)
 Range Selected by User: 1350 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/09/21

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

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

Selected survey types:

Manual count 1 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 1

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

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 X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:**Use Class:**

B8 1 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:

10,001 to 15,000 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

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 1 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:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 NY-02-E-01 SELF STORAGE NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
Survey date: TUESDAY 21/09/21 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
SF-02-E-01	Covid

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.370	0.296	0.666
1700-1800	0.148	0.222	0.370

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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	1	1350	0.000	1	1350	0.000	1	1350	0.000
08:00 - 09:00	1	1350	0.370	1	1350	0.296	1	1350	0.666
09:00 - 10:00	1	1350	0.222	1	1350	0.222	1	1350	0.444
10:00 - 11:00	1	1350	0.370	1	1350	0.444	1	1350	0.814
11:00 - 12:00	1	1350	0.222	1	1350	0.222	1	1350	0.444
12:00 - 13:00	1	1350	0.444	1	1350	0.370	1	1350	0.814
13:00 - 14:00	1	1350	0.222	1	1350	0.148	1	1350	0.370
14:00 - 15:00	1	1350	0.593	1	1350	0.593	1	1350	1.186
15:00 - 16:00	1	1350	0.148	1	1350	0.222	1	1350	0.370
16:00 - 17:00	1	1350	0.296	1	1350	0.222	1	1350	0.518
17:00 - 18:00	1	1350	0.148	1	1350	0.222	1	1350	0.370
18:00 - 19:00	1	1350	0.222	1	1350	0.148	1	1350	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.257			3.109			6.366

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.

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Parameter summary

Trip rate parameter range selected:	1350 - 1350 (units: sqm)
Survey date range:	01/01/10 - 21/09/21
Number of weekdays (Monday-Friday):	1
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.

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire

Licence No: 608801

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

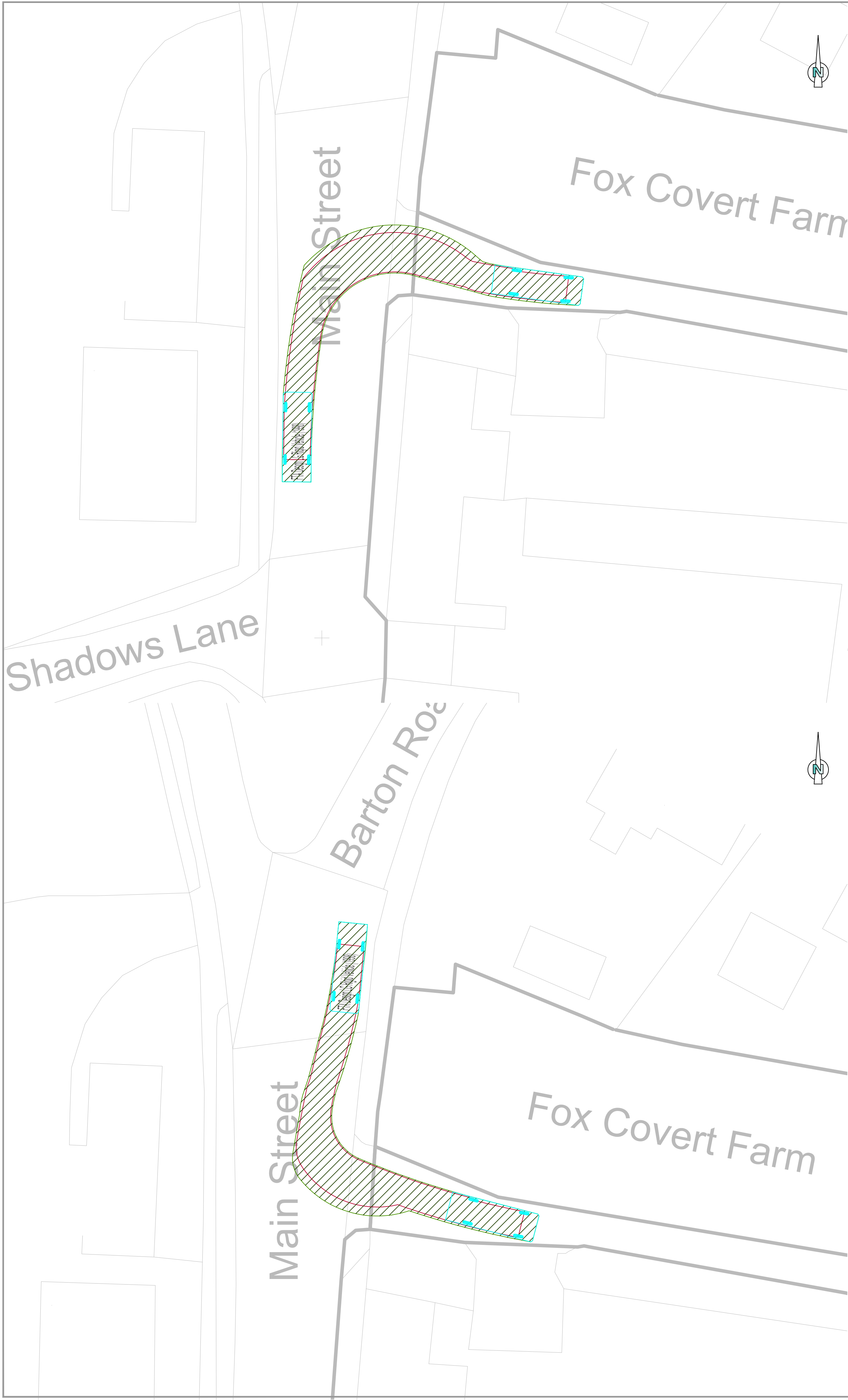
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
08:00 - 09:00	1	1350	0.074	1	1350	0.074	1	1350	0.148
09:00 - 10:00	1	1350	0.000	1	1350	0.074	1	1350	0.074
10:00 - 11:00	1	1350	0.074	1	1350	0.074	1	1350	0.148
11:00 - 12:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
12:00 - 13:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
13:00 - 14:00	1	1350	0.074	1	1350	0.074	1	1350	0.148
14:00 - 15:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
15:00 - 16:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
16:00 - 17:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
17:00 - 18:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
18:00 - 19:00	1	1350	0.074	1	1350	0.000	1	1350	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.296			0.296			0.592

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.

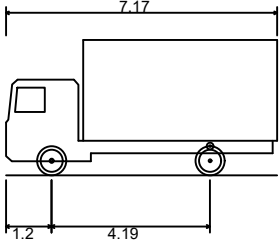
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APPENDIX D

Vehicular Swept Path Analysis



Vehicle Profile



FTA Design LG Rigid Vehicle (1998)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m



Lennon Transport Planning Ltd
Highway and Transportation
Consultants

Unit C, Glenborough Court, Glenfield, Leicester, LE3 8DZ

CLIENT:
Naylors Estate Agents

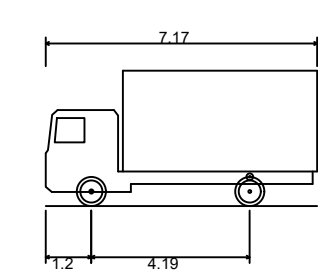
TITLE:
Main Street,
Congerstone

Swept Path Analysis (Sheet 1 of 2)

Scheme No.	Drawing No.	Revision
PN/434/25/26	JN/434/SP/25-01	P01
PREPARED BY: SM	SCALE:	1:200
CHECKED BY: SP	SIZE:	A1
APPROVED BY: ML	DATE:	Sept-25



Vehicle Profile



FTA Design LG Rigid Vehicle (1998)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to kerb Turning Radius	7.000m



Lennon Transport Planning Ltd
Highway and Transportation Consultants

Unit C, Glenborough Court, Glenfield, Leicester, LE3 8DZ

CLIENT:
Naylors Estate Agents

TITLE:
Main Street,
Congerstone

Swept Path Analysis (Sheet 1 of 2)

Scheme No.		Drawing No.		Revision	
PN/434/25/26		JN/434/SP/25-02		P01	
PREPARED BY:	SM	SCALE:		1:200	
CHECKED BY:	SP	SIZE:		A1	
APPROVED BY:	ML	DATE:		Sept-25	



Lennon Transport Planning Ltd
Unit C, Glenborough Court,
Glenfield,
Leicester, LE3 8DZ
T: 0116 340 0343
M: 07780 447 415

office@lennontransportplanning.co.uk
www.lennontransportplanning.co.uk

Company number:10061511

Registered Office:154, Rothley Road, Mountsorrel, LE12 7JX