

By email

18th July 2025



1st Floor Millers House
Stanstead Abbots
Hertfordshire SG12 8HN

Tel 01920 871 777
e: contact@eastp.co.uk
www.eastp.co.uk

Dear Sirs / Madams,

Transport Technical Note – Lilley Hoo Farm, Lilley Hoo Lane

This Transport Technical Note (TTN) has been prepared to address the highway objections raised by Hertfordshire County Council (HCC) regarding the Prior Approval applications for the change of use of agricultural buildings to flexible use within Class B8 (Storage or Distribution) and Class E(g)iii (Light industrial) at Lilley Hoo Farm. These applications are referenced as 25/00616/PNR and 25/00617/PNR respectively.

The local planning authority is North Hertfordshire Council, and the highway authority is HCC.

A site location plan is contained at **Appendix A**.

Both HCC Highway objections are contained at **Appendix B**.

Site Context

The site is located at Lilley Hoo Farm, accessed via Lilley Hoo Lane, which connects to Hollybush Hill to the south, having passed beneath the A505.

In the immediate vicinity of the site, the site is bordered by undeveloped farm land in all directions.

The village of Offley is located approximately 1.2 kilometres east of the site and the village of Lilley is located approximately 1km to the southwest. Further afield, the town of Luton is located approximately 2.5 kilometres southwest.

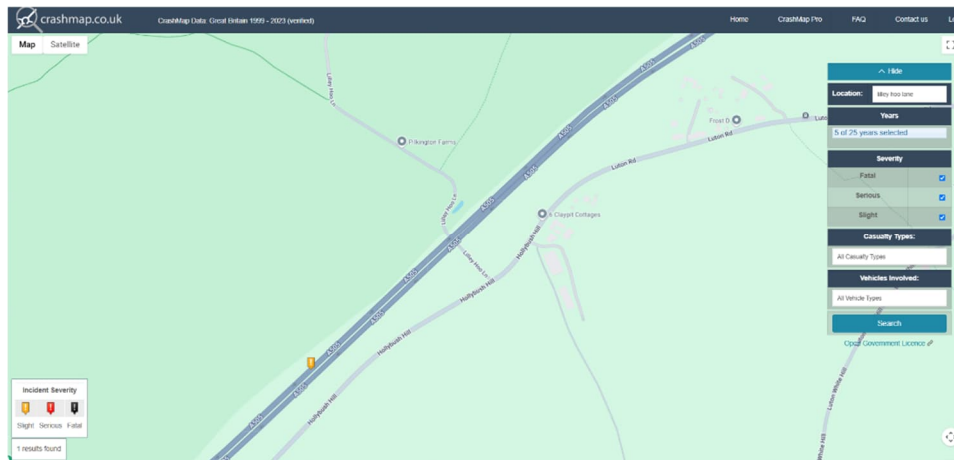
Lilley Hoo Lane is an unclassified road that provides a local access function in the road hierarchy. The lane is highway maintainable at public expense with a 60mph speed limit. On HCC's Place and Movement network, Lilley Hoo Lane is understood to be classified as P1/M1 (Rural Lane).

Lilley Hoo Lane generally runs in a northwest-southeast alignment, and varies in width, typically with a carriageway measuring between 2.5-5.0m.

Access to Lilley Hoo Lane is taken from Hollybush Hill, which generally runs on a southwest-northeast alignment in the vicinity of the junction with Lilley Hoo Lane. The junction forms a typical priority junction, measuring circa 5m in width with 8m radii.

Circa 75m north of the junction Lilley Hoo Lane passes under the A505, before making a circa 90-degree right turn, followed by a 90-degree left turn. These bends would work as a speed reducing measure, with vehicle speeds expected to be significantly below the posted national speed limit. This is further ensured by the narrowing carriageway, which measures circa 4m at this point. Following the final left bend, the carriageway continues circa 225m northwest in a straight alignment with good intervisibility, before a right turn is made onto the site.

The history of road traffic collisions occurring in the vicinity of the site in the last 5 years was reviewed using the CrashMap website.



Inset 1 - CrashMap

No highway accidents have been recorded within the immediate vicinity of the application site over the past 5 years. No incidents have been reported on Lilley Hoo Lane, at the junction with Hollybush Hill, or on either Hollybush Hill or Luton Road (which merges with Hollybush Hill to the northeast) in their entirety.

Trip Generation Assessment

Existing Agricultural Use

The existing agricultural use generates vehicular movements, primarily associated with seasonal farming activities and occasional machinery movements. No detailed baseline data is available, but it is understood that there would be a requirement for large agricultural vehicles and associated delivery vehicles, such as HGVs/OGVs. This is inferred via the 'Farm Traffic' signage located at the Hollybush Hill junction.

The agricultural land is mainly in arable production for growing winter wheat and oats. These are stored on site, as per the image taken at the site in February 2025, see *Inset 2* below. This volume of goods would clearly comprise a notable number of HGV movements across the peak seasons.



Inset 2 – Storage Barn

To navigate the Hollybush Hill junction agricultural vehicles would have to cross the centreline of the carriageway. Following a review of the CrashMap database it has been concluded that this arrangement has not led to any recorded incidents, and as such should be considered acceptable.

Application 25/00616/PNR - B8 Storage/Distribution Use:

A TRICS assessment has been undertaken for the proposed B8 use. The following filters were implemented:

- Commercial Warehousing (02/F)
- Located in England, not London
- Edge of Town or Free Standing locations
- Carried out in the last 5 years

The full datasheets are contained at **Appendix C**. The data is summarised in Table 1 below.

	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Total Vehicles Trip Rate (per 100sqm)	0.064	0.036	0.100	0.027	0.049	0.076
Total Vehicles Trip Number (720sqm)	0	0	1	0	1	1
OGV Trip Rate (per 100sqm)	0.019	0.019	0.038	0.014	0.007	0.021
OGV Trip Number (720sqm)	0	0	0	0	0	0

Table 1 – Warehousing TRICS Rates

As demonstrated in Table 1, a circa 720sqm development would be expected to generate 1 vehicle movement in the AM and PM peak hours. As a result of rounding figures, there would be expected to be less than 1 vehicle movement in each direction. As a result of this the likelihood of there being two vehicles (of any size) simultaneously passing along Lilley Hoo Lane is imperceptibly low.

OGV figures have also been calculated, there would be less than 1 OGV movement in both of the peak hours. It is also noted that there would be less than 1 OGV movement in every hour between 05:00-21:00. Again, this demonstrates that the likelihood of there being two passing OGVs, and especially 16.5m articulated vehicles, along Lilley Hoo Lane is imperceptibly low.

As a result, is considered that the proposed passing places would be more than suitable to cater for the proposed change of use. For further detail, see 'Proposed Mitigation Measures' below. Access at the Hollybush Hill junction would follow the existing arrangements for agricultural vehicles. As above, this arrangement is considered safe and acceptable.

Application 25/00617/PNR - E(g)iii Light Industrial Use:

A TRICS assessment has been undertaken for the proposed light industrial use. The following filters were interrogated:

- Industrial Unit (02/C)
- Located in England, not London

- Edge of Town locations
- Carried out in the last 5 years

The full datasheets are contained at **Appendix D**. The data is summarised in Table 2 below.

	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Total Vehicles Trip Rate (per 100sqm)	0.186	0.018	0.204	0.042	0.123	0.165
Total Vehicles Trip Number (720sqm)	1	0	1	0	1	1
OGV Trip Rate (per 100sqm)	0.019	0.019	0.038	0.014	0.007	0.021
OGV Trip Number (720sqm)	0	0	0	0	0	0

Table 2 – Industrial Unit TRICS Rates

As demonstrated in Table 2, a circa 720sqm development would be expected to generate 1 vehicle movement in both the AM and PM peak hours. These movements are expected to be tidal, with the AM peak hour trip being an incoming trip, with no respective outgoing movement, and the PM peak hour trip being outgoing, with no corresponding incoming trip. As a result of this the likelihood of there being two vehicles (of any size) simultaneously passing along Lilley Hoo Lane is imperceptibly low.

OGV figures have also been calculated, there would be less than 1 OGV movement in both of the peak hours. It is also noted that there would be less than 1 OGV movement every hour between 05:00-21:00. Again, this demonstrates the likelihood of there being two OGVs, and especially maximum length articulated vehicles, simultaneously passing along Lilley Hoo Lane is imperceptibly low.

As a result, it is considered that the proposed passing places would be more than suitable to cater for the proposed change of use. For further detail, see 'Proposed Mitigation Measures' below. Access at the Hollybush Hill junction would follow the existing arrangements for agricultural vehicles. As above, this arrangement is considered safe and acceptable.

Proposed Mitigation Measures

Proposed passing points are demonstrated in the drawing contained at **Appendix E**. Highway boundary mapping has been obtained and is contained at **Appendix F**. This mapping confirms that all proposed passing points are located within the highway boundary. It should be noted that the applicant owns all land bordering the highway boundary.

As per the drawing contained at **Appendix E**, two new passing points have been proposed. The first is located directly north of the Hollybush Hill junction, allowing for vehicles to pass simultaneously prior to accessing or immediately after egressing Hollybush Hill. The second passing point is located to the north within closer proximity to the site access.

A swept path analysis exercise has been undertaken to demonstrate that the proposed passing points are appropriately sized and located to accommodate large vehicles including 16.5m articulated HGVs as referenced in HCC's comments contained at **Appendix B**. It should be noted that this has been done to demonstrate a robust scenario, and it is expected that the vehicles accessing the site, regardless of the end use, would typically comprise smaller vehicles, such as private cars and delivery vans. It is also noted that the number of HGVs/OGVs expected to access the site is very low, and the likelihood of two of these

vehicles being present at the site simultaneously, especially if attempting to pass in opposing directions, would be infinitesimally small as indicated in the TRICS assessment of Trip Generation.

The passing bays have been designed to provide adequate width for two-way traffic including HGVs and maintain maximum intervisibility to ensure there is a negligible chance of vehicles needing to reverse at any point. All passing points are located within highway land. Again, it is reiterated that the likelihood of any vehicle needing to pass another, especially two passing HGVs/OGVs is negligible.

Summary

This TTN demonstrates that the highway objections raised by HCC are satisfactorily addressed and that the implementation of appropriate passing areas along Lilley Hoo Lane would be suitable mitigation. This TTN contains a:

- Junction accident assessment confirming safe turning movements at Holly Bush Lane
- Swept path analysis demonstrating adequate manoeuvring space for large vehicles
- Traffic impact assessment showing manageable traffic generation
- Strategic passing bays designed to accommodate 16.5m articulated HGVs at appropriate intervals along Lilley Hoo Lane

The proposed development will result in an imperceptible level of vehicle trip generation, with a maximum of 1 peak hour vehicle movement compared to the existing agricultural use. It is also noted that the existing site is expected to generate a number of HGV movements, which would likely offset any potential highway impact associated with the proposals. As such it is clear that the highway network has adequate capacity to accommodate this change of use. Further to this, the proposed passing points are expected to enhance highway safety, and mitigate the imperceptible risk of two-way heavy goods vehicle traffic, in the highly unlikely case that this ever takes place.

Yours Sincerely



Tom Short

Transport Engineer / Planner, for and behalf of EAS Transport Planning Ltd

Enclosed:

Appendix: A – Location Plan

Appendix: B – HCC Highways Comments

Appendix: C – Warehousing TRICS Datasheets

Appendix: D – Industrial Unit TRICS Datasheets

Appendix: E – Proposed Passing Points

Appendix: F – Highway Boundary Mapping

Appendix: A – Location Plan

GRID
NORTH



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Carter Jonas
Stone Barn, Hill Farm, Stoke Rd,
Blisworth, Northampton NN7 3DB
T:01604 608228
E:measuredsurveys@carterjonas.co.uk
www.carterjonas.co.uk

Client : THE CROWN ESTATE

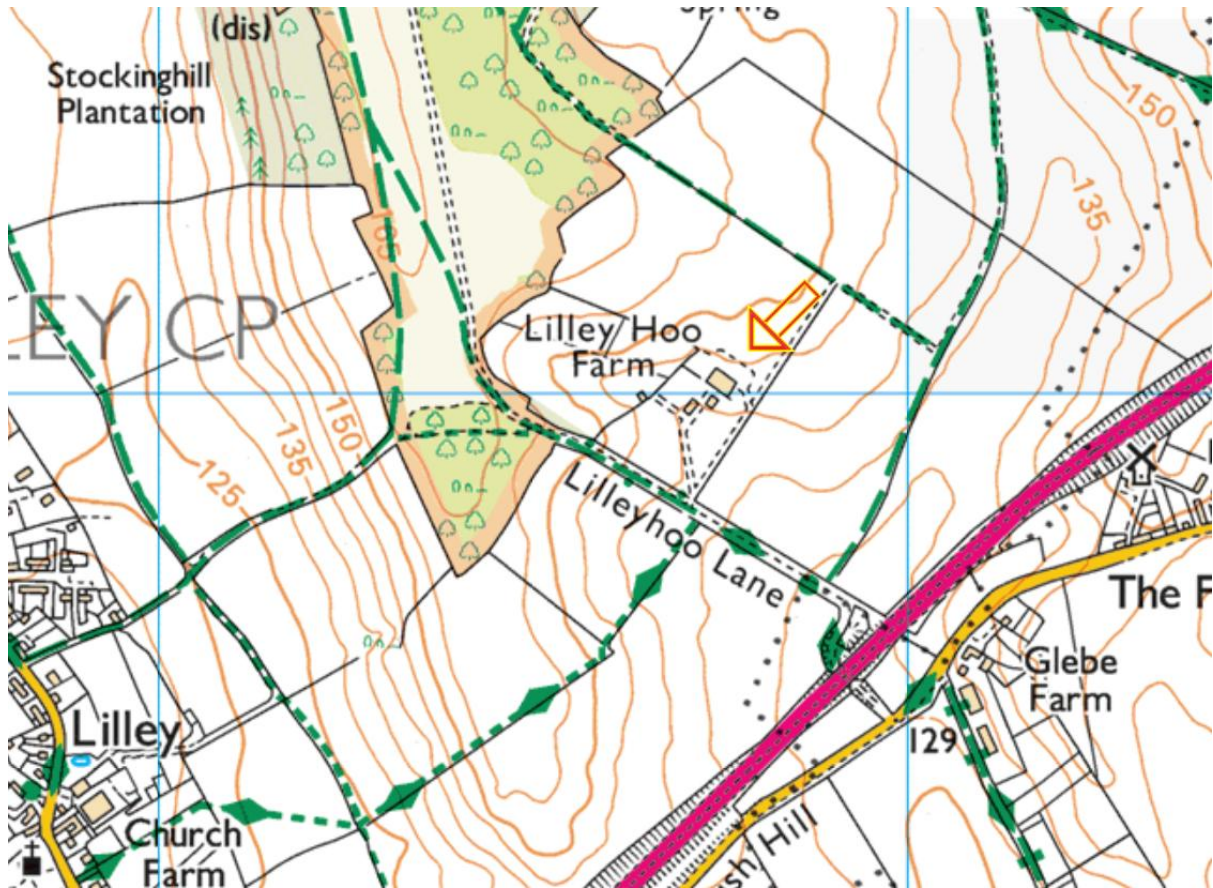
Project : LILLEY HOO FARM, LILLEY

Title : LOCATION PLAN

Scale: 1:1250 @A4 Date:27/01/2025

Drawn by: OW Surveyed by :MJ

Checked by: MJ Dwg no:J0088591-24-04_Issue01



Streetmap Location Plan

Appendix: B – HCC Highways Comments



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/00616/PNR
HCC ref: NH/24362/2025
HCC received: 20 March 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Lilley Hoo Farm, Lilleyhoo Lane, Lilley, Luton, LU2 8NQ

Application type

Prior Approval

Proposal

Prior Approval Class R Agric to Flex Use : Change of use of an agricultural building to a flexible use within Class B8 (Storage or Distribution).

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety and convenience. Please see reason for refusal below:

No adequate passing areas

The proposals are for Prior Approval Class R Agric to Flex Use: Change of use of an agricultural building to a flexible use within Class E(g)iii (Light industrial).

Context: Lilly Hoo Land is an unclassified local access road and provides a local access function in the road hierarchy. Lilly Hoo Lane is highway maintainable at public expense. A 60mph speed limit applies. on HCC's Place and Movement network Lilly Hoo Lane is classed as P1/M1 (Eg. Rural

Lane). No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the PRow map) directly affects the site or would be affected by the proposal. The county council considers Lilly Hoo Lane not to be a traffic sensitive road. However, access to Lilly Hoo Lane is taken from Holly Bush Lane which is a Traffic Sensitive Road.

The Highway Authority is concerned about the narrow width of Lilly Hoo Lane and the lack of adequate passing areas for large vehicles like articulated HGVs (up to 16.5 meters in length). This poses a potential safety hazard at the junction with Holly Bush Lane. If an HGV turns into Lilly Hoo Lane while another vehicle is exiting, it might have to reverse onto Holly Bush Lane or become stationary to let the other vehicle pass, creating a safety risk. The applicant needs to demonstrate how they will address this issue.

CONCLUSION

The Highway Authority cannot approve the application at this time due to concerns about the narrow width of Lilly Hoo Lane and the lack of adequate passing areas for large vehicles.

Signed

Paul Marshall

9 April 2025



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/00617/PNR
HCC ref: NH/24363/2025
HCC received: 20 March 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Lilley Hoo Farm, Lilleyhoo Lane, Lilley, Luton, LU2 8NQ

Application type

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CONCLUSION

The Highway Authority cannot approve the application at this time due to concerns about the narrow width of Lilly Hoo Lane and the lack of adequate passing areas for large vehicles.

Signed

Paul Marshall

9 April 2025

Appendix: C – Warehousing TRICS Datasheets

Calculation Reference: AUDIT-743101-250708-0736

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 1750 to 105335 (units: sqm)
 Range Selected by User: 1750 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/20 to 19/06/25

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

Selected survey days:

Monday 2 days
 Wednesday 2 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3
 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 2
 Development Zone 1
 Out of Town 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

B8 4 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	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	4 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 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-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
2	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE	DEVON
3	NT-02-F-01 NOOK FLATT ROAD NEAR WORKSOP BLYTH Edge of Town Development Zone Total Gross floor area: 105335 sqm Survey date: WEDNESDAY 18/10/23	LOGISTICS WAREHOUSING PARK	NOTTINGHAMSHIRE
4	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23	REMOVALS SERVICE	NORTH YORKSHIRE
			Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.18

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	3	52808	0.056	3	52808	0.022	3	52808	0.078
06:00 - 07:00	3	52808	0.039	3	52808	0.023	3	52808	0.062
07:00 - 08:00	4	40043	0.061	4	40043	0.034	4	40043	0.095
08:00 - 09:00	4	40043	0.064	4	40043	0.036	4	40043	0.100
09:00 - 10:00	4	40043	0.040	4	40043	0.030	4	40043	0.070
10:00 - 11:00	4	40043	0.039	4	40043	0.031	4	40043	0.070
11:00 - 12:00	4	40043	0.030	4	40043	0.025	4	40043	0.055
12:00 - 13:00	4	40043	0.034	4	40043	0.040	4	40043	0.074
13:00 - 14:00	4	40043	0.029	4	40043	0.044	4	40043	0.073
14:00 - 15:00	4	40043	0.029	4	40043	0.064	4	40043	0.093
15:00 - 16:00	4	40043	0.021	4	40043	0.033	4	40043	0.054
16:00 - 17:00	4	40043	0.022	4	40043	0.038	4	40043	0.060
17:00 - 18:00	4	40043	0.027	4	40043	0.049	4	40043	0.076
18:00 - 19:00	4	40043	0.010	4	40043	0.023	4	40043	0.033
19:00 - 20:00	3	52808	0.011	3	52808	0.013	3	52808	0.024
20:00 - 21:00	3	52808	0.011	3	52808	0.011	3	52808	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.523			0.516			1.039

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:	1750 - 105335 (units: sqm)
Survey date date range:	01/01/20 - 19/06/25
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL 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	3	52808	0.010	3	52808	0.011	3	52808	0.021
06:00 - 07:00	3	52808	0.019	3	52808	0.014	3	52808	0.033
07:00 - 08:00	4	40043	0.018	4	40043	0.020	4	40043	0.038
08:00 - 09:00	4	40043	0.019	4	40043	0.019	4	40043	0.038
09:00 - 10:00	4	40043	0.027	4	40043	0.022	4	40043	0.049
10:00 - 11:00	4	40043	0.021	4	40043	0.019	4	40043	0.040
11:00 - 12:00	4	40043	0.015	4	40043	0.014	4	40043	0.029
12:00 - 13:00	4	40043	0.012	4	40043	0.019	4	40043	0.031
13:00 - 14:00	4	40043	0.007	4	40043	0.021	4	40043	0.028
14:00 - 15:00	4	40043	0.014	4	40043	0.017	4	40043	0.031
15:00 - 16:00	4	40043	0.011	4	40043	0.009	4	40043	0.020
16:00 - 17:00	4	40043	0.008	4	40043	0.009	4	40043	0.017
17:00 - 18:00	4	40043	0.014	4	40043	0.007	4	40043	0.021
18:00 - 19:00	4	40043	0.005	4	40043	0.006	4	40043	0.011
19:00 - 20:00	3	52808	0.005	3	52808	0.003	3	52808	0.008
20:00 - 21:00	3	52808	0.003	3	52808	0.001	3	52808	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.211			0.419

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.

Appendix: D – Industrial Unit TRICS Datasheets

Calculation Reference: AUDIT-743101-250708-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
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

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: 1500 to 17834 (units: sqm)
Range Selected by User: 690 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/20 to 08/11/25

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:
Wednesday 2 days
Thursday 1 days

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

Selected survey types:
Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 3

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

Selected Location Sub Categories:
Industrial Zone 3

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
Not Known 3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HF-02-C-02 COCKERELL CLOSE STEVENAGE	FRESH PRODUCE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	17834 sqm	
	Survey date: WEDNESDAY	08/11/23	Survey Type: MANUAL
2	NY-02-C-03 WETHERBY ROAD KNARESBOROUGH	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
3	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.41

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	13525	0.078	2	13525	0.007	2	13525	0.085
06:00 - 07:00	2	13525	0.214	2	13525	0.148	2	13525	0.362
07:00 - 08:00	3	9517	0.252	3	9517	0.032	3	9517	0.284
08:00 - 09:00	3	9517	0.186	3	9517	0.018	3	9517	0.204
09:00 - 10:00	3	9517	0.077	3	9517	0.053	3	9517	0.130
10:00 - 11:00	3	9517	0.049	3	9517	0.049	3	9517	0.098
11:00 - 12:00	3	9517	0.025	3	9517	0.053	3	9517	0.078
12:00 - 13:00	3	9517	0.067	3	9517	0.091	3	9517	0.158
13:00 - 14:00	3	9517	0.056	3	9517	0.081	3	9517	0.137
14:00 - 15:00	3	9517	0.042	3	9517	0.063	3	9517	0.105
15:00 - 16:00	3	9517	0.028	3	9517	0.144	3	9517	0.172
16:00 - 17:00	3	9517	0.014	3	9517	0.231	3	9517	0.245
17:00 - 18:00	3	9517	0.042	3	9517	0.123	3	9517	0.165
18:00 - 19:00	3	9517	0.105	3	9517	0.126	3	9517	0.231
19:00 - 20:00	2	13525	0.000	2	13525	0.033	2	13525	0.033
20:00 - 21:00	2	13525	0.000	2	13525	0.011	2	13525	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.235			1.263			2.498

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:	1500 - 17834 (units: sqm)
Survey date date range:	01/01/20 - 08/11/25
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL 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	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.004	2	13525	0.007	2	13525	0.011
07:00 - 08:00	3	9517	0.011	3	9517	0.004	3	9517	0.015
08:00 - 09:00	3	9517	0.004	3	9517	0.004	3	9517	0.008
09:00 - 10:00	3	9517	0.004	3	9517	0.004	3	9517	0.008
10:00 - 11:00	3	9517	0.007	3	9517	0.007	3	9517	0.014
11:00 - 12:00	3	9517	0.000	3	9517	0.004	3	9517	0.004
12:00 - 13:00	3	9517	0.011	3	9517	0.007	3	9517	0.018
13:00 - 14:00	3	9517	0.004	3	9517	0.004	3	9517	0.008
14:00 - 15:00	3	9517	0.000	3	9517	0.004	3	9517	0.004
15:00 - 16:00	3	9517	0.004	3	9517	0.007	3	9517	0.011
16:00 - 17:00	3	9517	0.000	3	9517	0.004	3	9517	0.004
17:00 - 18:00	3	9517	0.000	3	9517	0.000	3	9517	0.000
18:00 - 19:00	3	9517	0.000	3	9517	0.000	3	9517	0.000
19:00 - 20:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
20:00 - 21:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.056			0.109

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.

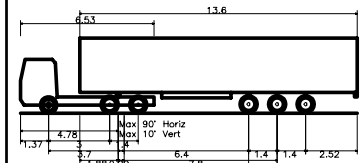
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Appendix: E – Proposed Passing Points

LILLEY HOO LANE
1:1,000 SCALE



NORTHERN PASSING POINT
1:500 SCALE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

SOUTHERN PASSING POINT
1:500 SCALE



REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

LILLEY HOO FARM,
NORTH HERTFORDSHIRE

TITLE:

PROPOSED PASSING POINTS
AND SWEEP PATH ANALYSIS

SCALE: A2:

SEE VIEWPORT

DESIGN-DRAWN:

TS

DATE:

08/07/2025

PROJECT No:

5973

DRAWING No:

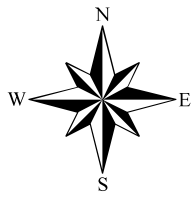
SK01

Appendix: F – Highway Boundary Mapping

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council
Date: 26/06/2025



Lilley Hoo Lane
HITCHIN



Scale at A2

1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way.
The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

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