



**Proposed Change of Use of Agricultural
Building and Yard to the Storage of
Drainage Materials and
Associated Trade Counter**

**Land at Holywell Farm, Desford Lane,
Ratby**

Applicants Prestons Contracting

Accompanying Highways Report

August 2024

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1 BACKGROUND

- 1.1 Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors. We have been engaged by Prestons Contracting to provide a Highway Report to support their current planning application.
- 1.2 Prestons Contracting submitted a planning application to Hinckley and Bosworth Borough Council in May 2024 for the 'Change of use of agricultural building and yard to the storage of drainage materials and associated trade counter,' (LPA ref: 24/00485/FUL). The site is located at Holywell Farm, Desford Lane, Ratby. The site location plan submitted with the application has been attached as **Appendix A** for information.
- 1.3 It is proposed that the site will be served from an existing vehicular access serving Holywell Farm off Desford Lane, Ratby. The existing vehicular access is shown on the following photograph:-



- 1.4 The entrance to the site is located approximately 200 metres from the public highway along an existing access road. The site contains two large yard areas, one at the front and another at the rear of the existing building where parking, turning and storage of materials will take place. The following photographs show the two large yard areas, firstly the one at the front of the building and the second at the rear:-





- 1.5 As part of the usual consultation process, Hinckley and Bosworth Borough Council consulted Leicestershire County Council as Highway Authority. In their consultation response the Highway Authority stated that they did not consider that the application as submitted had fully assessed the highway impact of the proposed development.
- 1.6 The Highway Authority requested further information regarding a) the type of drainage material that will be stored and sold, in order that they can understand the type of vehicles likely to access the site, b) clarification that no sales to the public will be undertaken at the site c) regarding the level of traffic likely to be generated by the proposal.
- 1.7 If the additional information showed that there would be an intensification in use of the site, the Highway Authority would require a detailed scaled access drawing and swept-path analysis to demonstrate that the largest vehicle likely to visit the site could enter and leave the access. Any alterations required to the access would then need to be subject to a Road Safety Audit Stage 1 with Designer Response.
- 1.8 The Highway Authority were also concerned about the available visibility splays, and asked that a speed survey be carried out to measure the 85th percentile speed

of vehicles on Desford Lane. The Highway Authority noted that the existing access is located close to the junction with Pear Tree Business Park and were concerned that a vehicle waiting to enter the main road did not interfere with visibility for a vehicle waiting at the other access.

- 1.9 The Highway Authority required the access to be surfaced in a hard bound material for a minimum distance of 15 metres behind the highway boundary. They also required parking to be provided in accordance with the parking standards.
- 1.10 There is a public right of way (bridleway) that crosses the site and the Highway Authority were concerned regarding the impact the development could have on the bridleway.
- 1.11 This highway report has been commissioned to consider the issues raised by the Highway Authority in their response and seeks to demonstrate that the proposal will not lead to any unacceptable harm to highway safety nor result in any severe residual cumulative impact on the road network.

2 SITE CONSIDERATIONS

- 2.1 The site is situated on the northern side of Desford Lane, Ratby. Desford Lane is a Class C public highway, and at the point of the site access, Desford Lane is subject to the National Speed Restriction of 60mph for single carriageway roads. However the site access is located approximately 50 metres from start of the 30mph speed limit at which point there is a speed table on Desford Road.
- 2.2 The site access is also located on a bend, which together with the speed table and change of speed limit means that vehicle speeds are constrained well below the speed limit. The following photograph shows the section of Desford Lane approaching the site with the speed table and speed limit clearly visible: -



- 2.3 In the vicinity of the existing site access, Desford Lane has a verge 5 metres wide on its southern side, a 6.7 metres wide carriageway and 3 metres wide verge including a ditch on its northern side, the application site side.
- 2.4 The existing access is 4.8 metres wide served from a crossing 15.5 metres wide at the edge of carriageway on Desford Lane. The access is currently gated, with the

gates set back 16 metres from the edge of Desford Lane. Beyond the gate the access varies in width, although it is generally around 4 metres wide with grassed verges on each side. The following photograph shows a section of the access track looking towards the site, with the agricultural building subject of this application seen on the left hand side of the image: -



- 2.5 There is a large passing bay located approximately 60 metres from the highway boundary. The passing bay has an overall length of 32 metres including tapers, which provide an overall width of 7 metres. This passing bay is suitable to allow two large agricultural vehicles to pass on the private access track. The following photograph shows the passing place: -



- 2.6 At its junction with Desford Lane, the existing access track has very good visibility splays, with splays of 2.4 metres by 160 metres available looking to the right and over 100 metres available looking to the left out of the access. The following photographs show the available visibility splays taken at a drivers eye height 2.4 metres setback from the edge of Desford Lane: -



2.7 In their response to the current application, the Highway Authority noted that there had been one recorded personal injury road traffic accident within 500 metres to the

southwest of the site access and none to the northeast side up to the junction of Desford Lane and Main Street within the latest 5-year period.

- 2.8 According to the accident records purchased from Leicestershire CC, the one accident that took place to the south of the site, with the exact location unknown, occurred when it was raining and the road surface was recorded as wet/damp. The accident was not located at or within 200 metres of a junction and did not involve turning traffic. The two cars involved were travelling in opposite directions on a bend, so it would appear that the access was caused by driver error. The proposal is unlikely to exacerbate the risks of such accidents occurring. The accident records purchased from LCC have been attached as **Appendix B** for information.
- 2.9 The accident records do show that there has been no recorded incident at the site access in the latest 5 years of data. However using the data available in CrashMap, there has not been a recorded injury accident at the access since their records began in 1999.
- 2.10 I am of the opinion that there is no inherent safety issue with the site access and the proposal is unlikely to create any unacceptable impact on highway safety.

3 CONSIDERATION OF DEVELOPMENT

- 3.1 The planning application seeks planning approval for the change of use of an agricultural building and yard to the storage of drainage materials and associated trade counter, at Holywell Farm, Desford Lane, Ratby.
- 3.2 The site is currently served from the existing access track off Desford Lane, and the proposed development will utilise this existing access. The building which has a floor area of 735sqm, has large hardstanding areas to the front and side on which parking and turning can place.
- 3.3 It has long been the case that the re-use of redundant agricultural buildings has been encouraged by HM Government. In 2023 the HM Government produced a document entitled 'Unleashing the rural opportunity', in which it sought to grow the rural economy by boosting opportunity through jobs and skills. The HM Government were looking to make changes to permitted development rights which support agricultural development and rural diversification.
- 3.4 This proposal which involves rural diversification and which will help grow the rural economy therefore meets the aims contained in 'Unleashing the rural opportunity'. I therefore believe that this proposal should therefore be looked upon positively.
- 3.5 In their consultation response the Highway Authority sought clarification on the type of drainage equipment that would be stored and sold on site. The applicant says that the materials stored on site and then subsequently sold will be basic drainage supplies. The area to the rear of the building will have bays holding various grades of drainage gravel, sand and some aggregates. Solid and flexible drainage pipes will be stored in the building and some rigid pipes and concrete rings for manholes will be stored in the rear yard. Smaller consumables will be kept in the end of the converted building.

Trip Generation

- 3.6 Although the Design and Access statement submitted with the application suggested that the site would generate around 20 vehicles each day (40 two-way movements) in light of the Highway Authority response, the applicant has given more consideration of the likely figures.

- 3.7 Having given this further consideration, the applicant now anticipates that the materials will be delivered by rigid flatbed lorries, 3 deliveries per week, a further 3 deliveries per week by an articulated lorry and a further 4 deliveries per week by a rigid tipper lorry.
- 3.8 In addition the applicant expects there to be 5 weekly deliveries from the site to clients by a rigid tipper lorry, with around 20 trade collections to be made by transit van type vehicles each day.
- 3.9 Based on the client's expectations, the site will generate 30 two-way lorry movements per week (Monday to Saturday) around 5 two-way movements per day. A further 40 two-way movements each day will be made by transit van or similar.
- 3.10 In their consultation response, the Local Highway Authority stated that the traffic figures contained within the Design and Access statement had not been validated. The Highway Authority required either these figures be validated with a first principles approach based on the existing business located in a similar location or using the trip generation figures available in TRICS.
- 3.11 In order to try to provide some generation figures that the Highway Authority will find appropriate, TRICS has been interrogated to ascertain the likely level of traffic generated by the site.
- 3.12 The most comparable land use available in TRICS is that of a Builders Merchant, and therefore an analysis has been made using the survey data for this use. It should be noted that TRICS does not include many recent surveys of that land use type, and the size of buildings are much larger and therefore may not be directly comparable and are likely to generate more traffic than would be expected from a much smaller building.
- 3.13 Nevertheless TRICS has been interrogated and surveys from 1 January 2000 have been included. Sites located in London or Ireland have been excluded. Sites where the population exceeded 250,000 within a 5-mile radius were excluded. The size of units included in the survey was between 600sqm and up to 13051sq metres. The average floor area of the buildings surveyed varied depending upon the times of each survey, however between 6am and 6pm the average floor area was at least 4542sqm, approximately 6 times larger than the building proposed. Therefore these

figures should be considered very robust. The output data from TRICS has been attached as **Appendix C** for information.

3.14 As a result of the selection process, TRICS produced the results from 8 sites, and provided an hourly estimation of trips generated per 100sqm of floor area between 6am and 7pm. The results provided are as follows:-

3.15	6am to 7am	0.047 arrive	0.000 depart	0.047 two-way
	7am to 8am	0.336 arrive	0.182 depart	0.518 two-way
	8am to 9am	0.539 arrive	0.435 depart	0.974 two-way
	9am to 10am	0.471 arrive	0.501 depart	0.972 two-way
	10am to 11am	0.564 arrive	0.528 depart	1.092 two-way
	11am to 12pm	0.504 arrive	0.495 depart	0.999 two-way
	12pm to 1pm	0.402 arrive	0.476 depart	0.878 two-way
	1pm to 2pm	0.314 arrive	0.340 depart	0.654 two-way
	2pm to 3pm	0.340 arrive	0.331 depart	0.671 two-way
	3pm to 4pm	0.305 arrive	0.328 depart	0.633 two-way
	4pm to 5pm	0.204 arrive	0.285 depart	0.489 two-way
	5pm to 6pm	0.003 arrive	0.155 depart	0.158 two-way

This gives a total daily flow of

6am to 6pm	4.029 arrive	4.056 depart	8.085
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3.16 Based on these trip rates, the proposed building with a gfa of 735sqm would result in the following traffic movements (rounded up or down to give whole numbers)

6am to 7am	0 arrive	0 depart	0 two-way
7am to 8am	2 arrive	1 depart	3 two-way
8am to 9am	4 arrive	3 depart	7 two-way
9am to 10am	3 arrive	4 depart	7 two-way
10am to 11am	4 arrive	4 depart	8 two-way
11am to 12pm	4 arrive	4 depart	8 two-way
12pm to 1pm	3 arrive	4 depart	7 two-way
1pm to 2pm	2 arrive	3 depart	5 two-way
2pm to 3pm	3 arrive	2 depart	5 two-way
3pm to 4pm	2 arrive	2 depart	4 two-way
4pm to 5pm	2 arrive	2 depart	4 two-way
5pm to 6pm	0 arrive	1 depart	1 two-way

This gives a total daily flow of

6am to 6 pm	30 arrive	30 depart	60 two-way
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- 3.17 These figures show that the proposal will be likely to generate a maximum of 8 two-way vehicle movements in any hour of the day. Over the course of a 12-hour day, the proposal would be likely to generate 60 vehicle movements, which works out that on average there would be 1 vehicle movement every 12 minutes.
- 3.18 These figures are higher than are expected by the client would are expecting around 45 two-way movements per day. Therefore the figures provided by TRICS, which are based on the 85th percentile trip rates can be considered robust.
- 3.19 TRICS was also interrogated to see what the multi-modal trip generation would be before this type of land use. Unfortunately, TRICS only contained survey results from 3 sites. However those sites revealed that the proposed use would generate little or no movements by bus/coach or cyclists. The multi-modal trip results would suggest that only around 8.5% of movements would be by goods vehicles and 1.7% of people would use public transport.
- 3.20 Based on the total two-way of flows predicted in TRICS, the proposal would generate 5 two-way lorry movements, 1 movement by public transport. On that basis then the remaining 54 two-way movements would be by car or light goods vehicles.
- 3.21 The 5 two-way lorry movements predicted by TRICS per day correspond with the expectation of the client's expectation of 5 two-way movements. Over the course of a 12-hour day, this would average out as 1 lorry movement every 2.4 hours.
- 3.22 In total, based on the data obtained from TRICS, the proposal will generate a modest volume of vehicle movements with a maximum of 8 movements in the busiest hours between 10am and midday. Within the normal 'highway network' peak hours (8am to 9am and 5pm to 6pm), the proposed development will generate a maximum of 7 vehicle movements. I consider that such a level of traffic will not result in any highway capacity issue.

Access Improvements

- 3.23 The existing access is currently surfaced in a loose stone material and has insufficient width to allow two vehicles to pass clear of the highway. Following

discussions with the applicants it has been agreed that as part of the development the access will be improved.

- 3.24 The width of the access will be increased from its current width of 4.8 metres to 7 metres. The junction radii will be maximised within the frontage available, with a 6 metres entry radius and a 7.5 metres exit radius. The access will be surfaced in a hard bound material for at least its first 15 metres. In addition the existing gates will be removed and a drainage channel will be provide across the access at the highway boundary. A drawing showing the proposed access improvements is attached as **Appendix D** for information.
- 3.25 The proposed improvements will allow two vehicles to pass, and will prevent stones or water being deposited within the public highway and will therefore provide a significant improvement when compared to the existing situation.

Visibility splays

- 3.26 As requested by the Highway Authority, a speed survey was undertaken at the site access over a 7-day period starting on 5th July 2024. The results of the speed survey revealed that the 85th percentile speed of vehicles entering the village and approaching from the south east was 31.6mph and for vehicles leaving the village and approaching from the north was 29.0mph.
- 3.27 The results of the speed survey also revealed that there was a very low percentage (1%) of buses and HGV's on Desford Lane. The location and results of the speed survey have been attached as **Appendix E** for information.
- 3.28 In consideration of the requirements for visibility splays, the starting point for all non-Trunk Roads is 'Manual for Streets 2' (MfS2). This view has been upheld by Planning Inspectors at numerous Appeals around the Country, including a number of Appeals in Leicestershire.
- 3.29 MfS2 is a Government backed document and is based on relatively recent research. MfS2 provides a calculation to determine sight stopping distances, based on measured speeds, driver perception and the braking capabilities of vehicles. In the foreword to MfS2, the then Parliamentary Under Secretary of State for

Transport Norman Baker commended the document and wanted its advice to be embraced to roads outside residential areas.

- 3.30 On roads where the volume of buses and HGV's form less than 5% of the total flow, MfS2 states that the sight stopping distances of those vehicles need not be considered separately. Therefore in this case the sight stopping distances of cars and light vans only needs to be considered, using a deceleration rate of 0.45g. As the site is located close to the edge of the village and approaching a bend, drivers will need to be alert and as the speed of traffic is below 60kph (40mph), MfS2 suggests that a driver reaction time of 1.5 seconds is used.
- 3.31 Using the calculation provided in MfS2 and based on the approach speeds recorded in the speed survey, minimum visibility splays of 2.4 metres by 46 metres looking to the right and 41 metres looking to the left will be required. These splays have been shown on the access improvement plan attached as **Appendix D**
- 3.32 Therefore, as the available splays are 160 metres looking to the right and at least 100 metres looking to the left these splays not only comply with guidance but in fact considerably exceed the minimum standard contained in MfS2.
- 3.33 The Highway Authority raised a concern that the vehicles waiting to enter Desford Lane from the site would interfere with the visibility splays for drivers waiting to enter Desford Lane from the access to the business park and vice-versa.
- 3.34 However, due to the alignment of Desford Lane, neither the visibility splay from the site access nor from the adjacent business park cuts across their adjacent accesses, the drawing attached as **Appendix F** shows the visibility splays out of each access. This drawing demonstrates that a vehicle waiting to turn out of one the accesses will not impede the visibility of a driver turning out of the other access.

Internal Layout

- 3.35 In their response to the planning application, the Highway Authority requested that the parking and turning be provided within the curtilage of the site in accordance with their standards. Their standards for a B8 storage use with a floor area of 735sqm requires a minimum of 8 car parking spaces and 1 lorry parking.

- 3.36 As the building will also contain a trade counter, then an additional 2 parking spaces may be required to cover the retail element of the proposal, meaning that a minimum of 10 car parking and 1 lorry parking space would be required.
- 3.37 The site location plan has been amended to show the required parking and turning requirements. The amended plan has been attached as **Appendix G** for information.
- 3.38 The Highway Authority raised a concern in relation to the bridleway that crosses the site and how the traffic may impact the use of the bridleway. This situation already exists, as vehicles associated with the current use of the building already have to cross the bridleway and does not cause any safety problems.
- 3.39 At the point where the access road crosses the bridleway, there is very good intervisibility between users of the bridleway and vehicles using the access. The bridleway also has a solid surface at this point and therefore the traffic crossing the bridleway will be able to do so safely and without causing damage to the bridleway that could make the bridleway unsafe to use.
- 3.40 The following photograph shows the bridleway crossing the site access road and shows that there is excellent intervisibility and also at the point of the crossing by the existing building has a solid surface: -



Swept-path analysis

- 3.41 The Highway Authority requested information to demonstrate that the largest sized vehicle likely to be generated by the proposal can enter and leave the access in each direction. As demonstrated by the multi-modal information obtained from TRICS, which matches the expectation of the clients too, the site will only be likely to generate an average of 5 two-way movements be heavy goods vehicles every day.
- 3.42 The applicant is anticipating that the largest size delivery vehicle that would visit the site would be an articulated lorry that would visit 3 times per week (6 two-way movements). It is also anticipated that there would be 12 visits (24 two-way movements) by large rigid HGV's.
- 3.43 A swept-path analysis has therefore been carried out of the access for both an articulated lorry and also a large rigid lorry, and the drawing showing this has been attached as **Appendix H** for information.
- 3.44 As can be seen from the drawing, the proposed improvements to the access will be sufficient to allow both types of vehicles to be able to turn into and out of the access. Whilst the access would not enable two HGV's to pass, given that the number of lorry movements predicted is so low, it is unlikely that two lorries would meet at the access. It is also the case that there is a passing bay close to the access, that would allow a lorry leaving the site to wait should there be another lorry turning into the access.
- 3.45 If there were to be a car or van waiting to turn out of the access when a lorry arrived, then the lorry can simply wait in Desford Lane and allow the car or van to leave the access before entering. Given that the speed of vehicles on Desford Lane is relatively low and the available visibility splays are so good, a lorry having to wait for a short time before turning into the site access would not result in unacceptable harm to highway safety. It is in fact likely to be the case at most road junctions and industrial accesses, that articulated lorries would have to wait on the major arm for another vehicle to turn out of the minor arm, so this is not an unusual occurrence.
- 3.46 It is also the case that the access into the adjacent Pear Tree Business Park would not be suitable to allow two large HGV's to pass, yet this has not led to any highway

safety issues, as demonstrated by the accident records provided by Leicestershire County Council.

- 3.47 The proposal seeks to convert an existing agricultural building, which already has the potential to generate a number of vehicular movements by large slow moving agricultural vehicles as well as HGV's using a substandard access.
- 3.48 I consider that in determining this application, consideration should be given to the existing situation. Would the type and volume of traffic generated by the proposal using the improved access arrangements, be likely to lead to unacceptable harm to highway safety or would the residual cumulative impacts on the highway network be severe, when compared with the existing situation?
- 3.49 I consider that the proposal will not lead to an increased risk of unacceptable harm being caused to highway safety, nor would it result in a severe impact on the highway network. Therefore, I am of the view that there are no reasonable grounds on which to prevent or refuse planning permission.
- 3.50 I consider that this report has demonstrated that the proposed improved vehicular access will provide a safe and suitable access arrangement to the site and will not lead to any unacceptable impact on highway safety. The likely low level of traffic likely to be generated by the proposed change of use will not lead to any highway capacity issues.
- 3.51 As such I believe that the proposal meets the requirements laid out in paragraph 114 of the revised National Planning Policy Framework 2023, and there should be no reasonable grounds to refuse the application on the basis of paragraph 115 of the revised NPPF 2023.

4 CONCLUSIONS

- 4.1 The planning application seeks planning approval for the change of use of an existing agricultural building and yard to the storage of drainage materials and associated trade counter.
- 4.2 The proposal includes appropriate parking and turning provision as well as improvements to the existing site access off Desford Lane. The level of hard standing available within the site will provide more parking and turning space than would be required to accord with Highway Authority standards.
- 4.3 The existing building has been in agricultural use and has the potential to generate a significant volume of large and slow-moving agricultural vehicles including HGV's.
- 4.4 Although the proposal will be likely to generate an increased number of vehicular movements, the vast majority of those movements will be by car or light goods vehicles, with only an average of around 5 movements per day by HGV's.
- 4.5 The proposed improvements to the site access will enable an articulated HGV to visit the site, as demonstrated by swept-path analysis. It is anticipated that an articulated vehicle would be the largest sized vehicle likely to visit the site. However the applicants are only anticipating around 3 deliveries each week by articulated vehicles. Given that the proposal is intended to be open 6 days a week, this works out as 1 articulated delivery every other day.
- 4.6 The available visibility splays at the site access far exceed the minimum required based on the measured speed of vehicles. Whilst the site access is located adjacent to the access road serving the Pear Tree Business Park, due to the alignment of Desford Lane, the visibility splays out of each access would not be impeded by vehicles waiting to turn at the other access.
- 4.7 There is a bridleway that crosses the internal access road, however having a bridleway or public footpath crossing a farm yard is not unusual. Where the access crosses the bridleway there is a solid hard bound surface and I consider that there is excellent intervisibility between vehicles and users of the bridleway. I therefore consider that this will not present any unacceptable safety concerns.

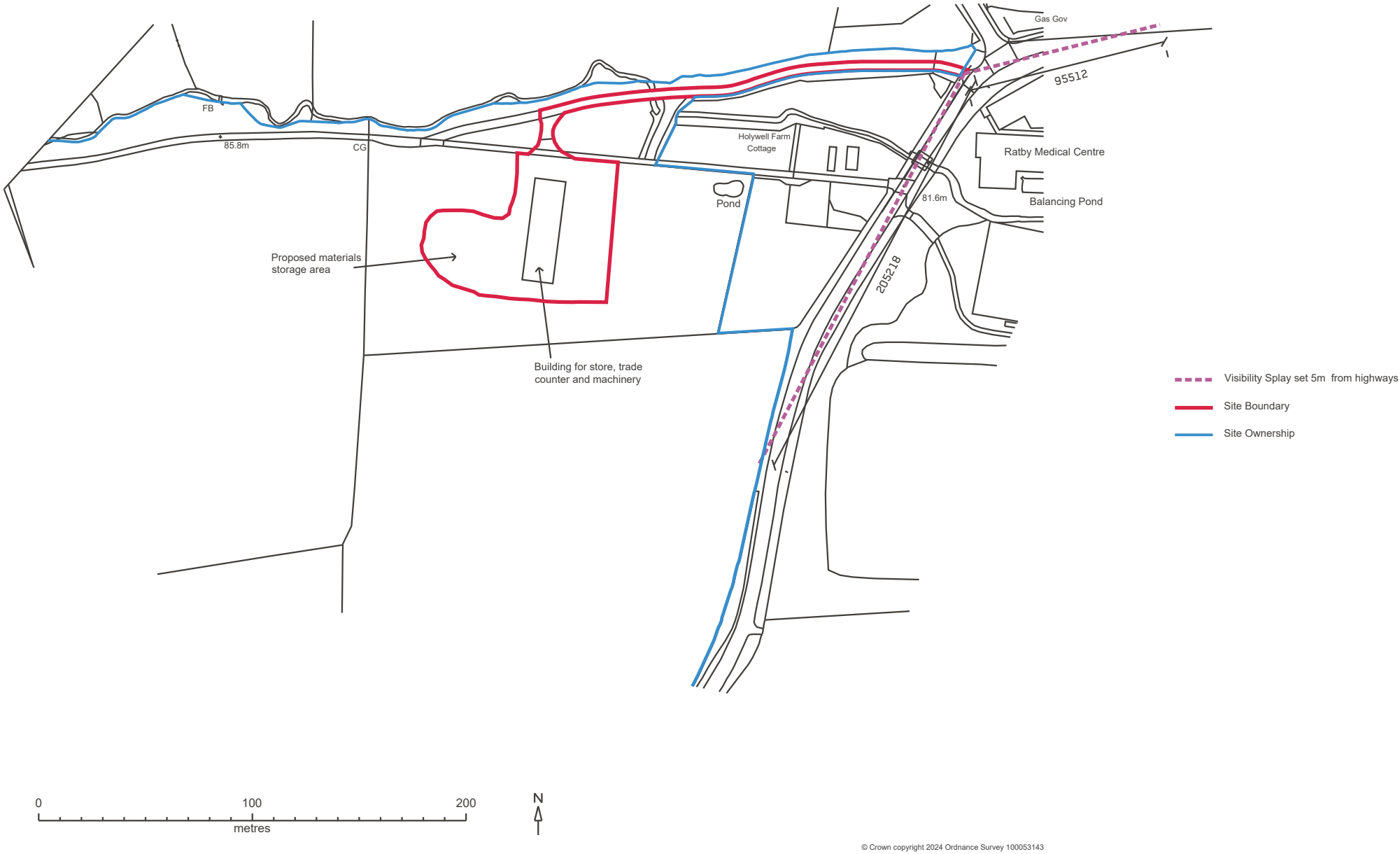
- 4.8 I consider that the proposal will not lead to an unacceptable impact on highway safety nor will the cumulative impact on the highway be severe. In fact, by providing an improved access arrangement, it can be argued that the proposal will result in a highway safety betterment.
- 4.9 On the basis of the above, I believe that there should be no reasonable highway safety grounds to refuse the application on the basis of paragraphs 114 or 115 of the revised NPPF 2023.

Duncan Clarke
Edwards & Edwards Consultancy Ltd

Project No 12484
Date August 2024

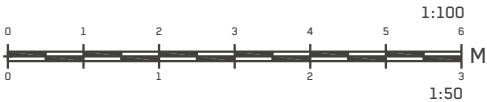
Appendix A. Site location plan

Site Plan - Desford Lane, Ratby, LE6-0LF

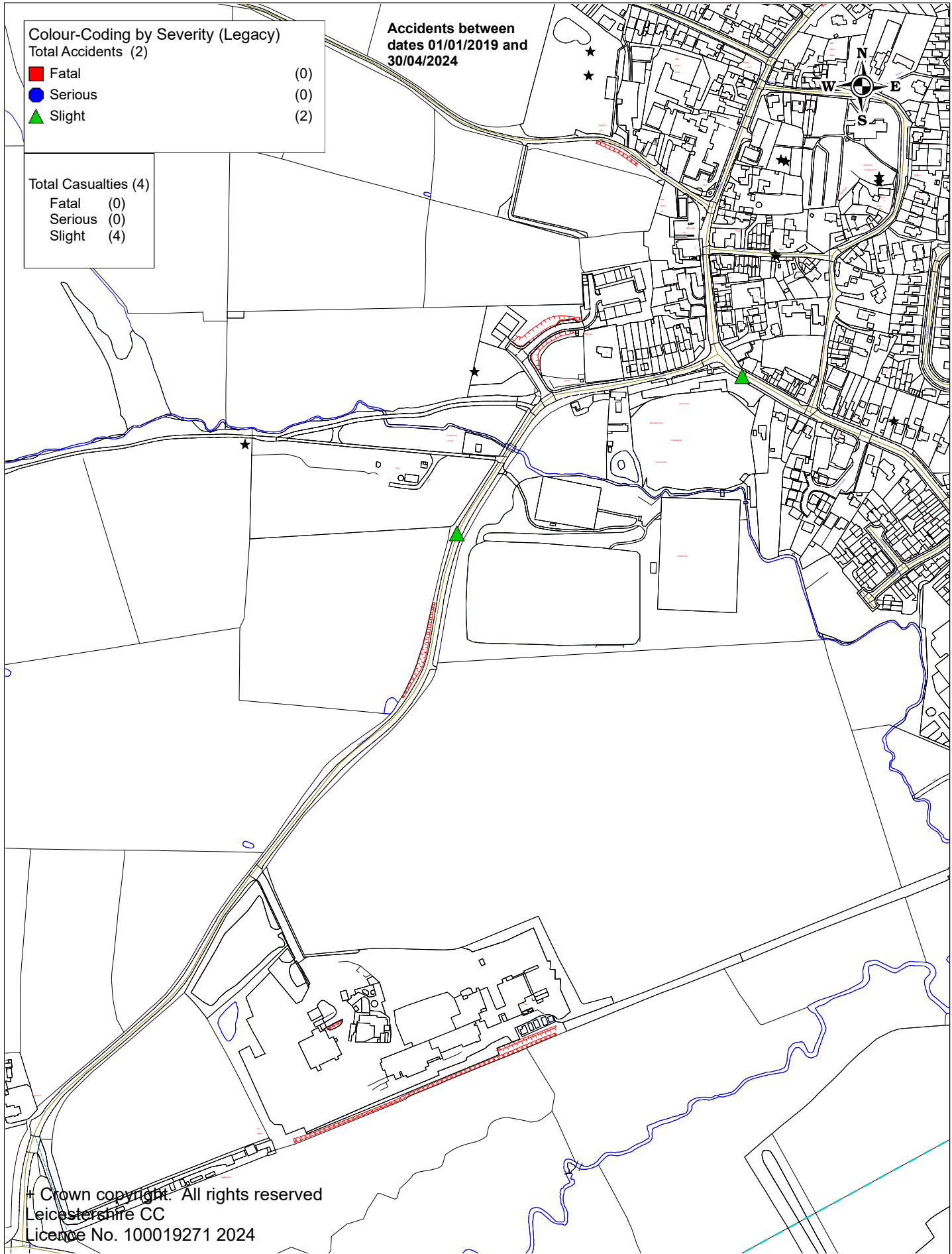


1:2500_Site Plan

Revision: P01		Date: 26/04/24	Description: Initial Issue
Project: On Site Office		Address: Desford Lane, Ratby, LE6-0LF	
Drawing title: As Existing			
Project Ref: 245- AS	Drawing no: -01	Revision: P01	
Date: April 2024	Scale: 1:2500 @ A3		



Appendix B. Accident records obtained from LCC



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Edwards Desford Lane

SCALE	1 : 5000
DATE	04/07/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2019 and 30/04/2024 (64) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2024 ("Edwards Desford Lane Ratby 04.07.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100132	14/03/2021	451185	305717	Raining without high winds	Wet/Damp	Daylight	Slight

Location: C4107 STATION ROAD RATBY OUTSIDE NUMBER 5.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking stat vehicle O/S	N	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100697	10/09/2021	450900	305560	Raining without high winds	Wet/Damp	Daylight	Slight

Location: C3104 DESFORD LANE RATBY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	NE	SW
Car	Not at, or within 20M of Jct	Going ahead right bend	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Selection: _____ **Notes:** _____

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("Edwards Desford Lane Ratby 04.07.2024")

Number of records in selection: 2



Accidents between dates: 01/01/2019 and 30/04/2024

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Edwards Desford Lane Ratby 04.07.2024")

Table 1 - Accidents by Month	2019	2020	2021	2022	2023	2024	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	1	-	-	-	1
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	1	-	-	-	1
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	2	0	0	0	2

Table 2 - Casualties by Month	2019	2020	2021	2022	2023	2024	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	2	-	-	-	2
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	2	-	-	-	2
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	4	0	0	0	4

Table 3 - All Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	2	0	0	0	2
TOTAL	0	0	2	0	0	0	2

Table 4 - Casualties by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	4	0	0	0	4
TOTAL	0	0	4	0	0	0	4

Table 5 - Pedestrian Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2019 and 30/04/2024

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Edwards Desford Lane Ratby 04.07.2024")

Table 6 - Cycle Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	2	0	0	0	2
TOTAL	0	0	2	0	0	0	2

Table 8 - 60 Plus Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 9 - Child Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Appendix C. Output data from TRICS

Calculation Reference: AUDIT-859401-240801-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : L - BUILDER'S MERCHANTS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	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: 600 to 13051 (units: sqm)
 Range Selected by User: 600 to 13051 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 30/06/24

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	4 days
Tuesday	1 days
Saturday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	8 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 Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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	3
Commercial Zone	1
Residential Zone	2
Built-Up Zone	1
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	X days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	8 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 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	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	5 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-01-L-01	TRAVIS PERKINS	KENT
	ENTERPRISE WAY		
	MARGATE		
	WESTWOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6275 sqm	
	Survey date: MONDAY	07/12/09	Survey Type: MANUAL
2	KS-01-L-01	BUILDERS MER.	KIRKLEES
	ST ANDREWS ROAD		
	HUDDERSFIELD		
	BRADLEY MILLS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: MONDAY	17/03/03	Survey Type: MANUAL
3	LN-01-L-01	JEWSON	LINCOLNSHIRE
	WHARF ROAD		
	GRANTHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6020 sqm	
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL
4	LN-01-L-02	JACKSON BUILDING CENTRE	LINCOLNSHIRE
	SOUTH PARADE		
	GRANTHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	13051 sqm	
	Survey date: TUESDAY	11/06/13	Survey Type: MANUAL
5	SC-01-L-01	BUILDER CENTRE	SURREY
	GARLANDS ROAD		
	LEATHERHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1390 sqm	
	Survey date: SATURDAY	16/11/02	Survey Type: MANUAL
6	WM-01-L-01	BUILDERS MERCH.	WEST MIDLANDS
	NEW ROAD		
	BIRMINGHAM		
	RUBERY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: SUNDAY	18/05/03	Survey Type: MANUAL
7	WO-01-L-01	JEWSON	WORCESTERSHIRE
	WORCESTER ROAD		
	BROMSGROVE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1000 sqm	
	Survey date: SATURDAY	26/04/03	Survey Type: MANUAL
8	WO-01-L-02	JEWSON	WORCESTERSHIRE
	NAVIGATION ROAD		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: MONDAY	15/06/09	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 01 - RETAIL/L - BUILDER'S MERCHANTS
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	2	9536	0.047	2	9536	0.000	2	9536	0.047
07:00 - 08:00	7	5105	0.336	7	5105	0.182	7	5105	0.518
08:00 - 09:00	8	4542	0.539	8	4542	0.435	8	4542	0.974
09:00 - 10:00	8	4542	0.471	8	4542	0.501	8	4542	0.972
10:00 - 11:00	8	4542	0.564	8	4542	0.528	8	4542	1.092
11:00 - 12:00	8	4542	0.504	8	4542	0.495	8	4542	0.999
12:00 - 13:00	8	4542	0.402	8	4542	0.476	8	4542	0.878
13:00 - 14:00	6	5789	0.314	6	5789	0.340	6	5789	0.654
14:00 - 15:00	6	5789	0.340	6	5789	0.331	6	5789	0.671
15:00 - 16:00	6	5789	0.305	6	5789	0.328	6	5789	0.633
16:00 - 17:00	6	5789	0.204	6	5789	0.285	6	5789	0.489
17:00 - 18:00	6	5789	0.003	6	5789	0.155	6	5789	0.158
18:00 - 19:00	3	3130	0.000	3	3130	0.000	3	3130	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.029			4.056			8.085

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:

600 - 13051 (units: sqm)

Survey date range:

01/01/00 - 30/06/24

Number of weekdays (Monday-Friday):

8

Number of Saturdays:

3

Number of Sundays:

1

Surveys automatically removed from selection:

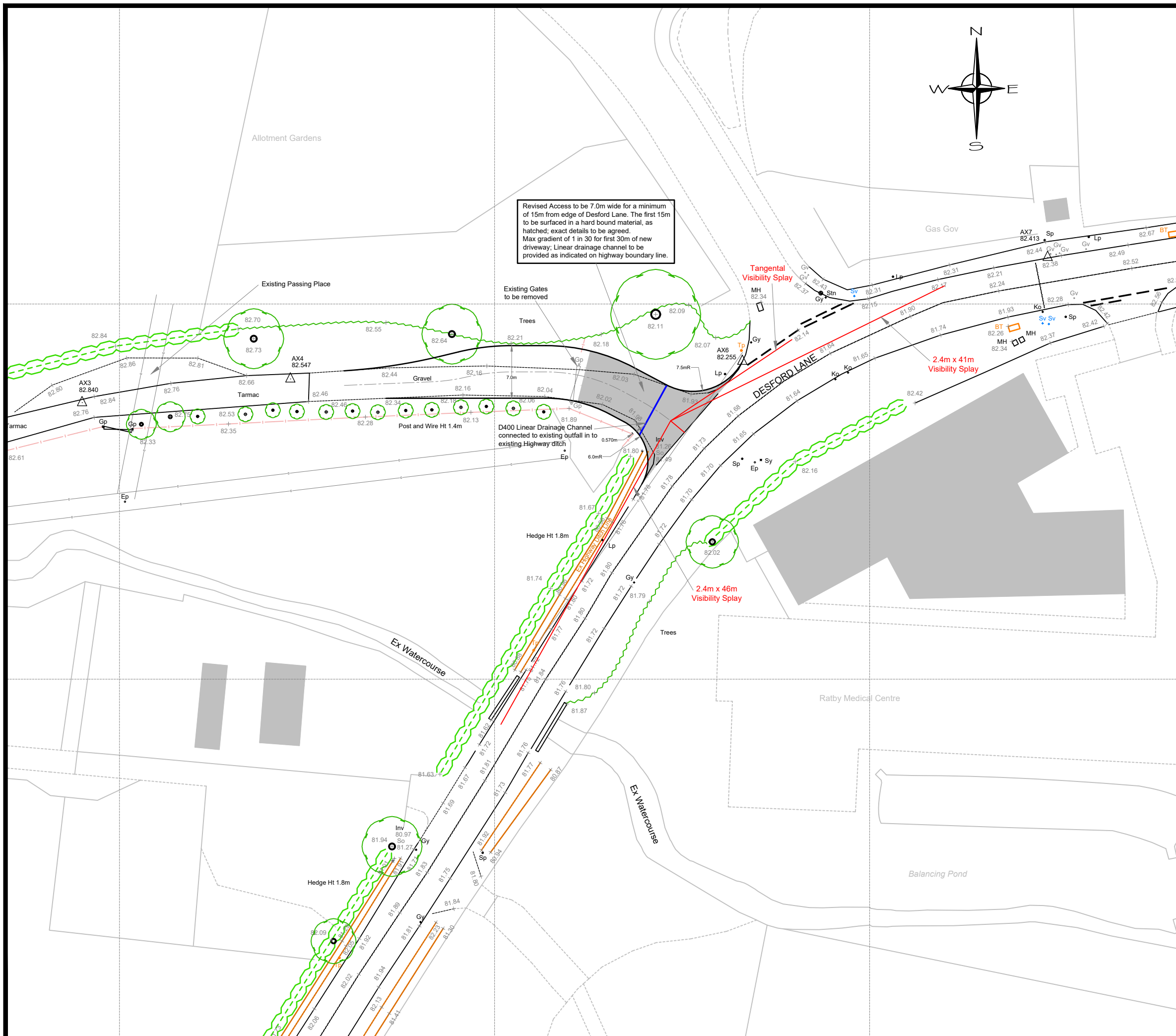
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Surveys manually removed from selection:

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 D. Proposed access improvements



This plan is based on survey data provided by Axis Surveys of Burton On Trent ..

All dimensions / levels should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and should be treated as approximate only.

Tree information (where applicable) has been surveyed from ground level and therefore should be treated as approximate only.

The survey has been orientated to the OS National Grid (OSGB36) via Global Navigation Satellite Systems (GNSS) and the OS active Network (OS NET).

See Axis Surveys Topo Survey dated July 2024 for further data information.



Client			Prestons Contracting		
Project Title			Land at Holywell Farm Desford Lane Ratby		
Drawing Title			Proposed Access Improvements		
Drawn	GE	Checked	DEC	Status	For Planning
Date	01/08/2024	Scale	1/500	Sheet Size	A3
Project & Drg. No.				Rev	
12484/001					

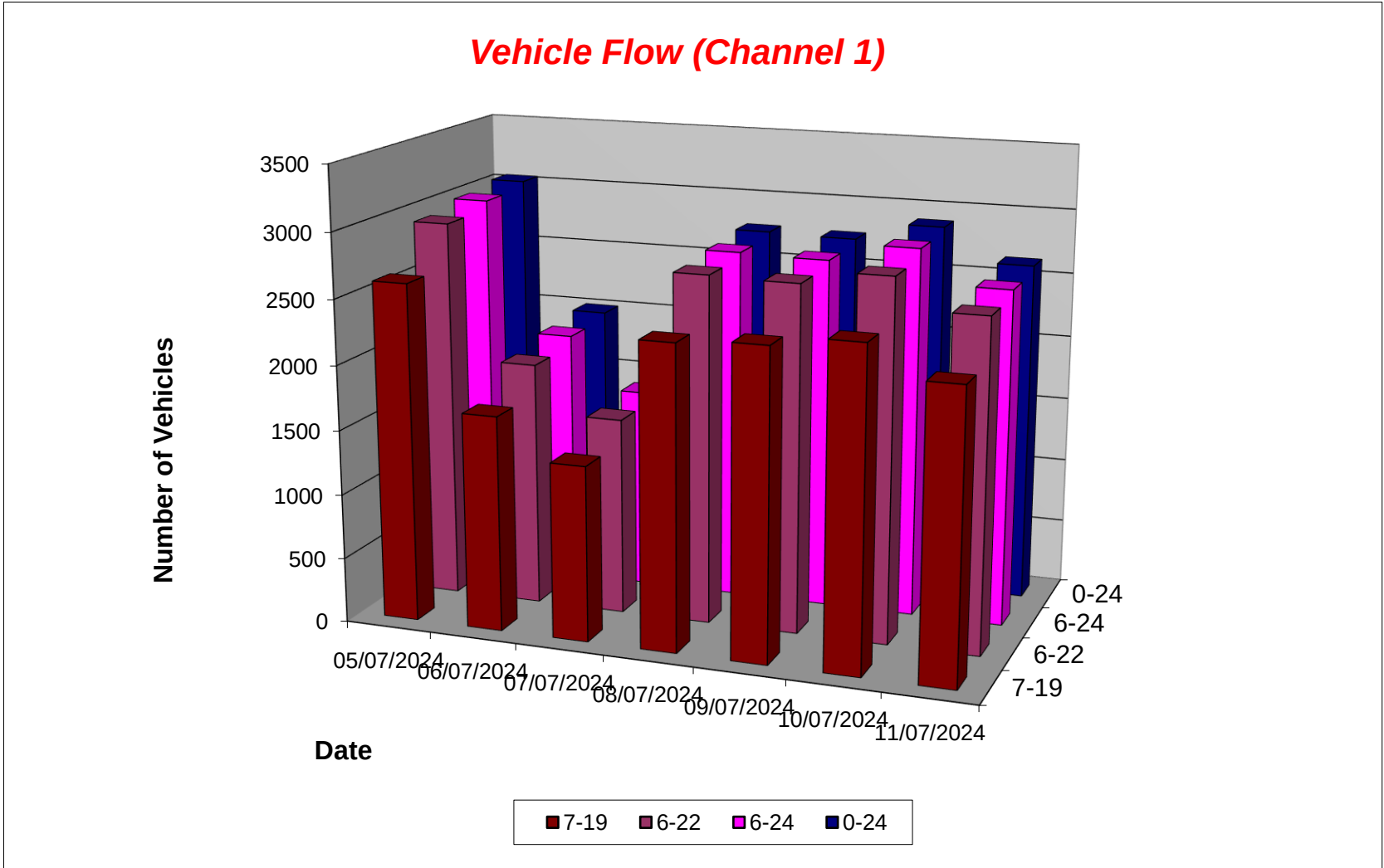
Appendix E. Location and results of speed survey



Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound								Vehicle Flow	Week 1
Hr Ending	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday	Weekday Average	Average
1	7	16	16	3	4	9	4	5	8
2	1	8	9	2	2	0	7	2	4
3	1	3	4	3	1	0	5	2	2
4	2	1	2	1	0	1	2	1	1
5	8	5	5	9	6	5	8	7	7
6	26	8	6	17	22	22	18	21	17
7	71	23	13	75	68	82	74	74	58
8	189	58	26	202	197	214	161	193	150
9	244	82	48	248	268	250	228	248	195
10	164	157	103	144	194	186	134	164	155
11	201	175	127	125	136	147	130	148	149
12	184	169	152	135	136	150	146	150	153
13	205	188	155	132	116	135	119	141	150
14	185	151	149	141	141	125	142	147	148
15	229	171	152	195	171	203	185	197	187
16	296	154	118	235	258	232	246	253	220
17	276	181	118	341	331	343	289	316	268
18	260	104	125	296	263	282	257	272	227
19	178	75	82	142	163	185	179	169	143
20	114	58	84	125	119	141	119	124	109
21	76	77	41	88	73	53	79	74	70
22	62	68	31	64	41	50	56	55	53
23	38	43	23	21	24	50	31	33	33
24	24	29	12	17	15	22	15	19	19
7-19	2611	1665	1355	2336	2374	2452	2216	2398	2144
6-22	2934	1891	1524	2688	2675	2778	2544	2724	2433
6-24	2996	1963	1559	2726	2714	2850	2590	2775	2485
0-24	3041	2004	1601	2761	2749	2887	2634	2814	2525



Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Average Speed			Week 1
Hr Ending	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday
1	29.7	28.0	28.0	30.9	26.0	25.3	28.7
2	24.0	29.2	25.0	19.8	27.3	-	27.9
3	32.2	23.1	26.7	26.1	28.0	-	30.7
4	31.2	25.4	34.8	29.1	-	29.0	22.0
5	25.1	29.7	27.4	29.9	25.5	27.3	27.5
6	28.8	29.4	27.9	29.5	27.0	26.2	27.2
7	28.0	29.1	27.1	28.6	27.4	28.9	27.7
8	27.6	28.1	29.4	27.6	26.8	27.2	27.4
9	27.8	27.2	27.7	27.0	25.6	25.7	26.8
10	27.2	26.9	27.6	26.2	26.7	25.8	26.8
11	26.0	26.4	27.2	27.9	26.2	26.6	26.9
12	25.5	26.9	27.2	26.8	26.2	25.9	25.5
13	27.6	27.2	27.6	26.5	26.6	27.7	25.2
14	28.0	27.1	27.8	26.1	26.4	25.6	24.5
15	26.5	26.6	26.5	25.8	26.9	26.1	26.0
16	26.5	27.6	27.3	26.5	26.7	26.3	26.6
17	26.8	27.1	25.6	26.2	26.5	26.4	26.4
18	24.5	28.3	26.8	27.0	27.0	27.0	27.0
19	27.6	28.3	29.0	28.4	27.1	28.5	26.8
20	27.6	29.1	28.4	28.4	28.0	27.9	27.3
21	27.4	28.2	29.0	27.2	27.9	26.0	26.6
22	26.4	26.9	26.5	27.2	27.5	28.2	27.2
23	24.9	26.2	26.2	26.9	27.1	27.0	25.1
24	24.8	25.1	28.0	26.8	29.3	27.3	27.9
10-12	25.8	26.7	27.2	27.4	26.2	26.2	26.2
14-16	26.5	27.1	26.8	26.2	26.8	26.2	26.4
0-24	26.8	27.2	27.3	27.0	26.7	26.7	26.5

Mean (ALL)	26.9
Weekday Inter-Peak	26.4

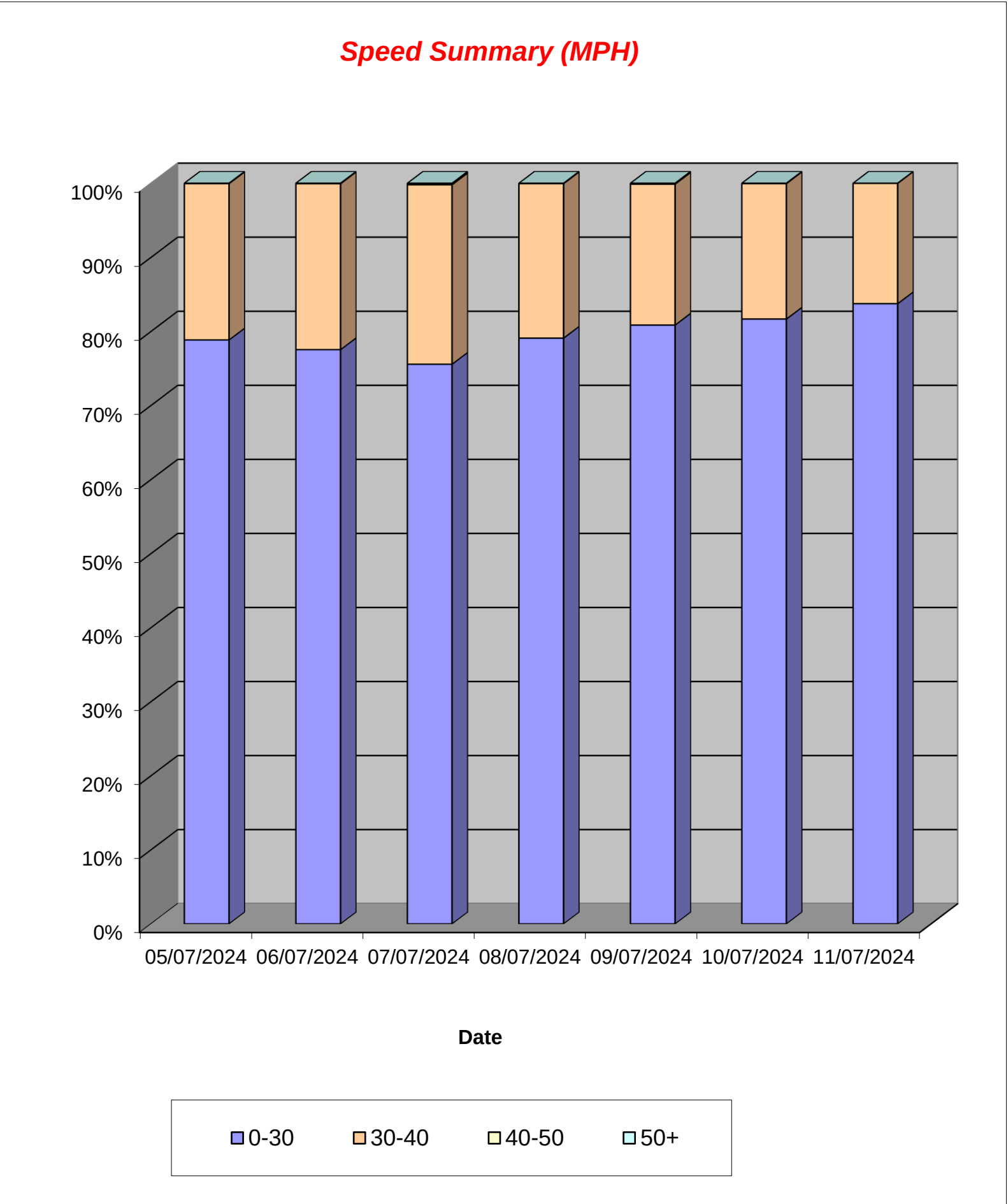
Channel 1 - Northeastbound				85th Percentile			
	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday
Hr Ending							
1	34.6	30.2	31.9	33.1	32.4	30.1	32.6
2	-	33.7	28.9	20.2	31.2	-	32.4
3	-	24.3	28.3	29.6	-	-	37.6
4	36.8	-	35.7	-	-	-	23.0
5	31.3	33.3	34.1	34.9	30.3	30.8	31.3
6	32.9	32.0	31.5	34.7	30.8	33.4	31.4
7	32.8	33.3	31.1	33.4	31.4	33.3	32.7
8	31.8	33.3	34.5	31.6	30.6	31.5	31.8
9	32.0	31.8	32.4	31.6	31.0	31.0	31.9
10	31.4	31.1	31.9	31.4	31.4	30.6	31.1
11	30.5	31.2	31.6	32.1	30.8	31.4	31.8
12	30.7	31.7	31.8	31.2	30.7	31.0	30.0
13	32.0	31.7	32.4	31.0	30.5	32.6	29.7
14	32.4	31.7	32.7	31.8	30.5	30.6	28.4
15	32.3	31.1	31.4	30.5	30.9	30.3	30.4
16	31.8	32.2	32.3	30.7	31.3	30.7	30.8
17	30.9	31.3	31.0	30.6	31.6	30.9	30.5
18	31.5	32.4	31.0	31.0	31.9	31.1	31.0
19	31.9	32.5	32.4	32.5	32.0	32.9	30.9
20	32.1	33.2	32.7	33.3	32.3	32.2	31.4
21	31.3	31.4	34.3	31.6	32.4	30.5	30.8
22	31.0	31.9	32.1	31.3	32.5	33.1	31.7
23	28.9	32.8	33.2	30.9	31.9	31.7	28.9
24	28.7	30.2	32.6	31.8	35.4	30.7	32.8
10-12	30.7	31.5	31.7	31.7	30.8	31.1	31.0
14-16	32.0	31.7	31.8	30.7	31.1	30.5	30.7
0-24	31.8	31.8	32.1	31.6	31.4	31.4	30.9
					85th %ile (ALL)		31.6
					Weekday Inter-Peak		31.1

85th %ile (ALL)	31.6
Weekday Inter-Peak	31.1

Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

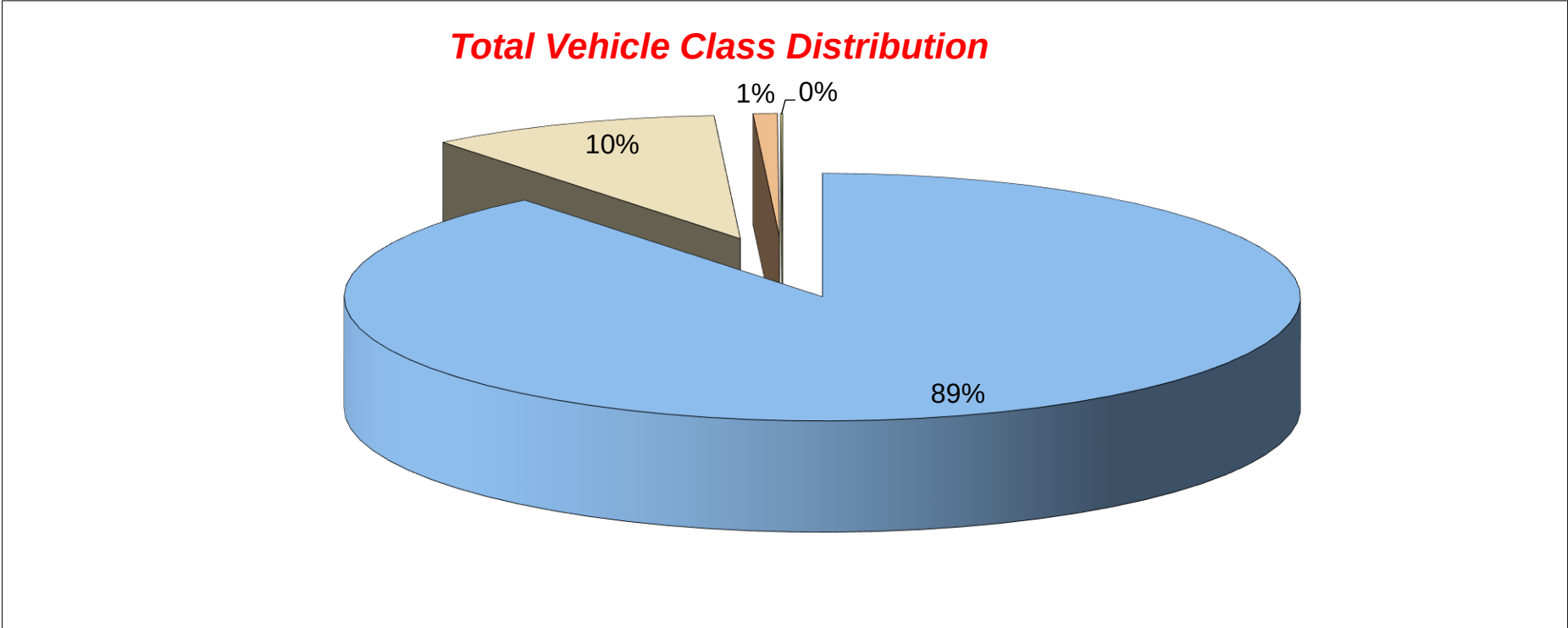
Channel 1 - Northeastbound				Speed Summary			Week 1
Speed (MPH)	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday
0-30	2398	1554	1210	2184	2223	2358	2206
30-40	642	449	388	576	523	528	428
40-50	1	1	3	1	3	1	0
50+	0	0	0	0	0	0	0
TOTAL	3041	2004	1601	2761	2749	2887	2634



Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

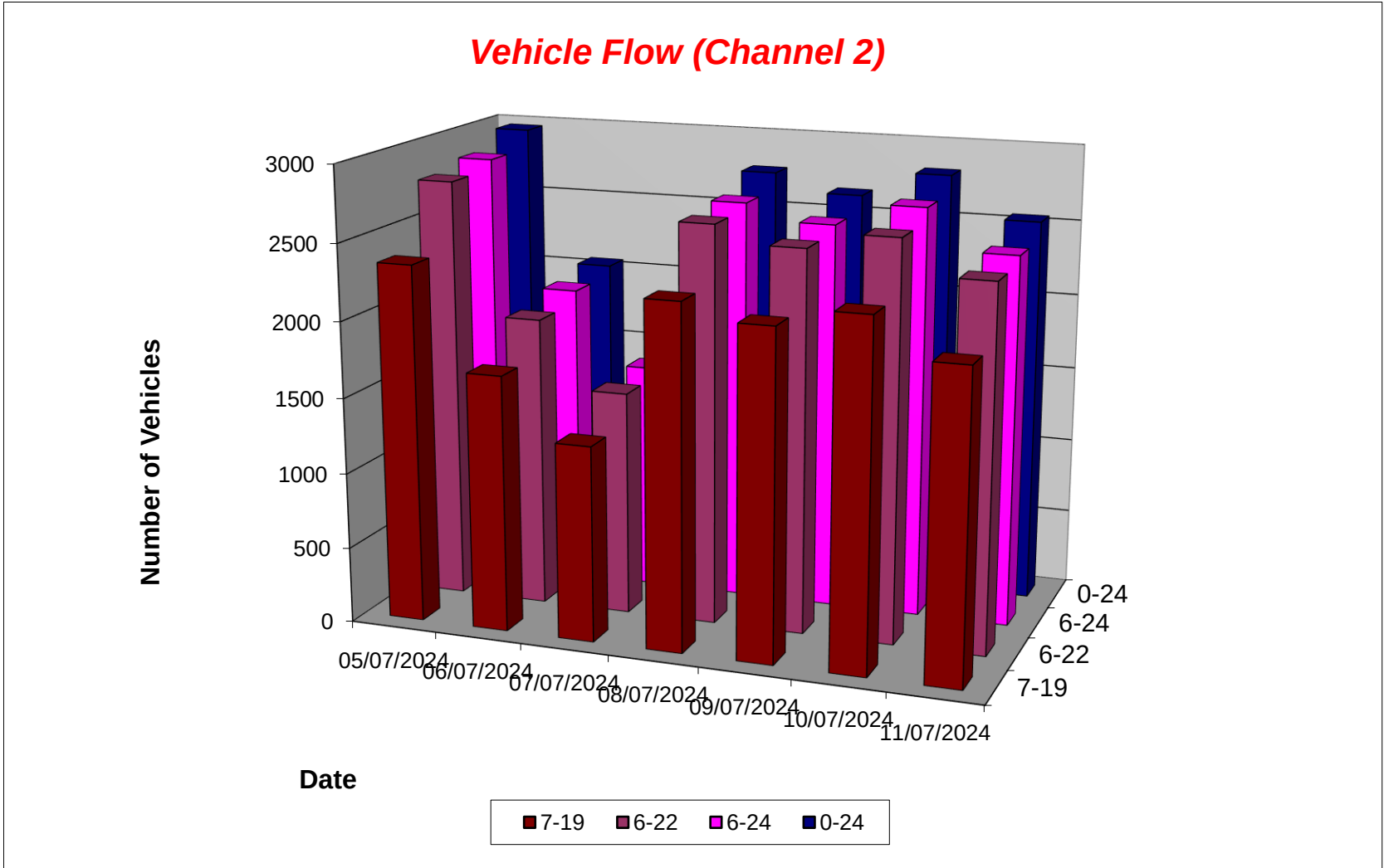
Channel 1 - Northeastbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/07/2024					
7-19	2315	272	22	2	2611
6-22	2610	298	24	2	2934
6-24	2669	301	24	2	2996
0-24	2709	305	25	-2	3037
06/07/2024					
7-19	1520	131	13	1	1665
6-22	1735	142	13	1	1891
6-24	1804	145	13	1	1963
0-24	1844	146	13	1	2004
07/07/2024					
7-19	1249	96	7	3	1355
6-22	1407	107	7	3	1524
6-24	1439	110	7	3	1559
0-24	1473	118	7	3	1601
08/07/2024					
7-19	2039	275	19	3	2336
6-22	2359	305	21	3	2688
6-24	2396	306	21	3	2726
0-24	2430	307	21	3	2761
09/07/2024					
7-19	2075	274	25	0	2374
6-22	2350	297	28	0	2675
6-24	2389	297	28	0	2714
0-24	2422	299	28	0	2749
10/07/2024					
7-19	2172	258	21	1	2452
6-22	2469	284	23	2	2778
6-24	2534	291	23	2	2850
0-24	2570	292	23	2	2887
11/07/2024					
7-19	1942	244	25	5	2216
6-22	2248	264	27	5	2544
6-24	2293	265	27	5	2590
0-24	2332	270	27	5	2634
Average					
7-19	1902	221	19	2	2144
6-22	2168	242	20	2	2433
6-24	2218	245	20	2	2485
0-24	2254	248	21	2	2525



Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound								Vehicle Flow	Week 1
Hr Ending	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday	Weekday Average	Average
1	13	15	17	5	3	6	7	7	9
2	4	9	8	4	2	2	6	4	5
3	4	2	7	1	3	2	0	2	3
4	3	2	4	2	2	4	5	3	3
5	8	3	6	8	8	9	8	8	7
6	86	25	8	85	75	88	81	83	64
7	157	37	15	155	151	150	153	153	117
8	222	57	30	240	260	255	221	240	184
9	234	93	73	324	281	253	213	261	210
10	155	170	90	148	113	174	148	148	143
11	163	168	112	151	109	157	120	140	140
12	144	205	140	124	134	154	115	134	145
13	191	167	145	148	103	146	135	145	148
14	174	160	148	137	144	132	132	144	147
15	209	161	117	168	181	175	156	178	167
16	222	175	106	219	176	216	192	205	187
17	254	154	113	254	246	221	224	240	209
18	239	89	114	207	238	224	217	225	190
19	151	93	104	140	170	164	145	154	138
20	101	56	81	105	103	106	96	102	93
21	84	83	53	82	58	62	73	72	71
22	90	55	42	25	47	31	54	49	49
23	36	48	18	24	32	71	40	41	38
24	21	25	8	11	10	14	5	12	13
7-19	2358	1692	1292	2260	2155	2271	2018	2212	2007
6-22	2790	1923	1483	2627	2514	2620	2394	2589	2336
6-24	2847	1996	1509	2662	2556	2705	2439	2642	2388
0-24	2965	2052	1559	2767	2649	2816	2546	2749	2479



Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound				Average Speed			Week 1
Hr Ending	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday
1	22.6	25.6	23.8	26.6	25.4	24.8	26.2
2	25.8	27.8	26.4	25.0	22.0	23.0	30.6
3	25.0	24.4	25.1	25.1	23.7	27.8	-
4	24.9	23.4	22.1	27.5	22.7	32.7	29.4
5	25.3	25.7	26.7	26.0	26.0	27.4	25.3
6	25.8	25.0	23.5	26.0	24.7	25.8	25.8
7	26.0	24.7	24.4	26.6	25.2	25.5	25.6
8	25.6	24.2	25.7	25.5	24.8	25.3	25.9
9	25.2	24.7	23.9	25.0	24.9	24.7	24.9
10	24.3	25.1	23.7	25.0	24.4	23.5	24.2
11	23.9	24.4	24.6	23.9	23.5	24.0	25.1
12	24.4	24.5	24.1	24.3	24.3	23.1	24.1
13	24.3	24.0	24.7	23.8	24.8	23.9	22.5
14	24.7	24.4	24.1	24.7	24.5	24.5	23.2
15	25.0	24.1	24.8	24.0	24.2	24.1	23.9
16	24.6	24.0	25.5	24.6	24.5	24.6	24.5
17	24.3	24.9	24.4	24.9	25.0	25.0	24.5
18	24.4	24.8	25.7	25.3	24.9	25.2	25.2
19	24.4	25.6	25.5	25.6	25.4	25.3	24.8
20	24.4	26.6	25.6	25.6	26.0	25.9	26.0
21	24.7	26.5	24.5	25.4	24.9	25.5	25.5
22	22.8	24.1	25.2	25.0	25.7	24.3	24.1
23	24.7	24.2	24.8	26.9	24.9	24.9	24.8
24	24.3	25.4	27.0	24.3	23.3	26.1	25.7
10-12	24.1	24.4	24.3	24.0	24.0	23.6	24.6
14-16	24.8	24.1	25.1	24.3	24.4	24.3	24.2
0-24	24.7	24.7	24.7	25.0	24.8	24.7	24.7

Average (ALL)	24.8
Weekday Inter-Peak	24.3

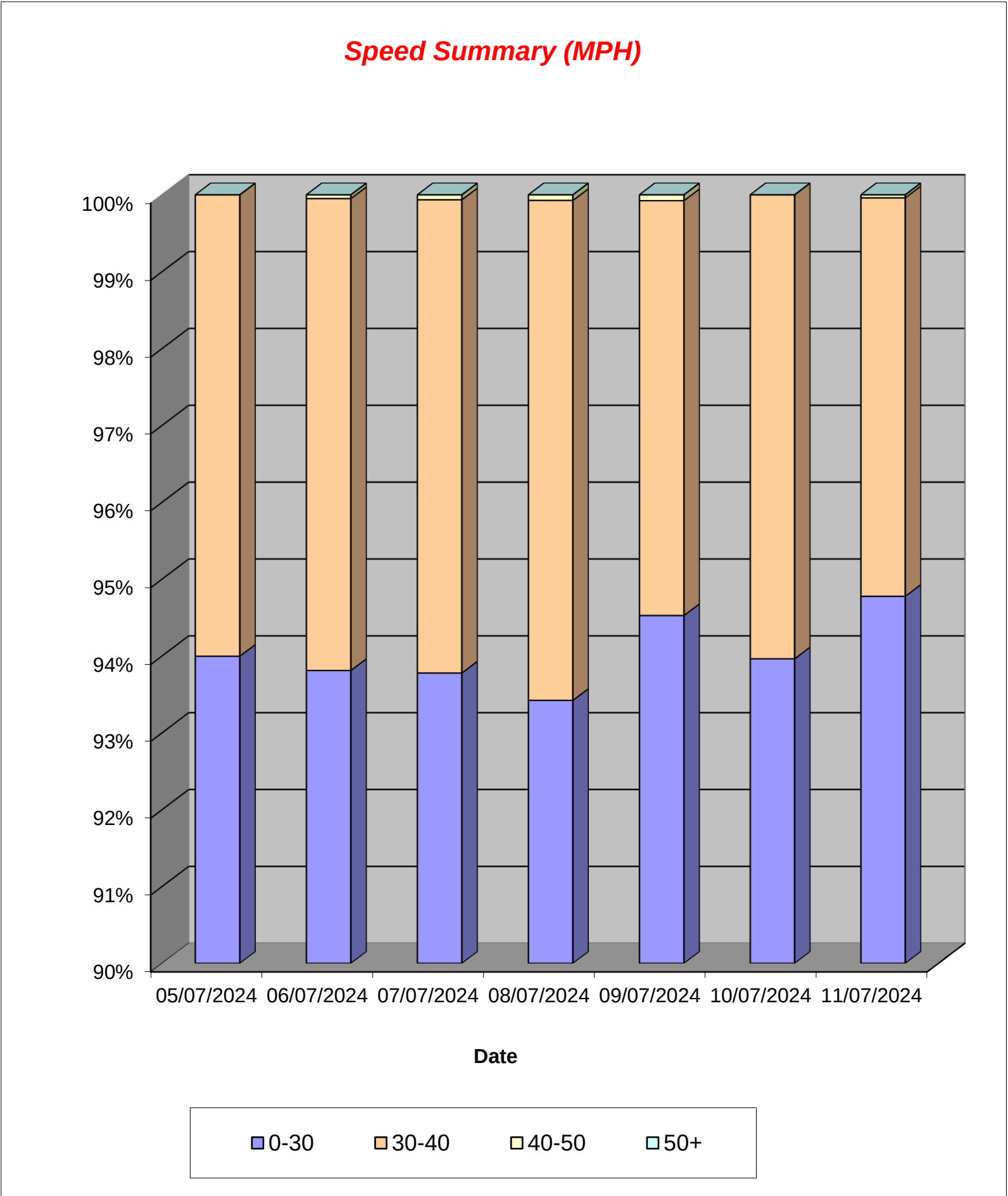
Channel 2 - Southwestbound				85th Percentile				
	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday	
Hr Ending	1	28.3	30.0	27.1	33.4	28.7	30.3	30.1
2	29.1	31.7	29.2	29.8	22.7	26.1	34.1	
3	27.0	27.1	27.3	-	27.7	34.5	-	
4	32.1	23.8	26.1	29.3	24.7	37.6	32.4	
5	28.3	31.5	32.0	29.9	29.1	32.3	30.5	
6	30.0	28.2	27.9	30.2	28.5	29.4	28.7	
7	30.0	29.6	28.0	31.1	28.9	29.3	29.8	
8	29.9	28.4	29.7	29.0	28.4	29.1	29.6	
9	29.3	28.6	28.7	29.1	28.7	28.8	29.1	
10	28.1	29.2	27.5	29.2	28.6	27.5	28.1	
11	28.3	28.2	28.9	28.2	28.0	27.5	29.3	
12	28.5	28.1	28.3	28.6	28.1	27.8	27.7	
13	28.2	28.0	29.3	27.8	28.8	28.5	26.3	
14	28.8	28.4	28.7	28.8	29.2	28.3	26.8	
15	29.1	28.2	29.0	28.1	28.5	28.0	28.1	
16	29.0	28.0	29.3	28.4	28.4	28.6	28.6	
17	28.7	29.3	28.3	28.8	28.7	29.3	28.9	
18	28.9	28.7	29.5	29.7	29.2	29.9	29.2	
19	28.5	29.9	29.5	29.7	29.6	29.3	28.7	
20	29.4	31.8	29.8	30.0	29.8	29.8	29.8	
21	29.1	31.1	28.7	30.0	29.7	30.5	29.5	
22	28.1	28.6	30.0	30.0	30.2	27.4	28.3	
23	29.4	28.0	29.5	31.2	28.2	29.6	28.4	
24	28.2	30.6	31.8	27.0	25.0	30.0	27.3	
10-12	28.4	28.1	28.5	28.3	28.2	27.8	28.6	
14-16	29.1	28.1	29.1	28.2	28.5	28.2	28.4	
0-24	29.0	28.9	29.0	29.2	28.8	28.9	28.8	
					85th %ile (ALL)		29.0	
					Weekday Inter-Peak		28.4	

85th %ile (ALL)	29.0
Weekday Inter-Peak	28.4

Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

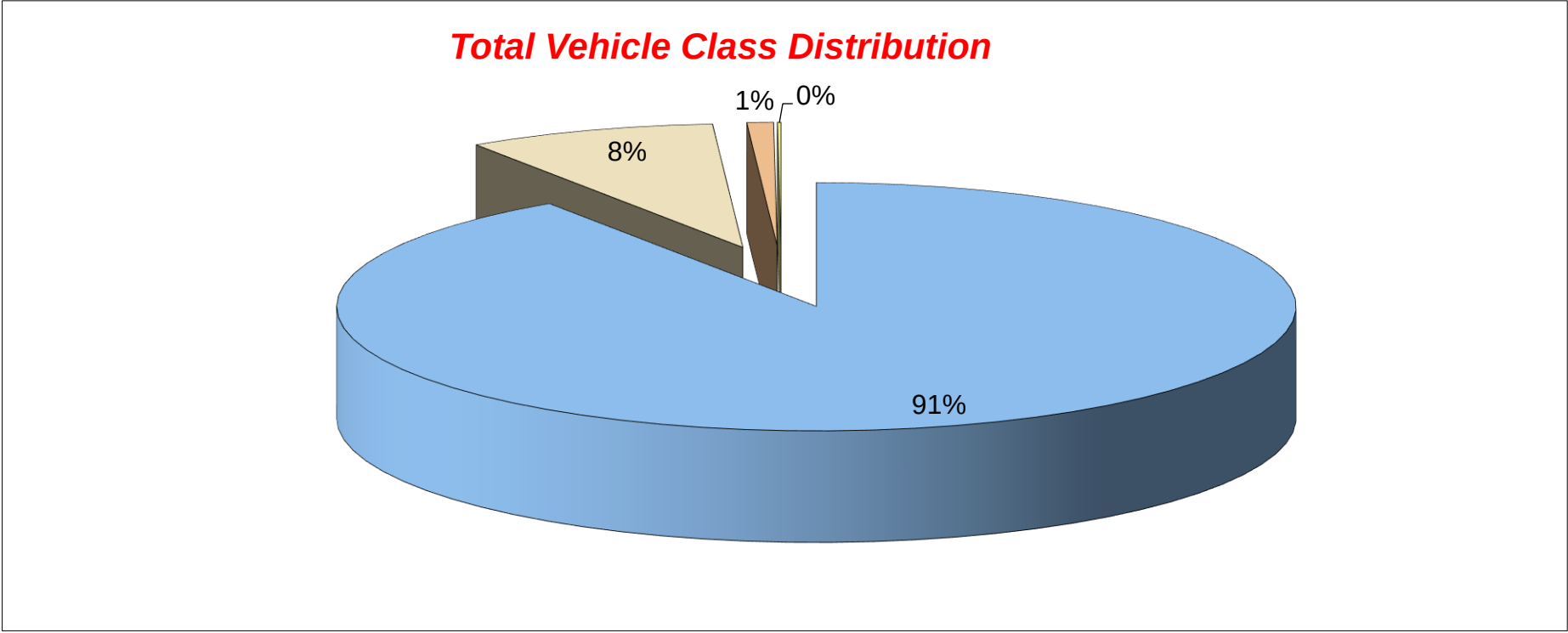
Channel 2 - Southwestbound				Speed Summary			Week 1
Speed (MPH)	05/07/2024 Friday	06/07/2024 Saturday	07/07/2024 Sunday	08/07/2024 Monday	09/07/2024 Tuesday	10/07/2024 Wednesday	11/07/2024 Thursday
0-30	2787	1925	1462	2585	2504	2646	2413
30-40	178	126	96	180	143	170	132
40-50	0	1	1	2	2	0	1
50+	0	0	0	0	0	0	0
TOTAL	2965	2052	1559	2767	2649	2816	2546



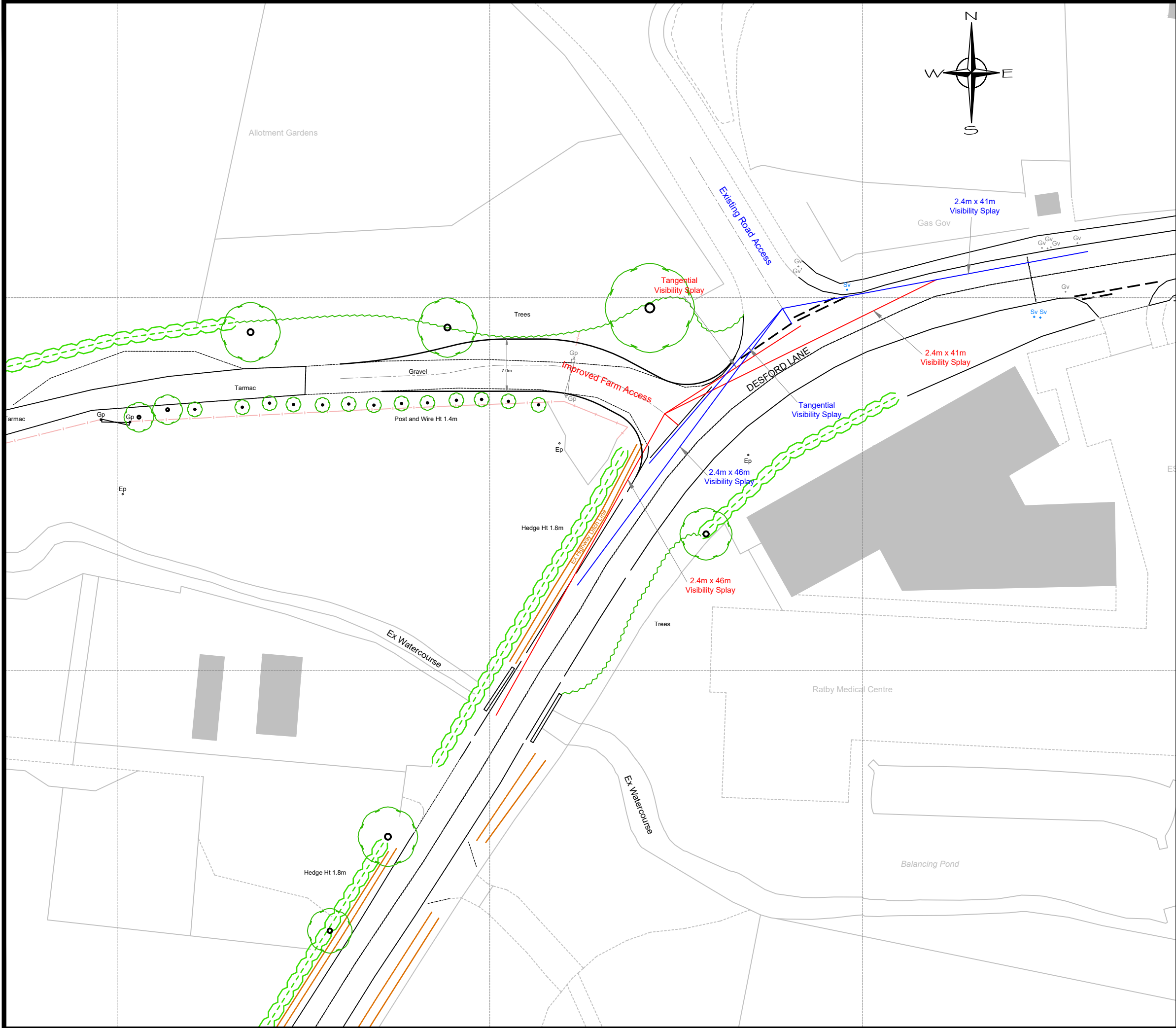
Ratby ATC, Desford Lane

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/07/2024					
7-19	2092	235	26	5	2358
6-22	2484	270	31	5	2790
6-24	2537	274	31	5	2847
0-24	2649	279	32	5	2965
06/07/2024					
7-19	1570	104	18	0	1692
6-22	1789	116	18	0	1923
6-24	1860	118	18	0	1996
0-24	1914	120	18	0	2052
07/07/2024					
7-19	1225	62	3	2	1292
6-22	1402	76	3	2	1483
6-24	1426	77	4	2	1509
0-24	1474	79	4	2	1559
08/07/2024					
7-19	2012	218	26	4	2260
6-22	2349	246	28	4	2627
6-24	2384	246	28	4	2662
0-24	2484	250	28	5	2767
09/07/2024					
7-19	1903	226	25	1	2155
6-22	2229	256	28	1	2514
6-24	2269	258	28	1	2556
0-24	2356	263	29	1	2649
10/07/2024					
7-19	2052	196	19	4	2271
6-22	2369	227	20	4	2620
6-24	2449	232	20	4	2705
0-24	2554	238	20	4	2816
11/07/2024					
7-19	1801	192	21	4	2018
6-22	2149	218	23	4	2394
6-24	2193	219	23	4	2439
0-24	2290	228	24	4	2546
Average					
7-19	1808	176	20	3	2007
6-22	2110	201	22	3	2336
6-24	2160	203	22	3	2388
0-24	2246	208	22	3	2479



Appendix F. Visibility splays from adjacent junctions



This plan is based on survey data provided by Axis Surveys of Burton On Trent ...

All dimensions / levels should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and should be treated as approximate only.

Tree information (where applicable) has been surveyed from ground level and therefore should be treated as approximate only.

The survey has been orientated to the OS National Grid (OSGB36) via Global Navigation Satellite Systems (GNSS) and the OS active Network (OS NET).

See Axis Surveys Topo Survey dated July 2024 for further data information.



Client

Prestons Contracting

Project Title

Land at Holywell Farm
Desford Lane
Ratby

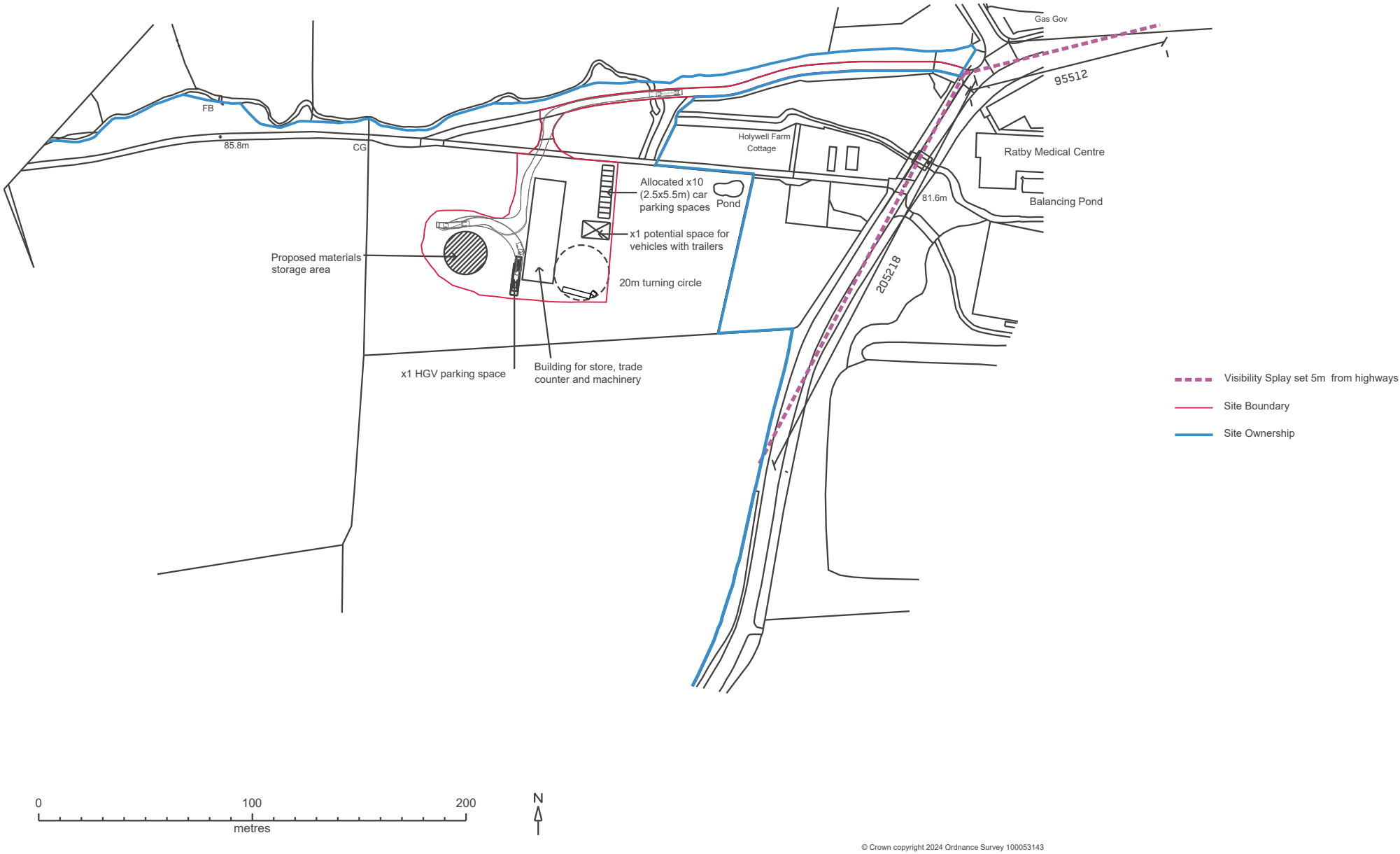
Drawing Title

Proposed Access
Improvements.
Visibility Splay Check

Drawn GE	Checked DEC	Status For Planning
Date 03/08/2024	Scale 1/500	Sheet Size A3
Project & Drg. No. 12484/002		Rev

Appendix G. Proposed internal layout

Site Plan - Desford Lane, Ratby, LE6-0LF



1:2500_Site Plan

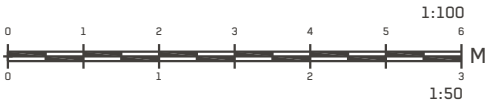
Revision:	Date:	Description:
P01	26/04/24	Initial Issue
P02	06/08/24	Included HGV tracking and standard parking spaces

Project:	Address:
On Site Office	Desford Lane, Ratby, LE6-0LF

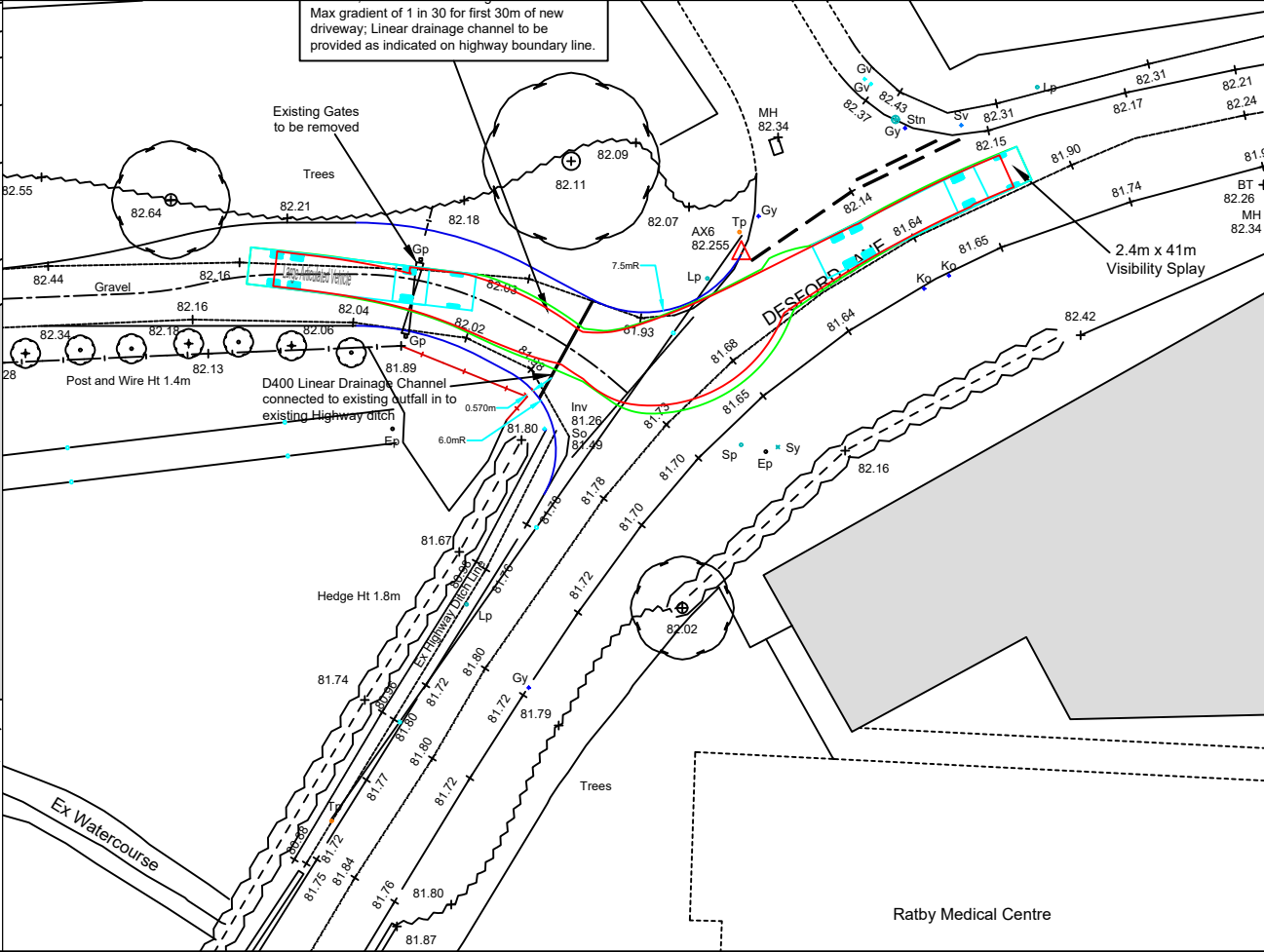
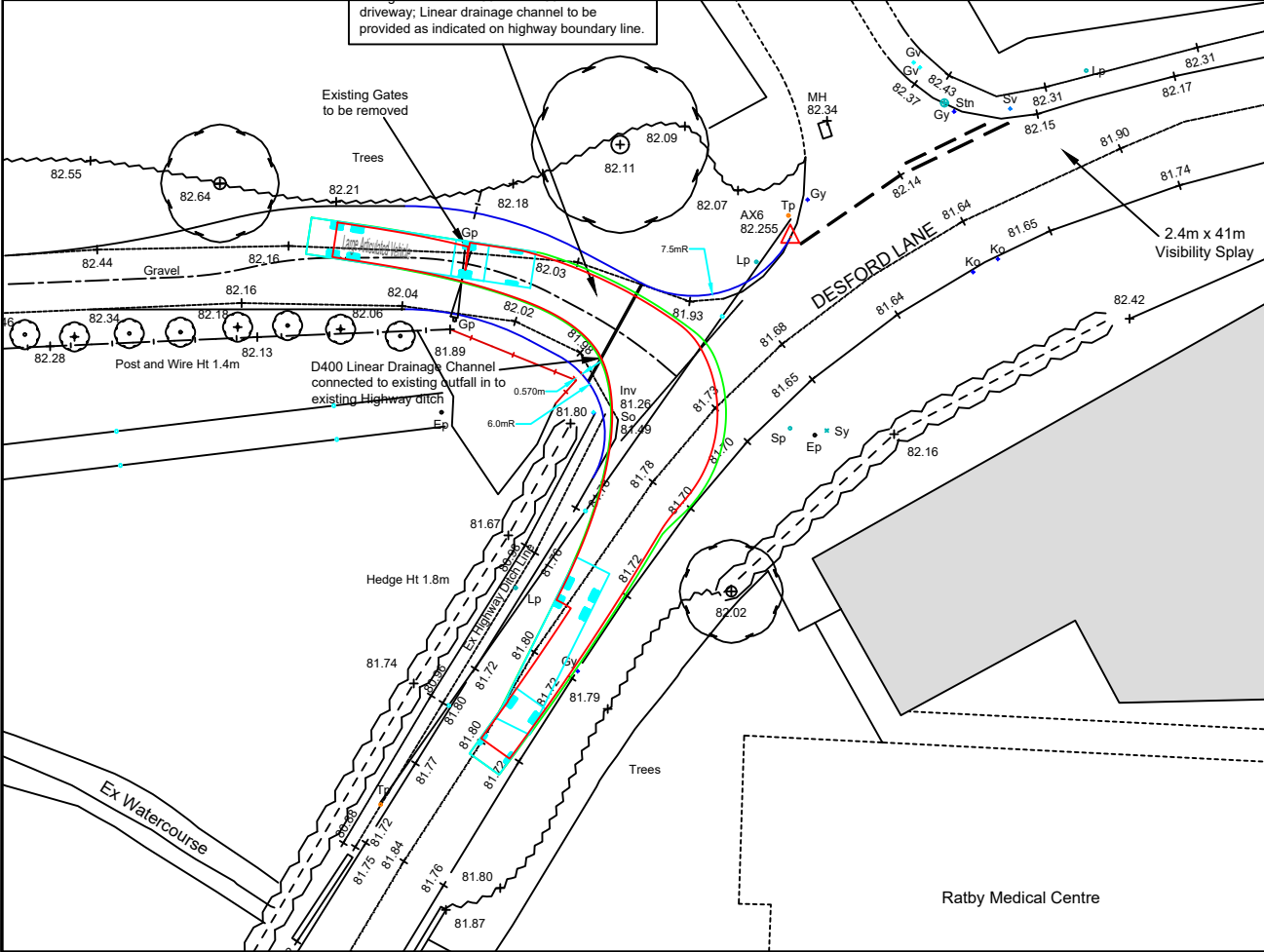
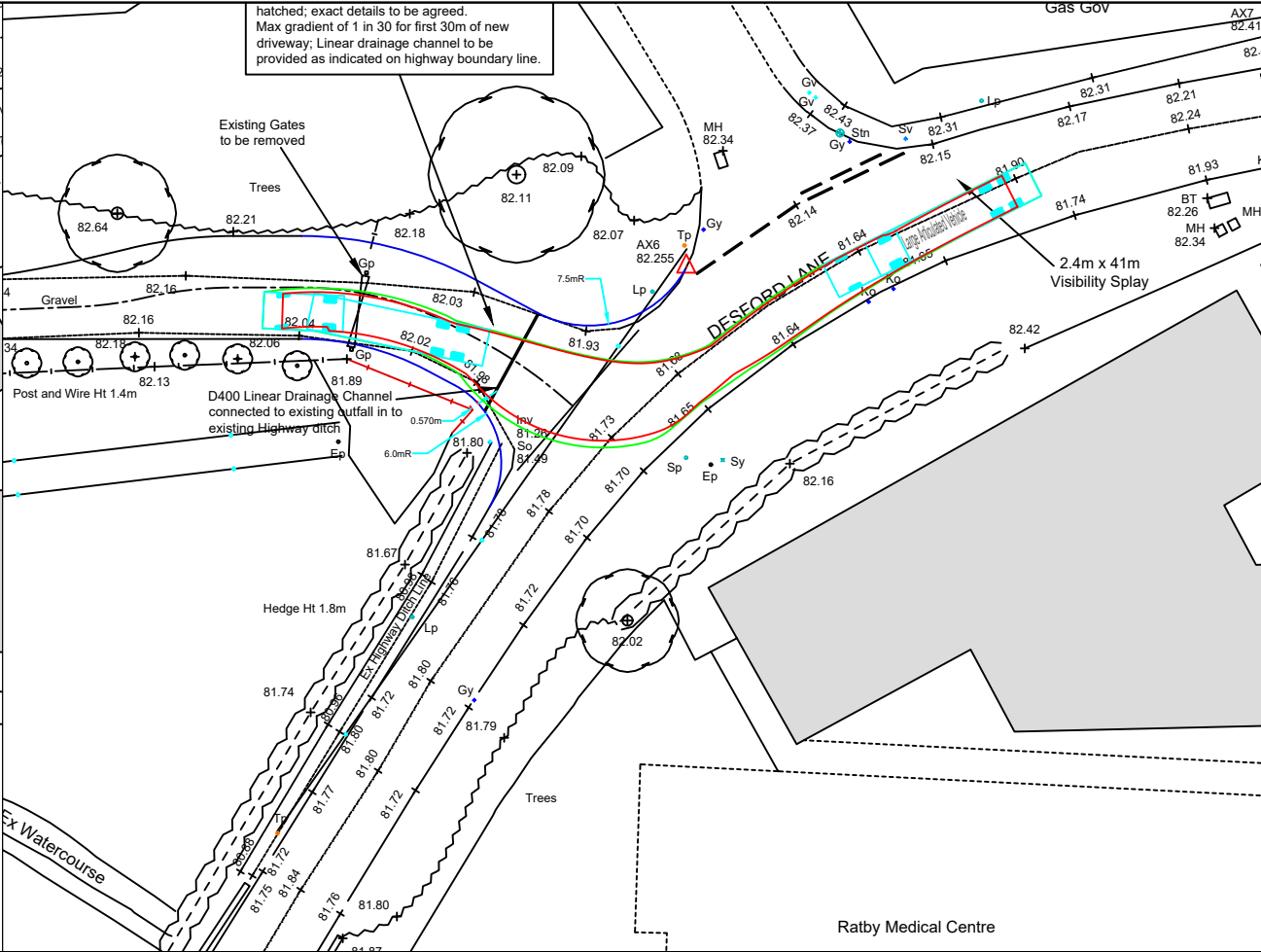
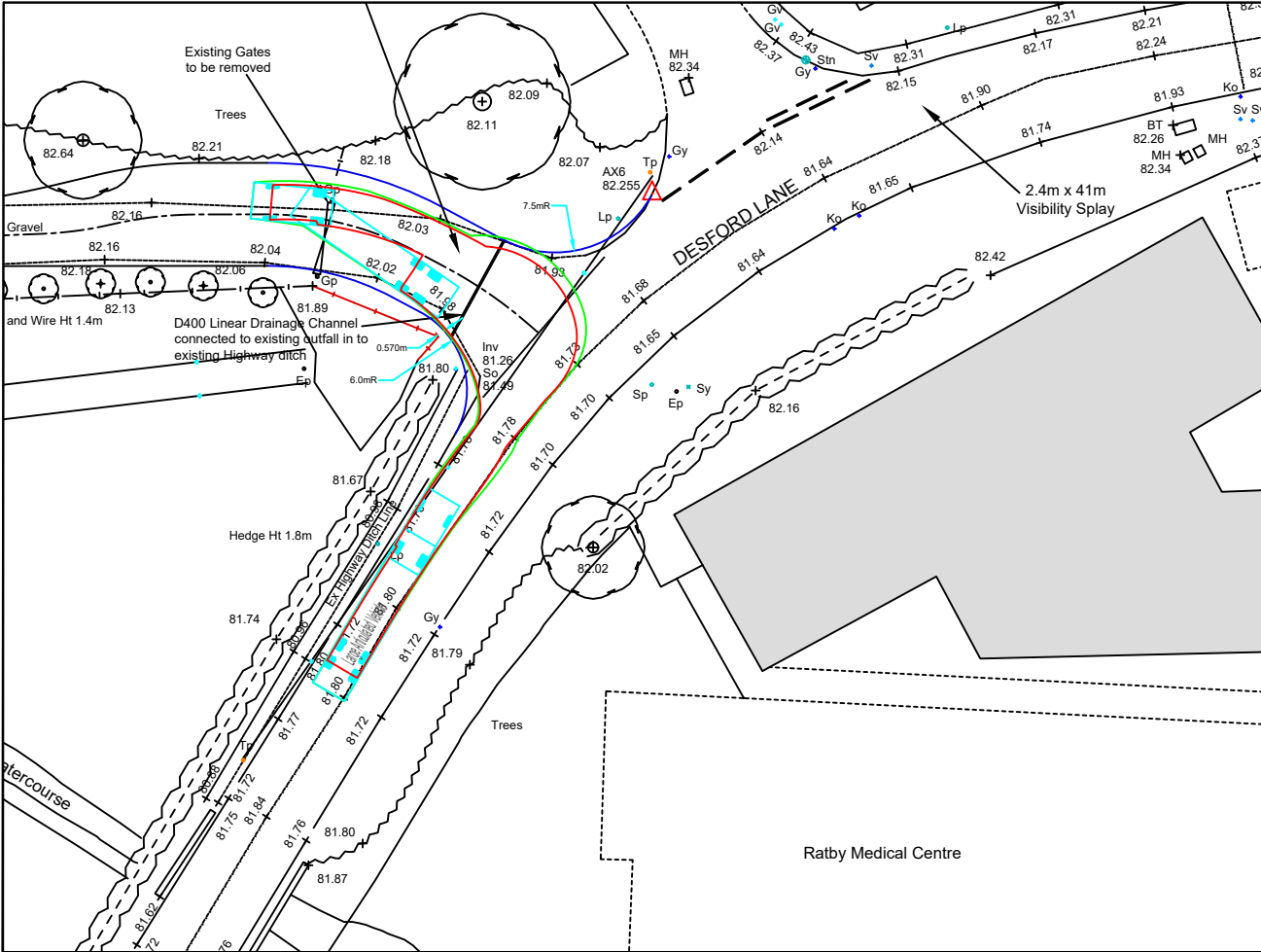
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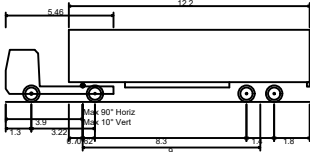
Date:	Scale:
April 2024	1:2500 @ A3



Appendix H. Swept-path analysis



Vehicle Specifications



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

REV	DESCRIPTION	DATE	BY	AUTH



CLIENT
Prestons Contracting

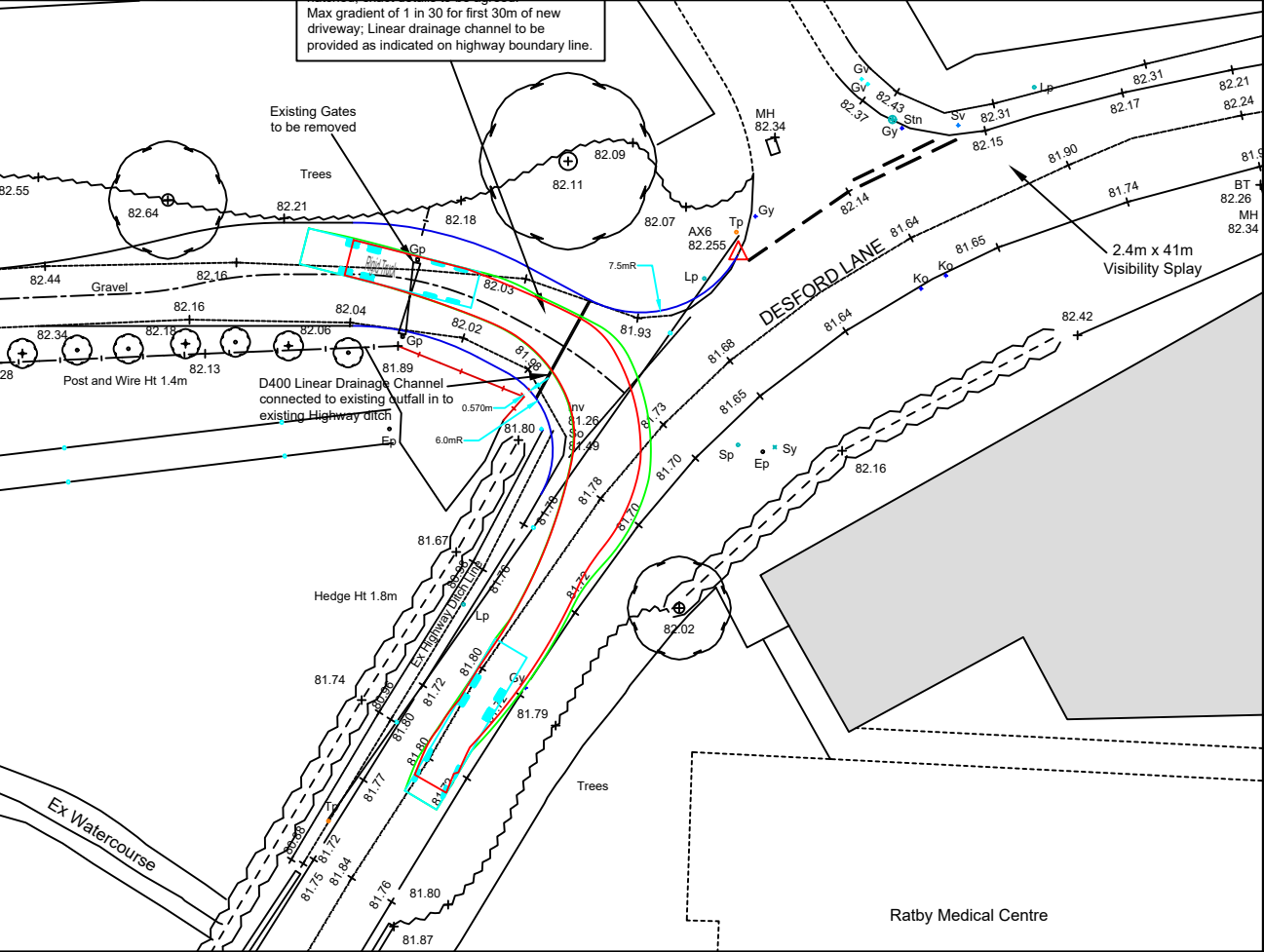
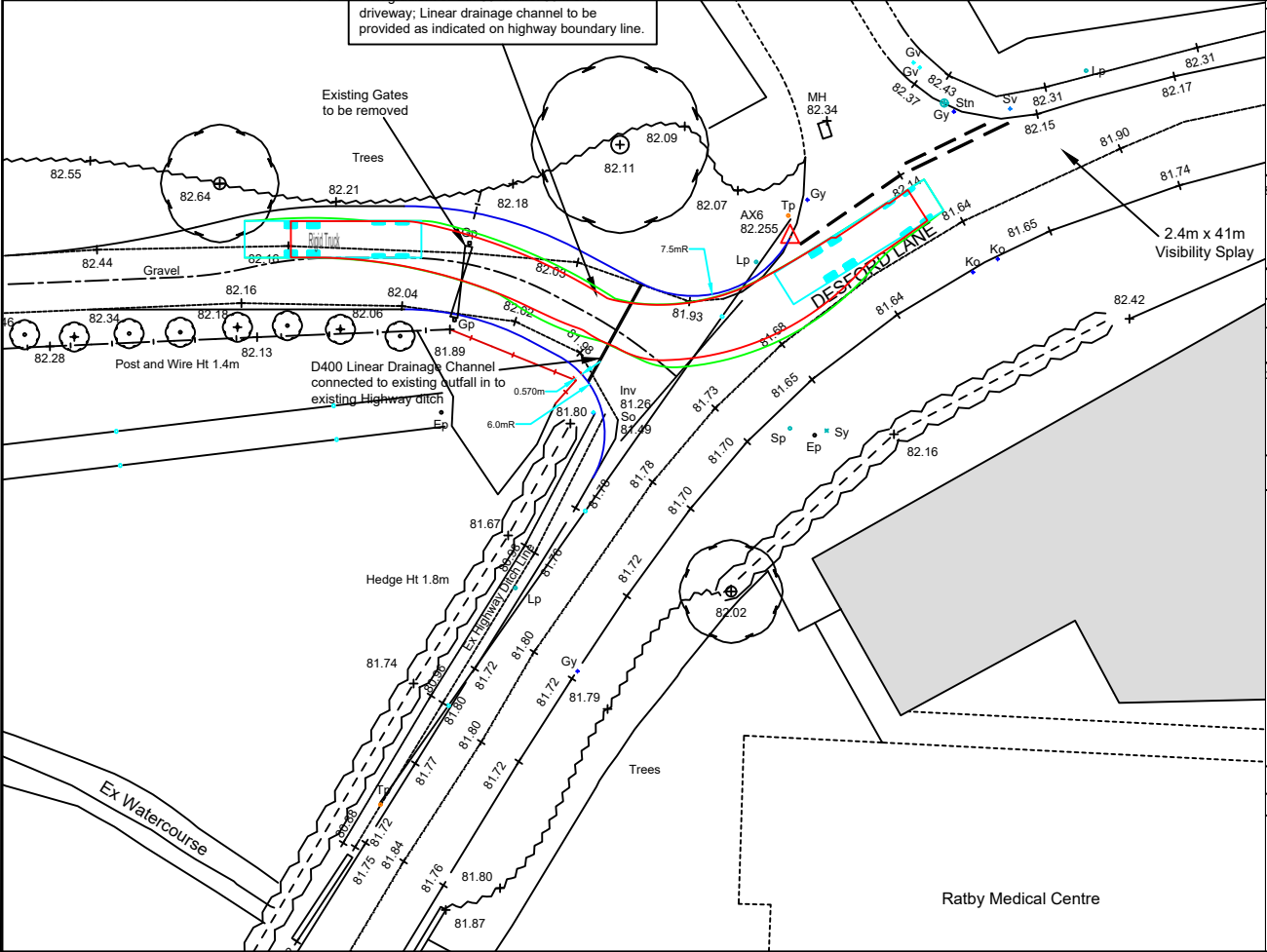
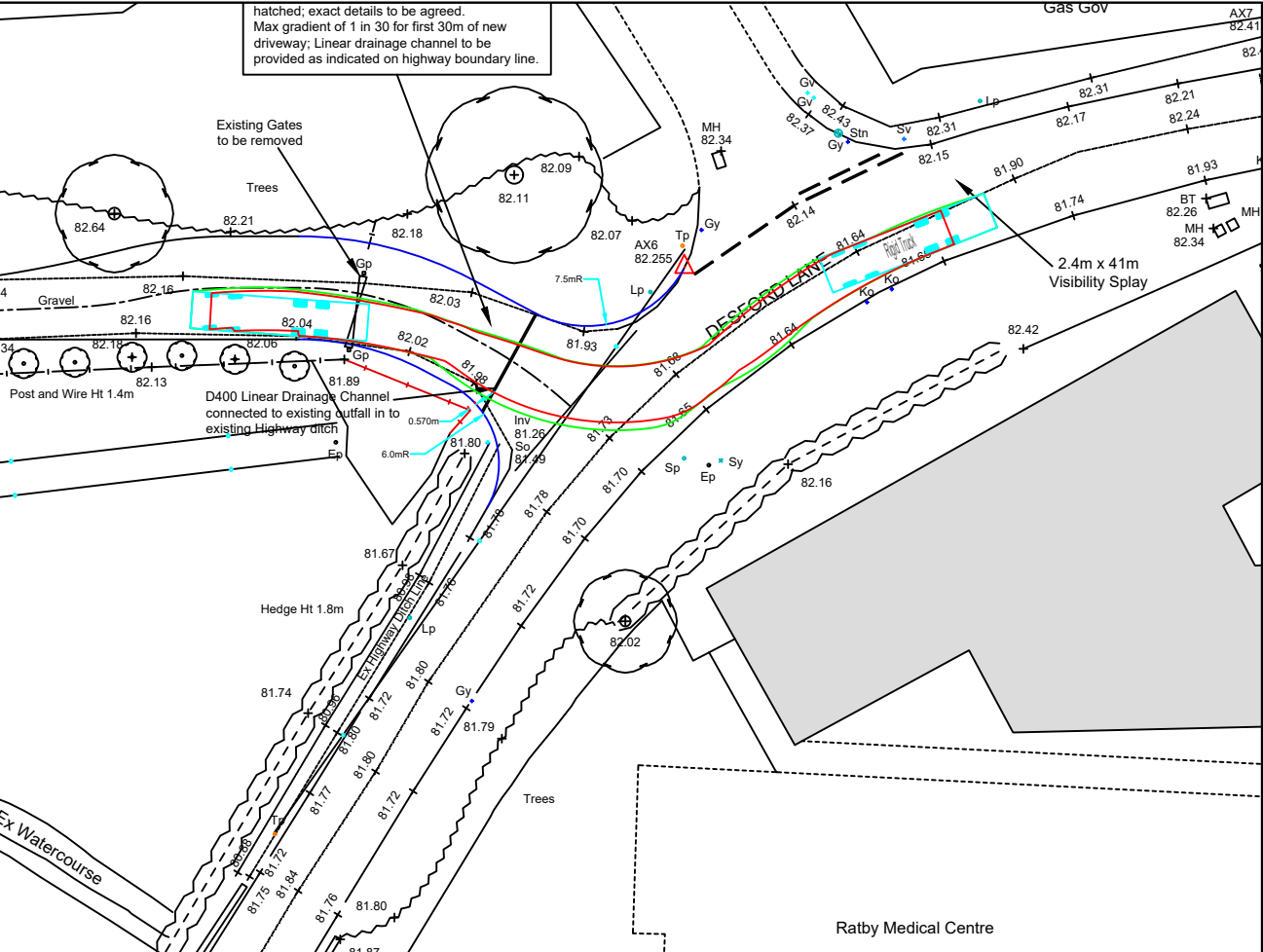
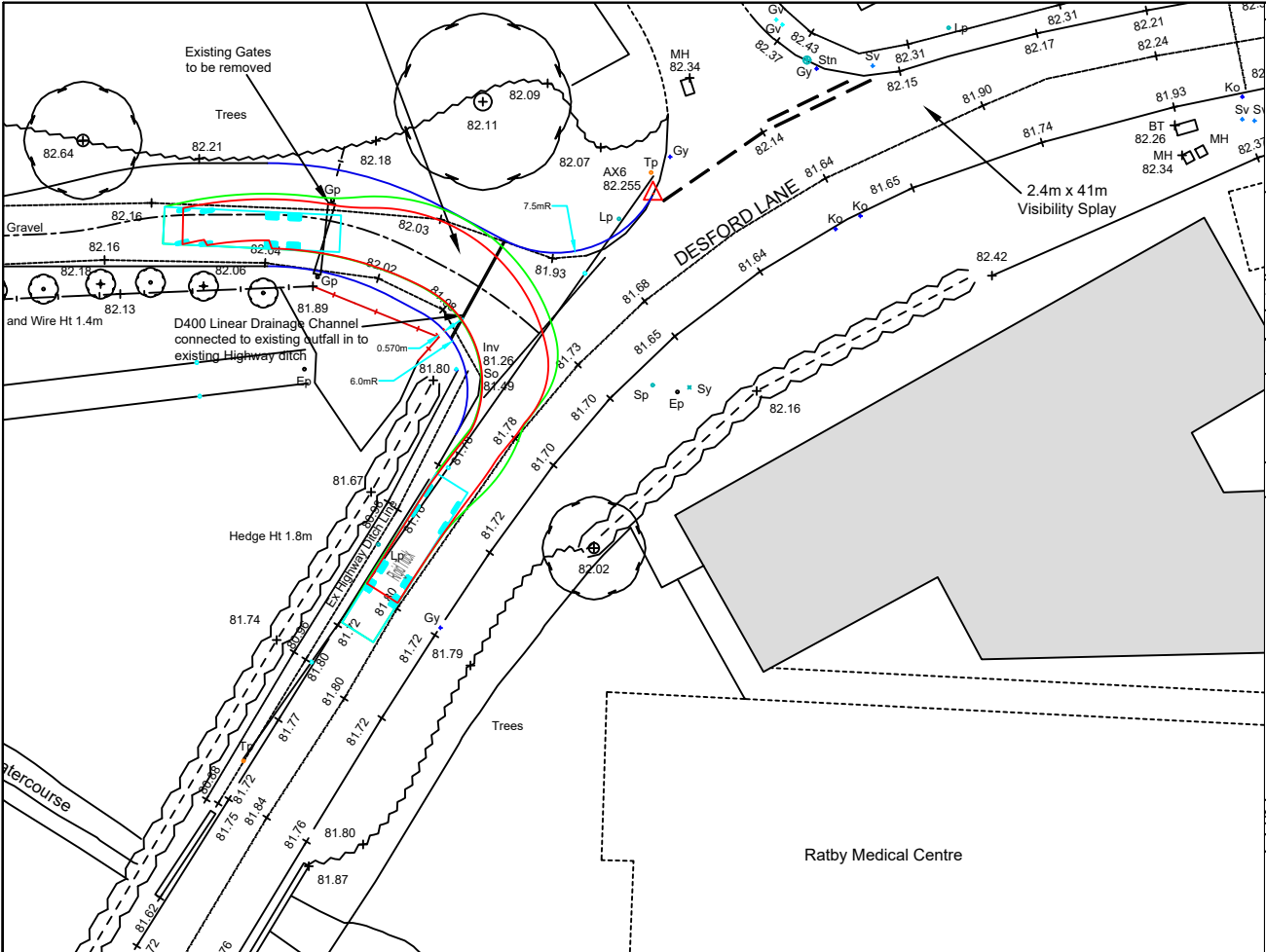
PROJECT
Holywell Farm, Desford Lane, Ratby

TITLE
Vehicle Tracking - Sheet 1

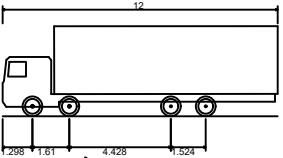
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PROJECT NO. 12484	DRAWING NO. 12484/002	REV -
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STATUS
FOR PLANNING



Vehicle Specifications



Rigid Truck	12.000m
Overall Length	2.500m
Overall Width	3.928m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.900m
Kerb to Kerb Turning Radius	

REV	DESCRIPTION	DATE	BY	AUTH



CLIENT
Prestons Contracting

PROJECT
Holywell Farm, Desford Lane, Ratby

TITLE
Vehicle Tracking - Sheet 2

DRAWN GOE	AUTHORISED DEC	SCALE 1:500@A3	DATE 08.08.24
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PROJECT NO. 12484	DRAWING NO. 12484/003	REV -
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STATUS
FOR PLANNING