



ENGINEERING

Highways Statement

**for the Replacement of the Fire Damaged
Office/Industrial/Storage Buildings at Baldock Industrial Estate,
London Road, Baldock, North Hertfordshire, SG7 6NG**

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3480 – HS – June 2025

Highways Statement
for the Replacement of the Fire Damaged
Office/Industrial/Storage Buildings at Baldock Industrial Estate,
London Road, Baldock, North Hertfordshire, SG7 6NG

1 Introduction

- 1.1 MTC Engineering (Cambridge) Limited have been asked to provide a Highways Statement in respect of the proposed replacement of the fire damaged office, industrial and storage buildings at Baldock Industrial Estate, London Road, Baldock, North Hertfordshire, SG7 6NG on behalf of Smithers Purslow.
- 1.2 Under Paragraph 118 of the National Planning Policy Framework a Transport Statement (TS) or Transport Assessment (TA) is only required when a significant number of trips are likely to be generated.
- 1.3 In this instance the proposed development involves the replacement of the original fire damaged industrial units at the site which were used to provide primarily industrial space alongside ancillary office and storage space.
- 1.4 Given that the proposal involves replacement of the original units, rather than the creation of 'new' units at the site, there will not be any significant difference between the original pre fire traffic generation from the site and the post replacement of the units, as fully detailed in later sections of the document.
- 1.5 Therefore, given that the pre and post fire situations have no significant difference in trip generation from the site, it is considered appropriate to provide a shorter Highways Statement only in this instance rather than a full Transport Statement/Transport Assessment.

2 Site and Existing Network Description

- 2.1 The site is located to the west of London Road (the B197), in central Baldock, as shown on the site location plan provided in Appendix 1.
- 2.2 The site is currently occupied by the fire damaged remains of a building made up of a number of units in industrial, office, and storage use, which were severely damaged by fire on 11 July 2023 including partial collapse. An aerial view of the site pre fire damage is provided in Appendix 2, with site photographs following the fire provided in Appendix 3.
- 2.3 The plan provided in Appendix 4 shows a unit plan for the building pre fire damage, with the units shown in green at the northeastern end (units 3,25 and 26) to be retained in situ, the units shown in grey at the southwestern end of the building (units 39, 41, 42, 43 & 43a) to be demolished to slab level, and the main, central area of the building shown in blue to be rebuilt (units 18, 19, 20, 21, 22, 23, 25, 25a, 27, 28, 29, 30, 31-33, 34, 34a, 35, 36, 37 and 38).
- 2.4 A number of other existing buildings which remain in similar uses are provided on the wider site area, including on the northeastern end, along the southeastern boundary of the industrial area to the boundary with Crabtree Lane, and to the southwest of the fire damaged building.
- 2.5 There are two existing vehicular access points to the site, with the first being a gated access from a ghost island junction with the B197/London Road at the eastern corner of the site, which is a short distance south of the roundabout junction of London Road with South Road, High Street, and the TESCO Extra Access, with a Puffin crossing with central island on London Road between the site access and roundabout to the north.
- 2.6 The second access point is via the access to the TESCO Extra from the roundabout junction on London Road noted above, via a second small roundabout to the rear of the TESCO building.

- 2.7 Topographic survey of the wider industrial site in the vicinity is provided in Appendix 5, which shows both access points noted above. Parking is generally informal across the industrial estate, occurring on areas of hardstanding adjacent to units and along the private access roads. As noted on the survey speed bumps are provided to ensure vehicle speeds remain low.
- 2.8 Due to the age of the previous building and unique circumstances, there is no recent planning history available and limited access to historical information available via the planning portal, with change of use of buildings on the site from research laboratories to industrial use having been permitted under Planning Permission 82/01611/1, but no other details such as consented floor areas being available.
- 2.9 The lack of subsequent applications or planning enforcement however indicates that the uses of the building prior to the fire damage occurring are entirely in line with the legal consents that existing on the building prior to the fire damage occurring.

3 Proposed Redevelopment, Access and Traffic Generation

- 3.1 The proposed redevelopment involves the replacement of the majority of the fire damaged building with a new industrial building to be used by the same unit occupiers as were originally present at the site. A copy of the proposed site plan and building layout and elevation is provided in Appendix 6.
- 3.2 The replacement building will essentially occupy the same footprint as the original building at the site, with the northeastern end (units 3, 25 and 26) remaining as standing and the new section of replacement building abutting these units via a party wall. The exception will be the southwestern end of the former building (units 39, 41, 42, 43 & 43a) which will be demolished to slab level and not rebuilt under this Planning Application.
- 3.3 There will be minor differences to the replacement building footprint and height compared with the pre fire damaged building, however this is to simplify construction which will use a modern portal frame. Minor differences in footprint will be more than compensated for by the southwestern end of the building not being rebuilt.
- 3.4 The floor areas of the various units to be reconstructed are provided on the plans provided in Appendix 6, with details as to the occupiers of the units and their history at the site pre fire damage provided below:
- Units 18, 19, 25 and 29 – 1265m² to be operated by Lion Kent, who became established at the site in 1984 and manufacture card boxes which are stored on site prior to distribution.
 - Units 21 and 34b - 625m² to be operated by Brown and Gammons, who store car parts on site for distribution and have operated at the site for over 20 years under an industrial use.
 - Units 22 and 34a - 417m² to be operated by Baldock Tyres Workshop for MOT and tyre fitting, a use which has operated for over 30 years at the site.
 - Units 23 and 38 - 497m² to be operated by Crompton Joinery, a bespoke joinery manufacturer who have operated from the site for more than 25 years.

- Units 25a - to be operated by Bez Plumbing to operate as a small storage unit for plumbing supplies, a use which has been present since 2019 at the site.
- Units 27 - 64m² to be operated by a plumbing business for workshop, storage, repairs and office space, having been present at the site as a B1/B2 use since 1990.
- Units 31, 32, and 33 - 193 m² to be operated by Precision Engineering who have been based on the site for over 20 years
- Unit 36 - 64m² to be operated by Marsh Detailing, a car detailing and valet business that operated at the site since 2021.
- Units 20 and 30 - 193 m² to be operated by Baldock Tyres as a motor trade tyre store, which has operated for at least 15 years from the site.
- Unit 35 - 64 m² to be operated by Allan Piggott Car Repairs. Unknown length of operation at the site due to lack of response to enquiries.
- Unit 28 - 64 m² to be operated by A R Pound. Unknown length of operation at the site due to lack of response to enquiries
- Unit 37 - 64 m² to be operated by Solich Auto Services. Unknown length of operation at the site due to lack of response to enquiries.

3.5 As such the total floor space to be rebuilt at the site is approximately 3,510m², which will be primarily under B2 use (but with elements that would now fall under the newer E (g) (i), (ii) and (iii) classes which came into effect subsequent to the previous planning permissions at the site), with some other B8 elements also present.

3.6 As detailed under Paragraph 3.4, the vast majority of uses have been present at the site for a significant length of time, using units of similar sizes to those proposed under the rebuild. As such there will not be any significant impact upon traffic generation compared with the pre and post fire situations at the site.

3.7 Whilst building/unit occupiers could change in the future, this could also have occurred prior to the fire so long as the new user operated in a way that was compatible with the consented use classes and no planning application would have been required.

3.8 Typical movements for 3,510m² of industrial estate have been considered using TRICS data (Appendix 7), with a summary provided below.

Time Period	Arrivals	Departures	Total
AM Peak	24	14	38
PM Peak	14	31	45
Daily Total (0500-2100)	205	208	413

Table 3.1: Typical Vehicle Generation for 3,510m² Industrial Estate

3.9 Based upon Table 3.1 above it is anticipated that approximately 38 movements will occur in the AM Peak Period, and 45 in the PM Peak Period.

3.10 As a general rule a junction may require capacity analysis when the number of movements through it is increased by more than 30 in an hour. Given that traffic from the site would tend to head either south towards the A505/A1(M) southbound, east towards the A505, or north towards the A1(M) northbound or A507, aside from the roundabout junction of London Road/High Street/South Road/the Tesco Access, it is unlikely that any junction outside of this would experience an impact of more than 30 vehicles an hour associated with the proposed development.

3.11 Whilst capacity analysis of this roundabout junction may therefore be required under normal circumstances, in this instance it is not considered necessary on the basis that the proposal involves the replacement of a fire damaged building with the same (or even reduced space given the southwestern area to be demolished) traffic generation.

3.12 Therefore the proposal is considered to simply replace already consented traffic on the local network, rather than introduce ‘new’ traffic into the system and as such it is not considered that there will be any capacity related impact.

3.13 In relation to car parking provision at the site, this will remain essentially as was originally the case, with the external hardstanding areas available for vehicular parking and area of the units remaining the same as was the case prior to occurrence of the fire.

- 3.14 As such it is not considered that there will be any adverse impact associated with parking at the site which will remain as previous.
- 3.15 There will be no alteration required to the existing site access points, which will remain as currently designed given that these were adequate for traffic associated with the building to be replaced prior to the fire, and that post replacement traffic levels should remain essentially unaltered.
- 3.16 No consideration of sustainable transport linkage to the site is required, as this is the replacement of a fire damaged industrial building on a wider industrial estate in a central area of Baldock, rather than a proposal for a ‘new’ building.
- 3.17 Overall it is considered that the above demonstrates that the replacement of the original fire damaged building will not have any significant impact upon vehicle flows to/from the site compared with the pre fire situation, and as such there are no grounds associated with off-site traffic movements on which to object to the proposed development, whilst the on-site situation regarding parking and access will essentially remain as was the case prior to occurrence of the fire.

4 Conclusion

- 4.1 The Planning Application involves the replacement of a fire damaged industrial building at Baldock Industrial Estate, with a footprint in the order of 3,510m², as per the pre fire plan provided in Appendix 4 and proposed replacement building plan provided in Appendix 6.
- 4.2 The replacement building has essentially the same footprint as the fire damaged building, however the southwestern end will not be rebuilt under this Planning Application but simply demolished to slab level, meaning there will be an overall decrease in footprint compared with the pre fire situation.
- 4.3 The majority of unit users have been present on the site for a number of years, and as such upon reopening operations on the site will essentially reestablish the original traffic generation associated with their operations.
- 4.4 As such it is not considered that the redevelopment will result in the creation of ‘new’ trips on the local network but simply reintroduce the previous traffic that was associated with the consented use of the site prior to the fire occurring. Therefore it is not considered that there will be any adverse capacity impact associated with the proposal.
- 4.5 Access and parking arrangements at the site will essentially remain identical to the situation prior to the fire occurring and as such it is not considered that there are any issues from a highways/transport perspective.
- 4.6 Paragraph 116 of the National Planning Policy Framework states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable scenarios”

The proposed development will have no significant adverse transport related impact, and clearly not a severe impact given that it essentially reinstates the previous building at the site and mimics the situation prior to the fire damage occurring.

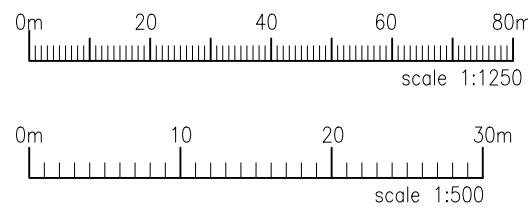
- 4.7 There are no transport or highways related grounds under the National Planning Policy Framework on which to object to the proposed replacement of the fire damaged building at Baldock Industrial Estate, London Road, Baldock.

APPENDIX 1

SITE LOCATION PLAN

NOTES

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7. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE LATEST RELEVANT LEGISLATION, REGULATIONS, GUIDANCE, STATUTORY CONSENTS AND COMMON LAW. ALL WORKS TO BE TO THE ENTIRE SATISFACTION OF LOCAL AUTHORITY OR WARRANTY PROVIDER NOT WITHSTANDING ANYTHING SHOWN OR INDICATED ON THESE DRAWINGS. ALL WORKMANSHIP AND MATERIALS TO BE TO THE BEST OF THEIR RESPECTIVE KIND AND AT LEAST EQUIVALENT OF THE APPROPRIATE BRITISH STANDARDS AND BRITISH STANDARD CODE OR PRACTICE.



Application Area = 3,862m²

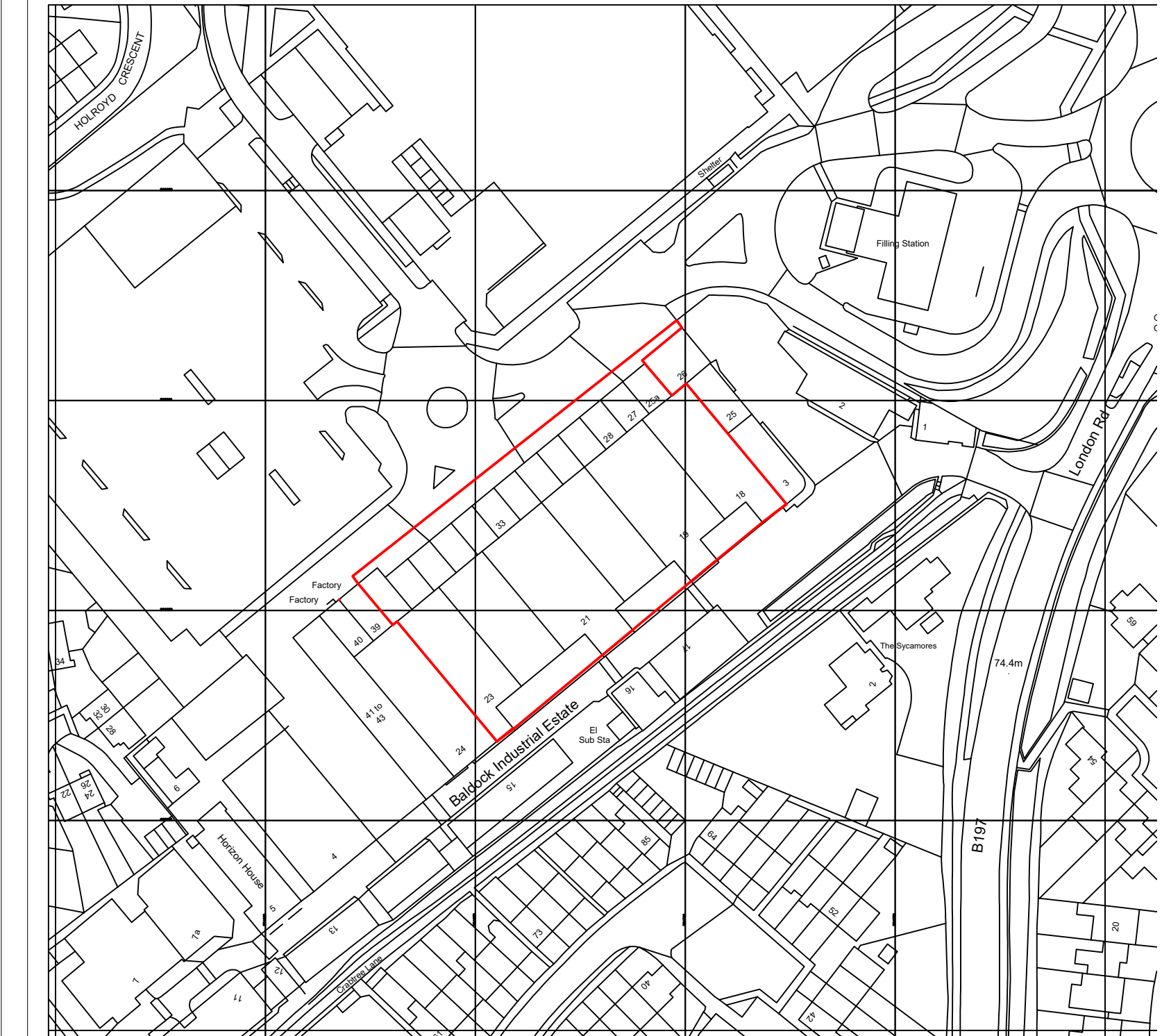
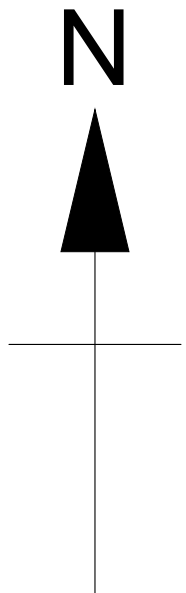
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C	Status Changes to PLANNING	-	12/12/24
B	Red line amended to include parking	IRL	30 07 24
A	Changes to site boundary based on units included in application	IL	05/07/24
REV.		CHKD.	DATE

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Project:
Baldock Industrial Estate
London Road
Baldock SG 7 6NG

Drawing Title:
Location and Block Plan

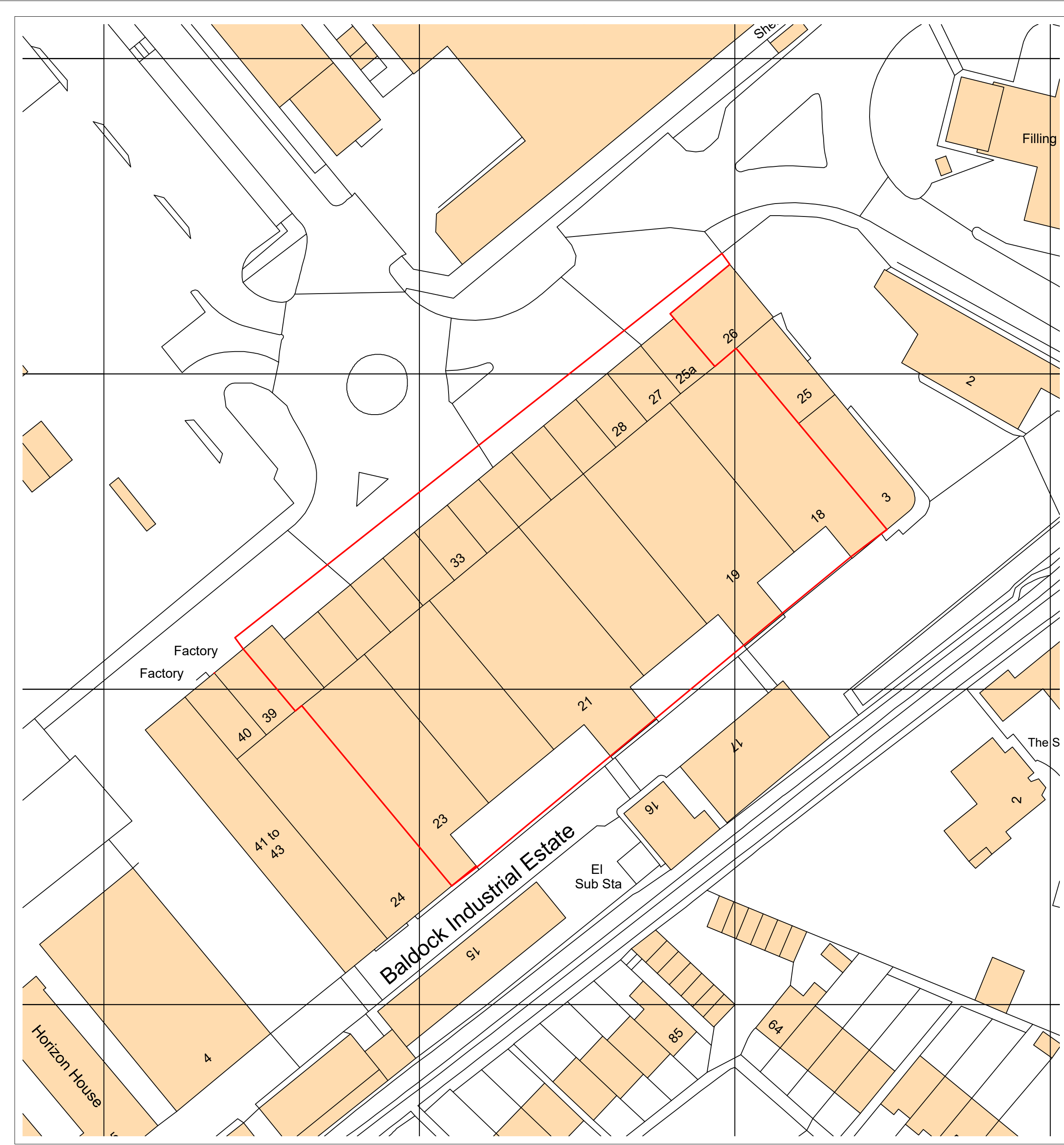
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		Design	IRL



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LOCATION PLAN

SCALE 1:1250



BLOCK PLAN

SCALE 1:500

PLANNING

APPENDIX 2

AERIAL PHOTO OF SITE PRE FIRE DAMAGE



Page 6
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Our Ref: 240936

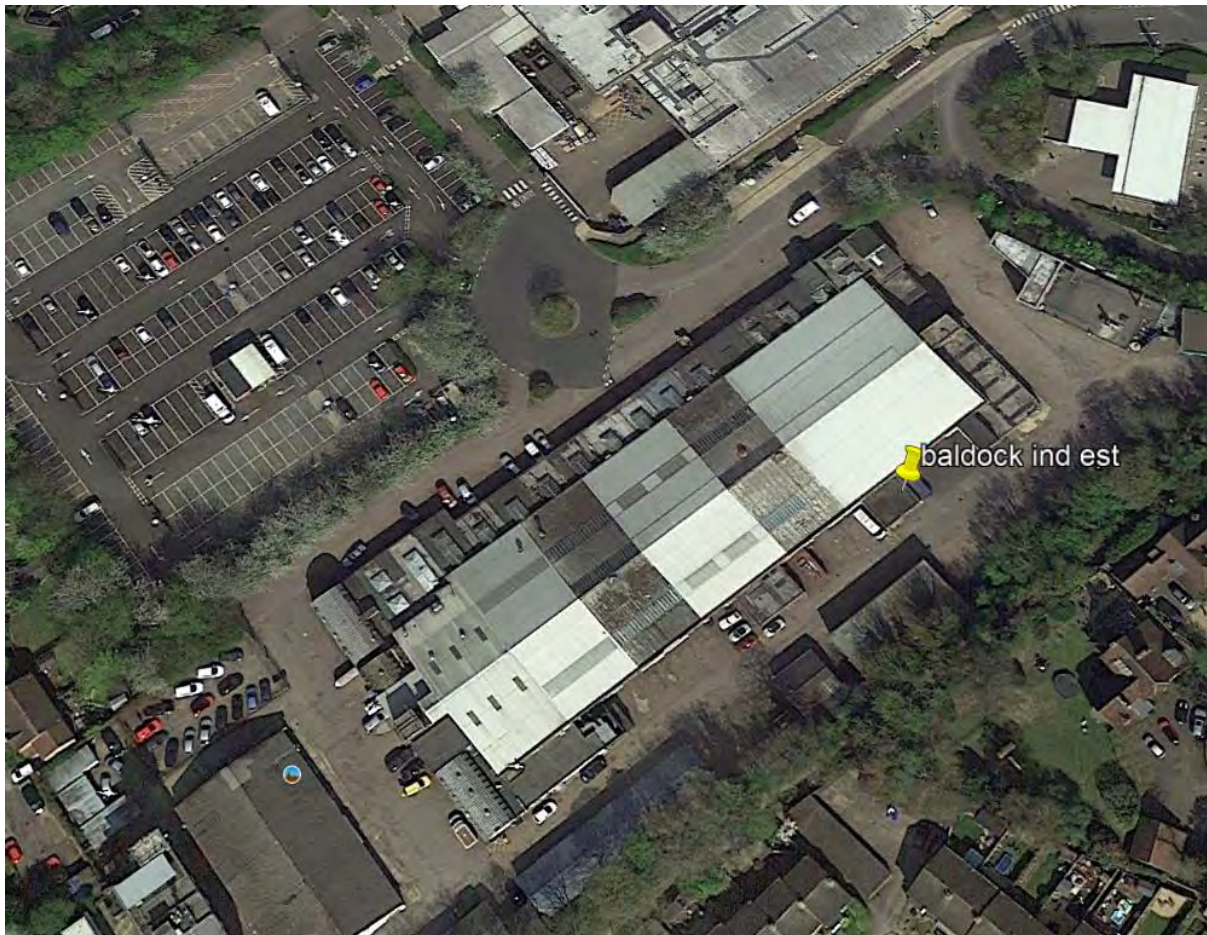


Plate 3 – site prior to fire damage

APPENDIX 3

POST FIRE DAMAGE PHOTOS OF SITE



Page 8
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11.0 PHOTOS



Plate 4



Plate 5



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Plate 6



Plate 7



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Plate 8



Plate 9



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Plate 10



Plate 11



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Plate 12



Plate 13



Page 13
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Plate 14



Plate 15

APPENDIX 4

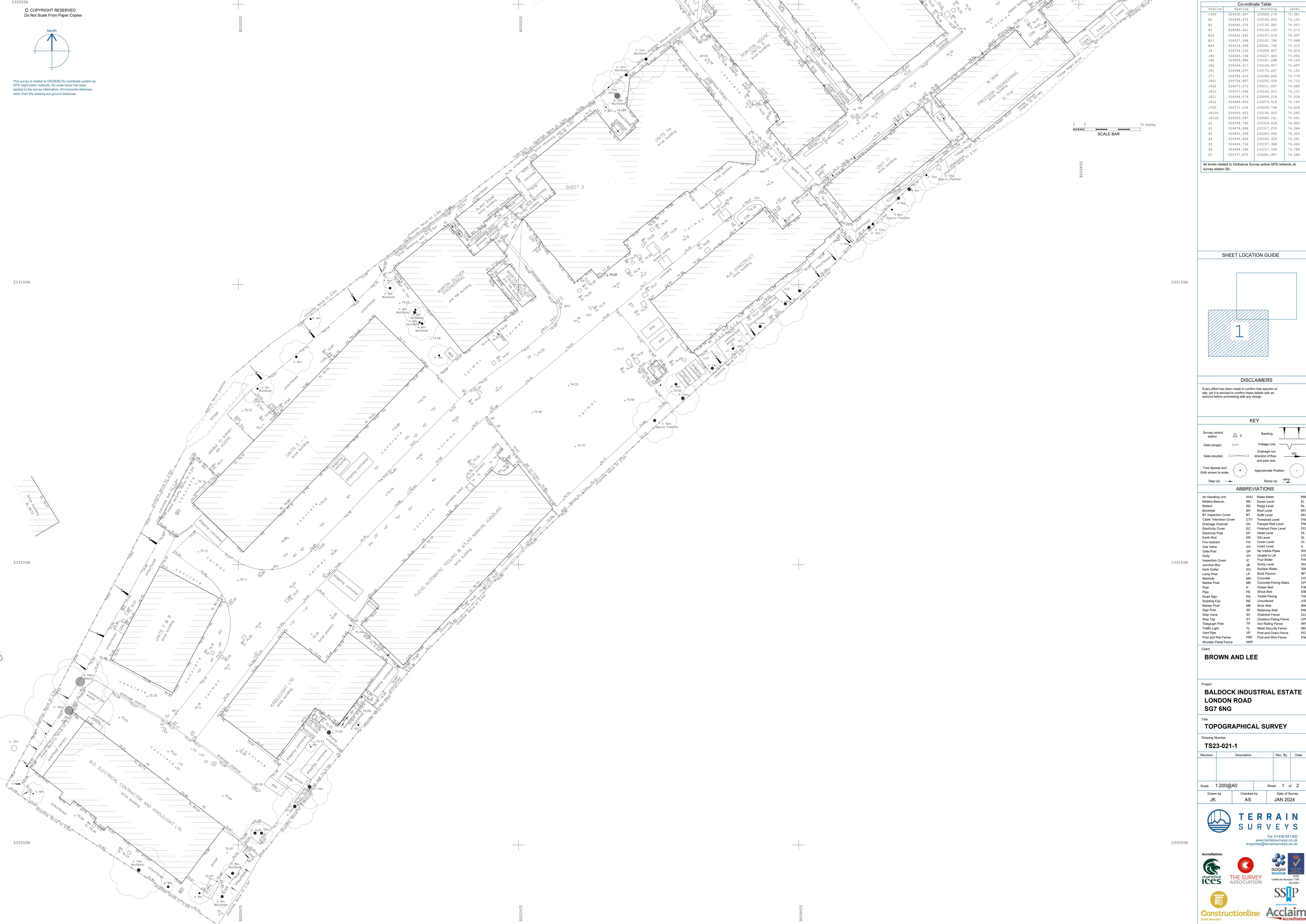
BUILDING PLAN DETAILING RETAINED, REPLACED, AND DEMOLISHED UNITS

- Area to be demolished
- Area to remain in situ
- Area to be rebuilt



APPENDIX 5

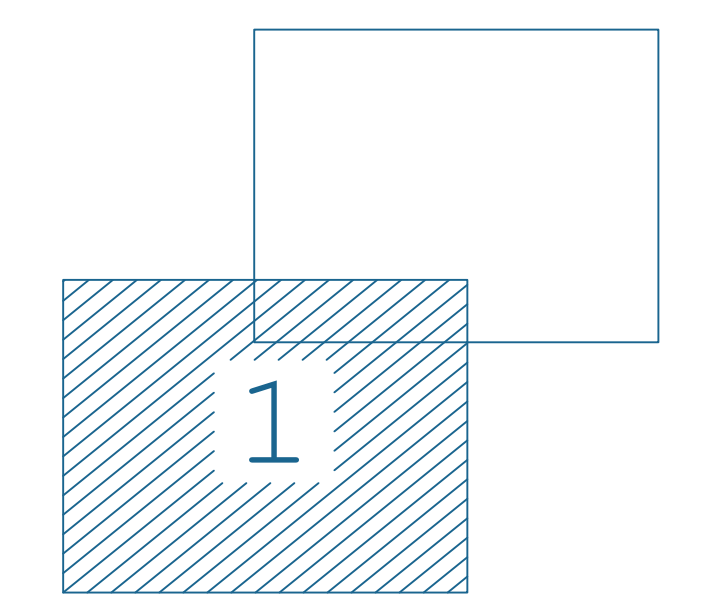
TOPOGRAPHIC SURVEY OF SITE



Co-ordinate Table			
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B1	524549.475	233160.405	74.143
B2	524540.376	233130.481	74.501
B3	524585.461	233136.143	75.273
B10	524541.445	233197.419	74.007
B11	524537.548	233161.784	73.968
B24	524518.938	233091.742	75.013
J4	524754.150	233288.857	74.414
J40	524605.768	233227.465	75.892
J42	524659.886	233181.245	74.126
J60	524636.417	233194.957	74.497
J61	524598.257	233172.267	74.155
J71	524785.619	233284.845	73.778
J601	524708.887	233252.530	74.710
J602	524673.275	233211.267	74.865
J610	524557.246	233145.912	74.121
J611	524556.079	233099.218	75.008
J612	524488.850	233073.416	75.185
J700	524771.124	233295.768	74.618
J6100	524583.423	233190.022	74.092
J6130	524553.087	233060.141	75.441
S1	524709.790	233319.418	74.852
S2	524674.088	233317.225	74.346
S3	524652.359	233283.992	74.303
S4	524595.828	233242.329	74.041
S5	524634.706	233197.388	74.463
S6	524688.188	233237.036	74.788
S7	524737.872	233281.957	74.586

All levels related to Ordnance Survey active GPS network, at survey station 55.

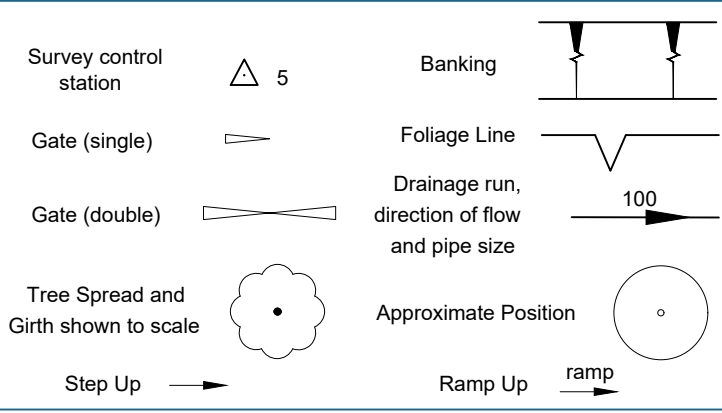
SHEET LOCATION GUIDE



DISCLAIMERS

Every effort has been made to confirm tree species on site, yet it is advised to confirm these details with an arborist before proceeding with any design.

KEY



ABBREVIATIONS

Air Handling Unit	AHU	Water Meter	WM
Beltina Beacon	BB	Even Level	EL
Bollard	BD	Ridge Level	RL
Borehole	BH	Roof Level	RFL
BT Inspection Cover	BT	Soft Level	SFL
Cable Television Cover	CTV	Threshold Level	THL
Drainage Channel	DC	Parapet Wall Level	PWL
Electricity Cover	EC	Finished Floor Level	FFL
Electricity Pole	EP	Head Level	HL
Earth Rod	ER	Sill Level	SL
Fire Hydrant	FH	Cover Level	CL
Gas Valve	GV	Invert Level	IL
Gate Post	GP	No Visible Pipes	NVP
Gully	GY	Unable to Lift	UTL
Inspection Cover	IC	Ford Water	FW
Junction Box	JB	Sump Level	SUL
Kerb Outlet	KO	Surface Water	SW
Lamp Post	LP	Brick Paviers	BP
Manhole	MH	Concrete	CON
Marker Post	MP	Concrete Paving Slabs	CPS
Post	P	Flower Bed	FIB
Pipe	PE	Shrub Bed	SBS
Road Sign	RS	Tackle Paving	TAC
Rodding Eye	RE	Unsurfaced	US
Marker Post	MK	Brick Wall	BW
Sign Post	SP	Reinforcing Wall	RW
Stop Valve	SV	Chamirak Fence	CLF
Stop Tap	ST	Chestnut Paving Fence	CPF
Telegraph Pole	TP	Iron Railing Fence	IRF
Traffic Light	TL	Metal Security Fence	MSF
Vent Pipe	VP	Post and Chain Fence	PCF
Post and Rail Fence	PRF	Post and Wire Fence	PWF
Wooden Panel Fence	WPF		

Client

BROWN AND LEE

Project

**BALDOCK INDUSTRIAL ESTATE
LONDON ROAD
SG7 6NG**

Title

TOPOGRAPHICAL SURVEY

Drawing Number

TS23-021-1

Revision	Description	Rev. By	Date
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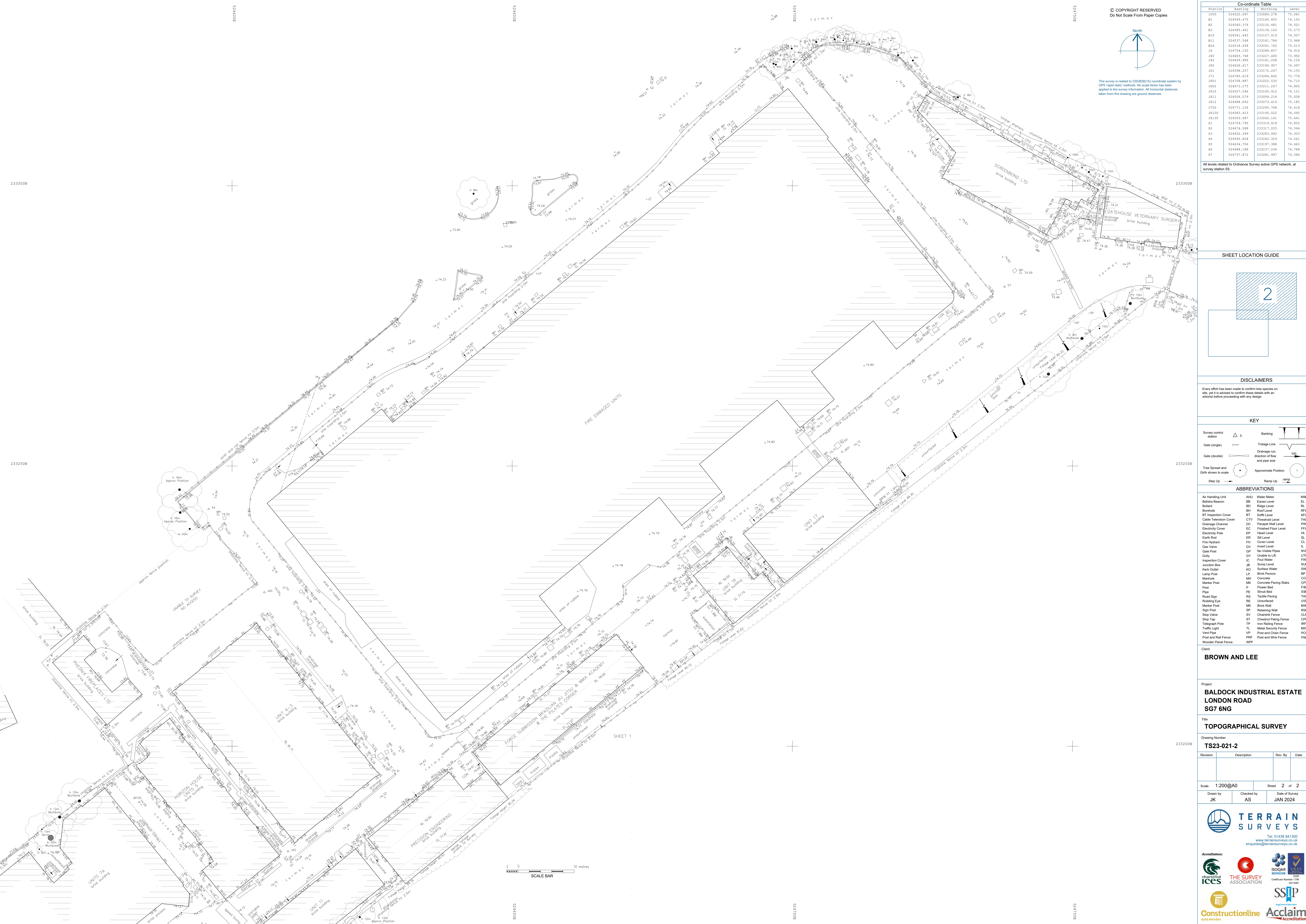
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Drawn by	JK	Checked by	AS	Date of Survey	JAN 2024
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Accreditations:



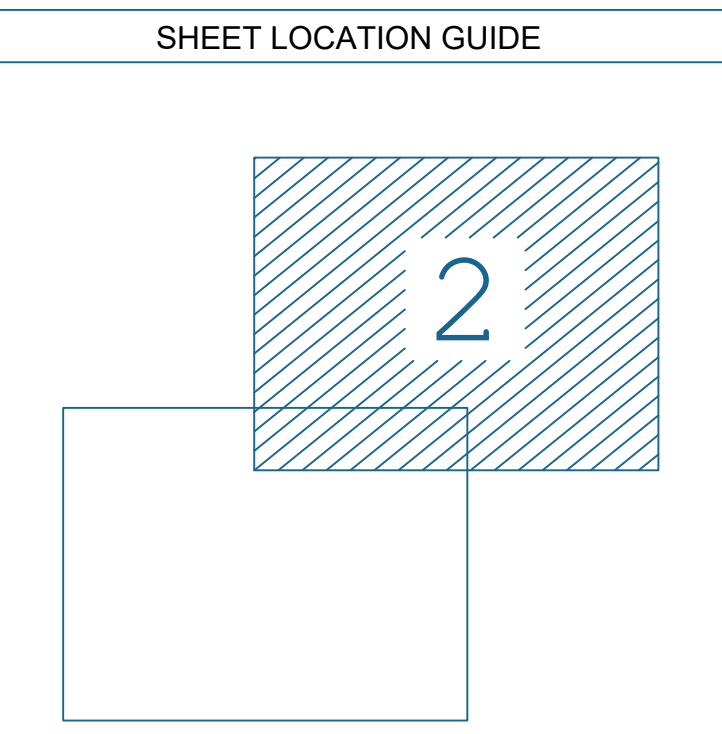
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North

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Co-ordinate Table			
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J602	524673.275	233211.267	74.865
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J611	524526.079	233099.218	75.008
J612	524488.850	233073.416	75.185
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S5	524634.706	233197.388	74.463
S6	524688.188	233237.036	74.788
S7	524737.872	233281.957	74.586

All levels related to Ordnance Survey active GPS network, at survey station S5.



DISCLAIMERS

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KEY

Survey control station: 5

Gate (single): Gate (double):

Tree Spread and Girth shown to scale:

Step Up: Ramp Up:

Banking:

Foliage Line:

Drainage run, direction of flow and pipe size:

Approximate Position:

ABBREVIATIONS		
Air Handling Unit	AHU	Water Meter
Beltina Beacon	BB	Even Level
Bollard	BD	Ridge Level
Borehole	BH	Roof Level
BT Inspection Cover	BT	Soft Level
Cable Television Cover	CTV	Threshold Level
Drainage Channel	DC	Parapet Wall Level
Electricity Cover	EC	Finished Floor Level
Electricity Pole	EP	Head Level
Earth Rod	ER	Sill Level
Fire Hydrant	FH	Cover Level
Gas Valve	GV	Invert Level
Gate Post	GP	No Visible Pipes
Gully	GY	Unable to Lift
Inspection Cover	IC	Ford Water
Junction Box	JB	Sump Level
Kerb Outlet	KO	Surface Water
Lamp Post	LP	Brick Pavings
Manhole	MH	Concrete
Marker Post	MP	Concrete Paving Slabs
Post	P	Flower Bed
Pipe	PE	Shrub Bed
Road Sign	RS	Tackle Paving
Rodding Eye	RE	Unsurfaced
Marker Post	MK	Brick Wall
Sign Post	SP	Reinforcing Wall
Stop Valve	SV	Chamkik Fence
Stop Tap	ST	Chestnut Paving Fence
Telegraph Pole	TP	Iron Railing Fence
Traffic Light	TL	Metal Security Fence
Vegetation	VP	Post and Chain Fence
Post and Rail Fence	PRF	Post and Wire Fence
Wooden Panel Fence	WPF	

Client

BROWN AND LEE

Project

**BALDOCK INDUSTRIAL ESTATE
LONDON ROAD
SG7 6NG**

Title

TOPOGRAPHICAL SURVEY

Drawing Number

TS23-021-2

Revision	Description	Rev. By	Date

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Drawn by	JK	Checked by	AS
Date of Survey	JAN 2024		

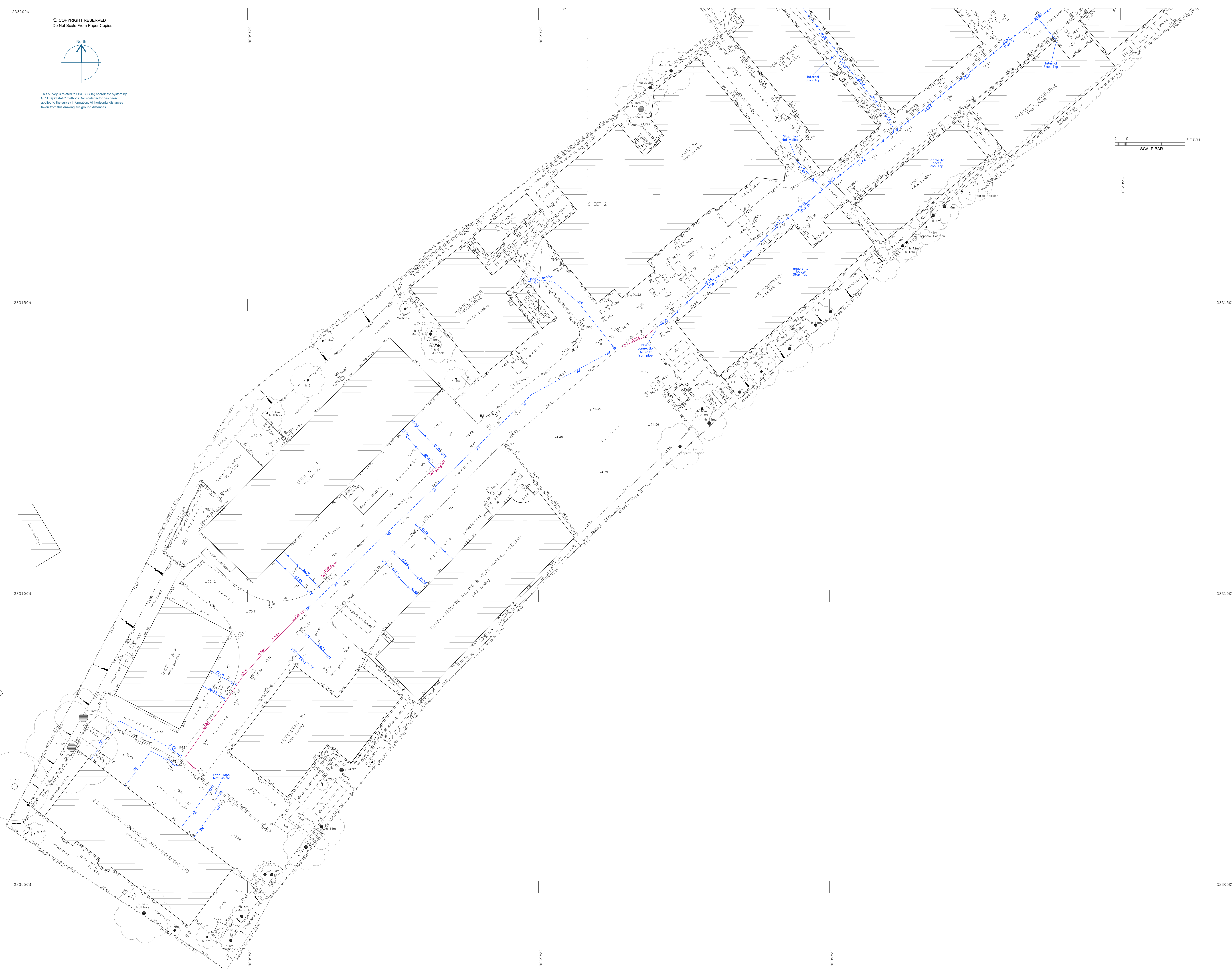
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Accreditations:

- ICES
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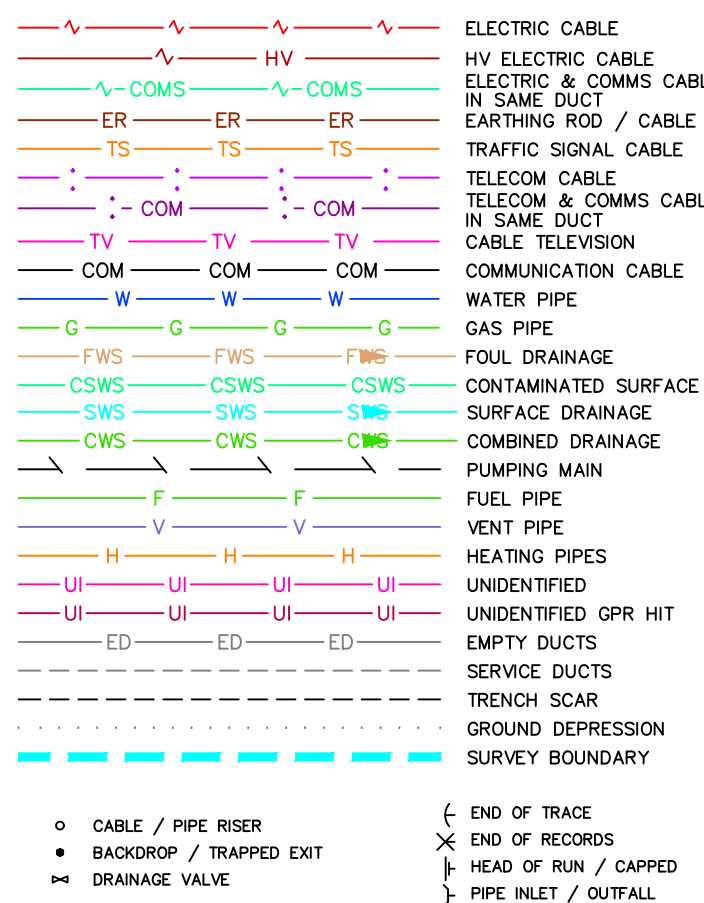
This survey is related to OSGB36(15) coordinate system by GPS 'rapid static' methods. No scale factor has been applied to the survey information. All horizontal distances taken from this drawing are ground distances.



SHEET LOCATION GUIDE

1

UTILITY KEY



ABBREVIATIONS

[illegible]

DISCLAIMER

ELECTRO-MAGNETIC TECHNIQUES AND/OR GROUND PENETRATING RADAR HAVE BEEN USED IN THE LOCATION OF UNDERGROUND SERVICES THE RESULTS ARE NOT INFALLIBLE AND TRIAL EXCAVATIONS SHOULD BE CARRIED OUT TO CONFIRM SERVICE IDENTIFICATION, POSITIONS AND PARTICULARLY DEPTHS, WHERE THESE ARE CRITICAL. ALTHOUGH ALL REASONABLE EFFORT HAS BEEN MADE IN SEARCHING AVAILABLE RECORD DRAWINGS, THE COMPLETENESS OF THE UNDERGROUND SERVICES INFORMATION CANNOT BE GUARANTEED. THE METHOD OF SURVEY DOES NOT DIFFERENTIATE BETWEEN LIVE AND DEAD SERVICES AND AS SUCH ALL SERVICES SHOULD BE TREATED AS LIVE, UNLESS OTHERWISE STATED.

WHERE SERVICES ARE NON-METALLIC POSITIONS MAY BE TAKEN FROM RECORDS, TRENCH SCANS & SURFACE DETAIL WHERE QUOTED, DEPTH ESTIMATIONS ARE GENERALLY TO THE CENTRE OF THE SERVICE DEPTHS TO PROVIDE A GUIDE TO THE GENERAL DEPTHS TO VARYING LEVELS UNLESS OTHERWISE STATED. PIPE SIZES WHICH CANNOT BE OBTAINED BY VISUAL SURVEY ARE TAKEN FROM RECORD DRAWINGS OR

MARKER PLATES WHERE AVAILABLE WHERE GROUND PENETRATING RADAR HAS BEEN USED BUT PRIMARILY FOR IDENTIFICATION OF UNDERGROUND UTILITIES IF POSSIBLE WE WILL ALSO IDENTIFY UNDERGROUND STRUCTURES/TANKS ETC. BUT CANNOT GUARANTEE TO HAVE LOCATED ALL UTILITIES OR THE UNDERGROUND STRUCTURES UNLESS WE KNOW THE CONDITIONS AND ALSO BY SOIL TYPE DEPTH ESTIMATIONS NOT NORMALLY BE PROVIDED FOR SERVICES LOCATED BOTH GPR

Client
BROWN AND LEE

Project

**BALDOCK INDUSTRIAL ESTATE
LONDON ROAD
SG7 6NG**

Title
UTILITY SURVEY-WATER ONLY

Drawing Number
TS24-021-3

Revision	Description	Rev. By	Date

Scale 1:200@A0		Sheet 1 of 2	
Drawn by GD	Checked by NEM	Date of Survey JAN 2024	



TERMINAL SURVEYS

Tel: 01438 841300
www.terrainsurveys.co.uk
@terrainsurveys.co.uk

Certificate Number 171

Accreditation:



chartered
ICES



Construction
Gold Member

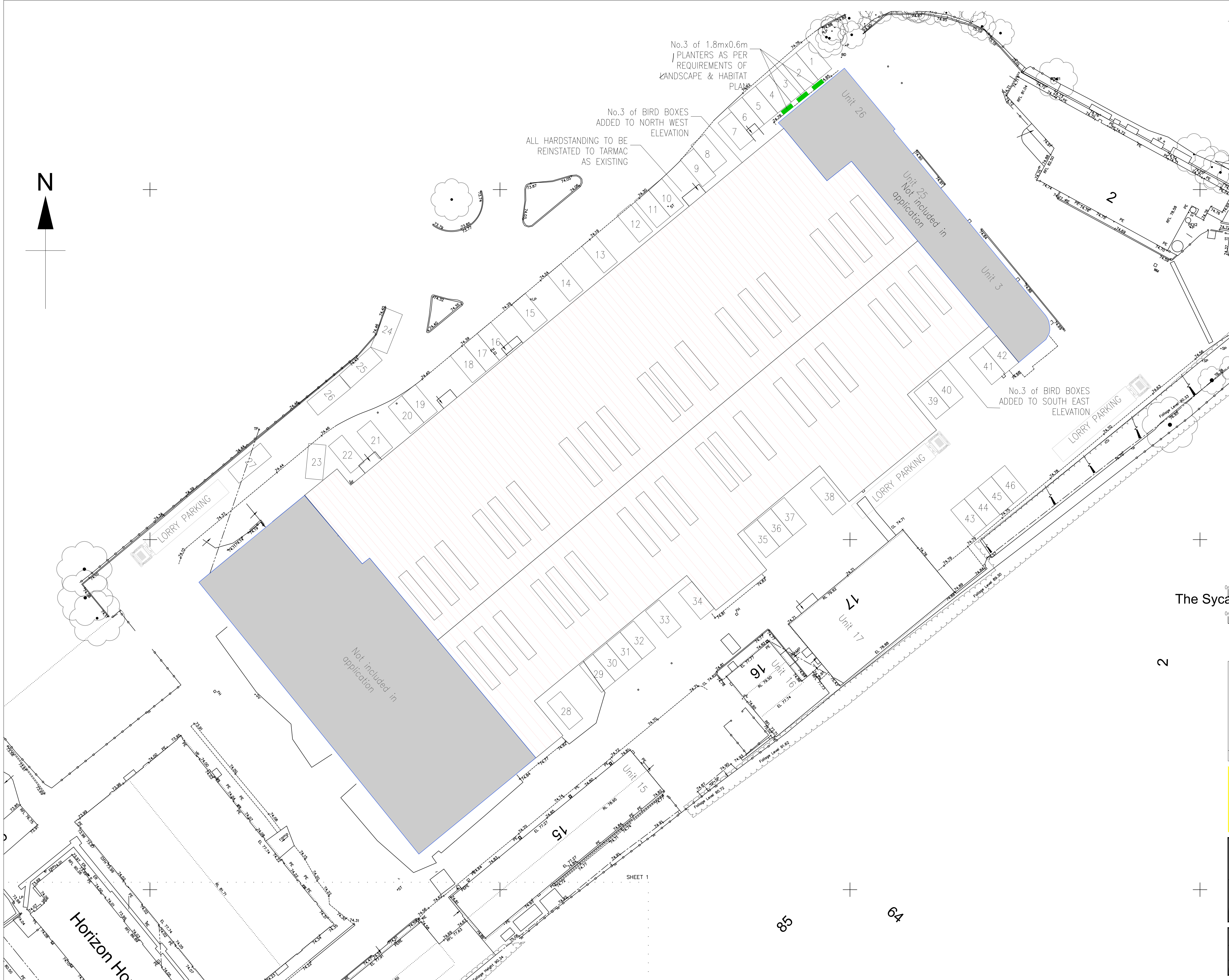
SSIE
Registered Member
Acclaim
Accredited

APPENDIX 6

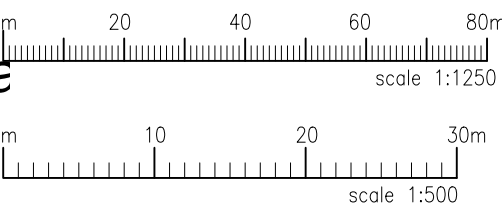
PROPOSED SITE PLAN, BUILDING LAYOUT AND ELEVATIONS

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The Syca



PLANNING

C	parking added, block amended	IRL	270325
B	Changes to site massing	-	27/01/25
A	Status Changed to PLANNING	-	12/12/24
REV.		CHKD.	DATE

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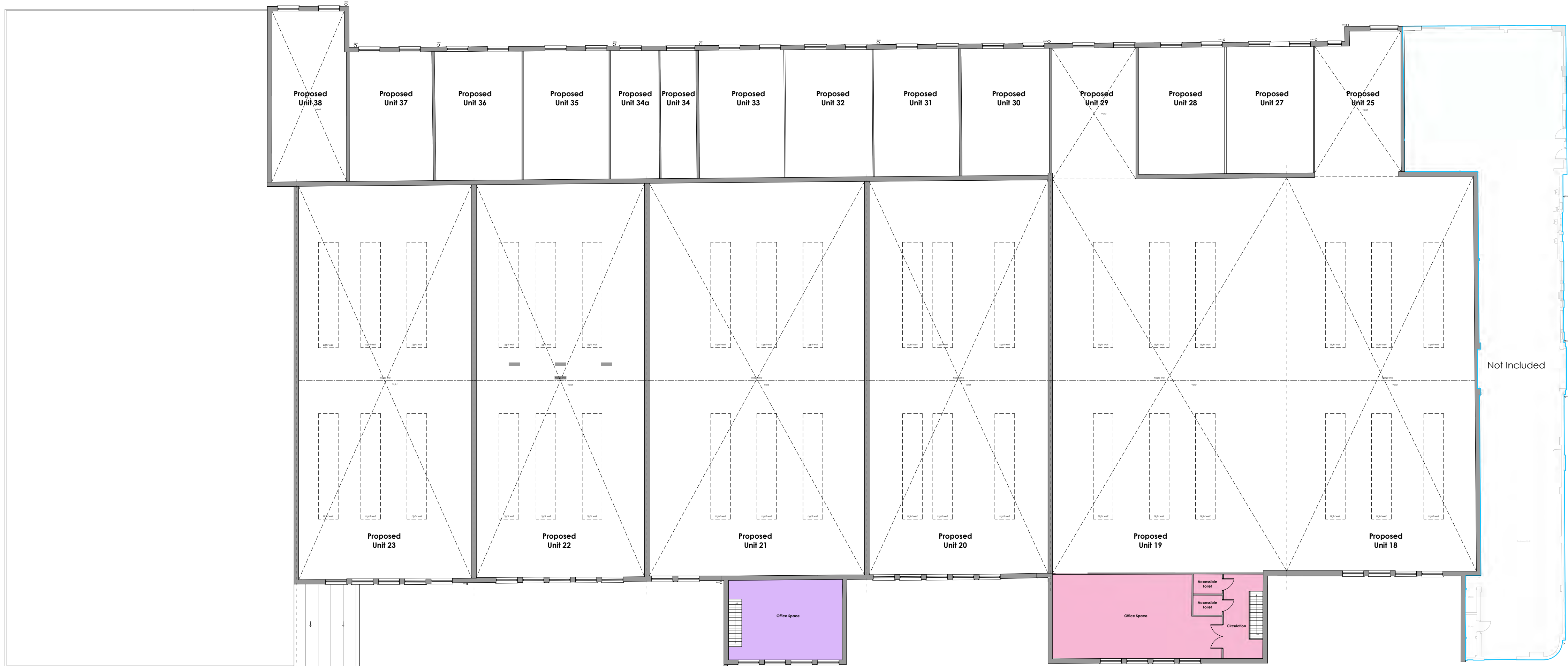
gateleysmitherspurslow.com

Project:	Baldock Industrial Estate London Road Baldock SG 7 6NG
Drawing Title:	Block Plan As Proposed Ecological Enhancement with proposed parking

Drawing No.	240936 - 240936-02	Rev.	C
Scale @ A1	AS SHOWN	Drawn	IRL
Status	P	Checked	-
		Design	IRL

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First Floor Plan As Proposed



Ground Floor Plan As Proposed

PLANNING



K	Door added to unit 34b	IRL	25/03/25
J	Unit 19 fire escape door moved	SDH	03/03/25
H	Amendments to Unit 19	IL	03/03/25
G	Changes to unit 18/19 based on PH comments	-	07/02/25
F	New shed design based on standard products and further PH comments	-	12/12/24
E	Changes to units 31, 32, 33 and 25 layouts and removal of 40	-	02/12/24
D	Amendments to first floor plan	IRL	09/07/24
C	indicative first floor plan added	IRL	05/07/24
B	Sheeting of Option A and A1	IL	05/07/2024
REV.		CHKD.	DATE

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Project: Baldock Industrial Estate,
London Road, Baldock,
SG7 6NG

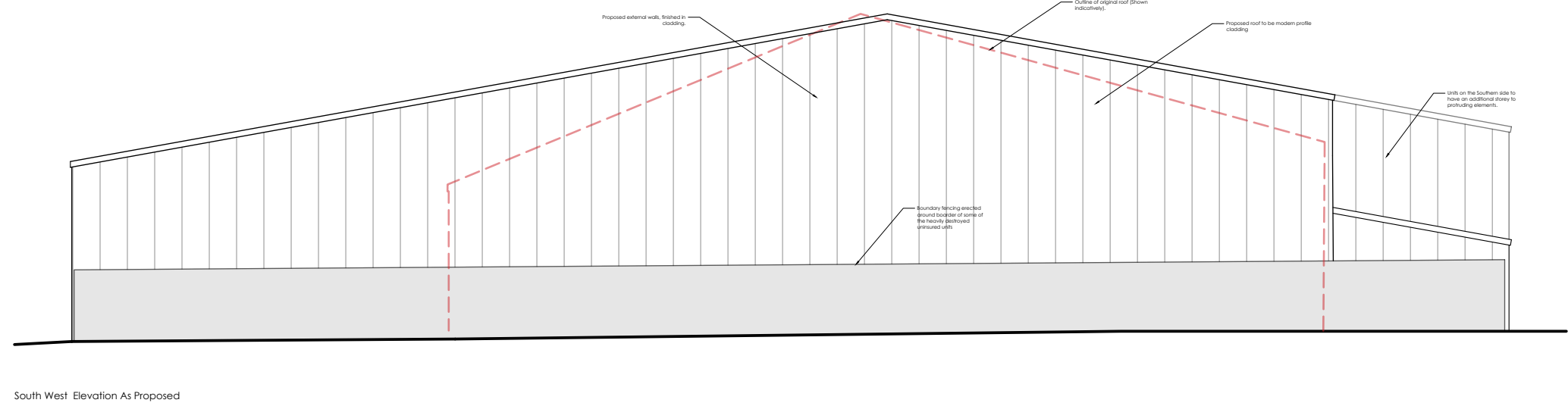
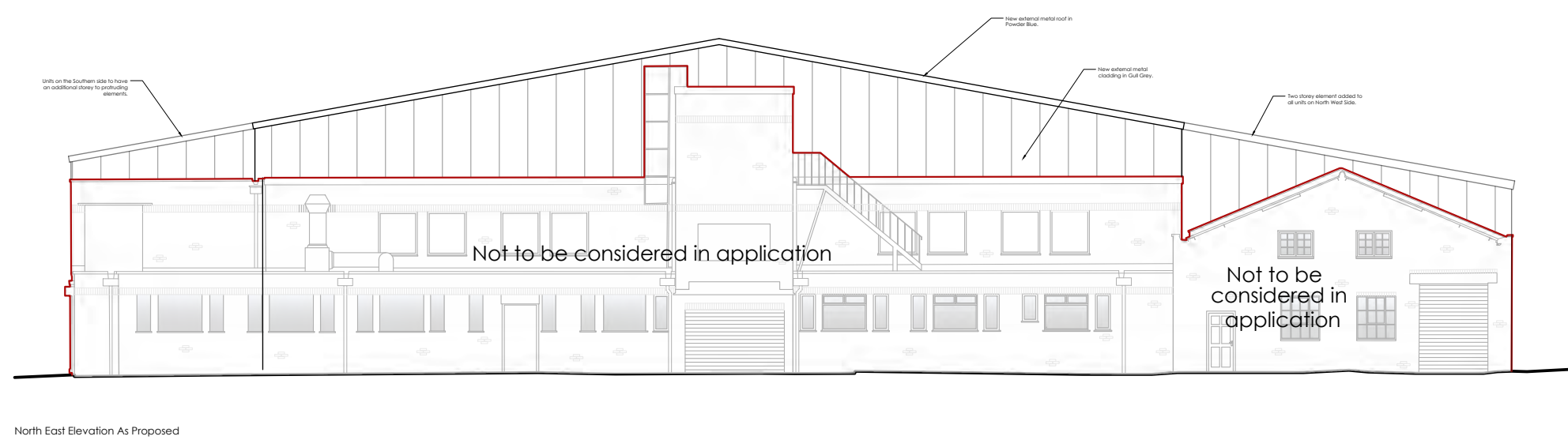
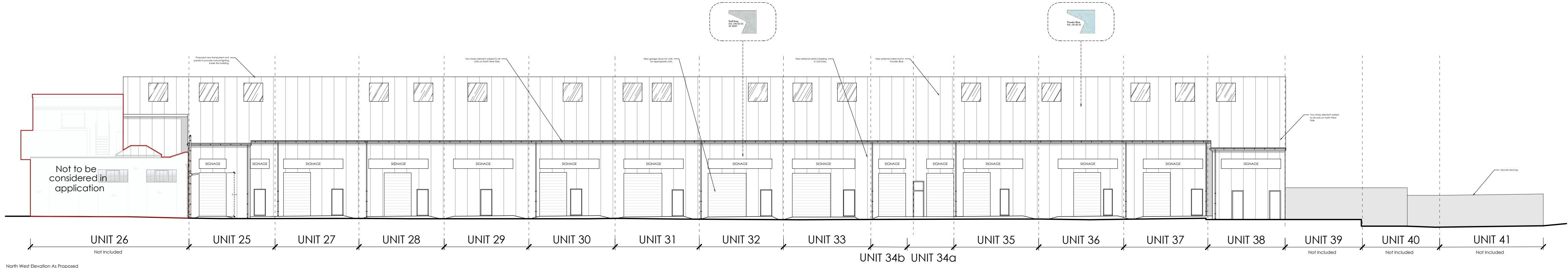
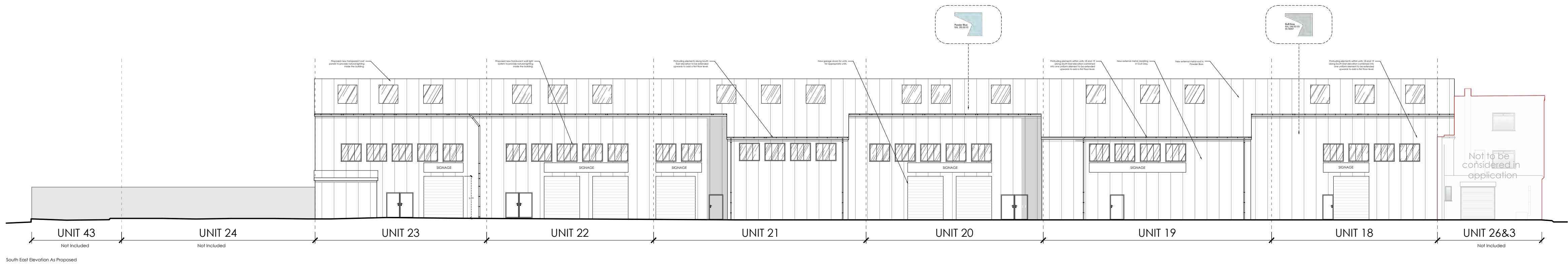
Drawing Title:

Floor Plans As Proposed

Drawing No.		240936 - 106		Rev.		K	
Scale @ A1		1:200		Drawn MJK		Date 12/06/24	
Status		P		Checked IL		Design ~	

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G F L K J I H	Changes to roof design and 2 storey element	IRL	10/07/24
	Further changes to 2 storey element	IRL	08/07/24
	unit 19 amended	IRL	03/03/25
	Changes to unit 18/19 based on PH comments	-	07/02/25
	New shed design based on standard products and further PH comments	-	11/12/24
REV.	Changes to units 31, 32, 33 and 25 layouts and removal of 40	-	02/12/24
	Addition of 1.2m wall	IRL	02/08/24
REV.		CHKD.	DATE

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Project:
Baldock Industrial Estate,
London Road, Baldock,
SG7 6NG

Drawing Title:
Elevations
As Proposed

Drawing No. 240936 - 107		Rev. L
Scale @ A1 1:200	Drawn MK/LG	Date 12/06/24
Status P	Checked IL	Design -

PLANNING

APPENDIX 7

TRICS DATA FOR 3,510m² INDUSTRIAL ESTATE

Calculation Reference: AUDIT-735001-250602-0641

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	1 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	4 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	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
4	NY-02-D-04	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1660 sqm	
	Survey date: FRIDAY	30/06/23	Survey Type: MANUAL
5	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 3510 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	2	3470	0.000	0.000	2	3470	0.000	0.000	2	3470	0.000	0.000
05:30 - 06:00	2	3470	0.014	0.506	2	3470	0.014	0.506	2	3470	0.028	1.012
06:00 - 06:30	2	3470	0.043	1.517	2	3470	0.000	0.000	2	3470	0.043	1.517
06:30 - 07:00	2	3470	0.144	5.058	2	3470	0.000	0.000	2	3470	0.144	5.058
07:00 - 07:30	5	4023	0.159	5.584	5	4023	0.025	0.872	5	4023	0.184	6.456
07:30 - 08:00	5	4023	0.353	12.389	5	4023	0.080	2.792	5	4023	0.433	15.181
08:00 - 08:30	5	4023	0.373	13.087	5	4023	0.234	8.201	5	4023	0.607	21.288
08:30 - 09:00	5	4023	0.298	10.469	5	4023	0.164	5.758	5	4023	0.462	16.227
09:00 - 09:30	5	4023	0.259	9.073	5	4023	0.164	5.758	5	4023	0.423	14.831
09:30 - 10:00	5	4023	0.323	11.342	5	4023	0.204	7.154	5	4023	0.527	18.496
10:00 - 10:30	5	4023	0.224	7.852	5	4023	0.189	6.631	5	4023	0.413	14.483
10:30 - 11:00	5	4023	0.343	12.040	5	4023	0.199	6.980	5	4023	0.542	19.020
11:00 - 11:30	5	4023	0.234	8.201	5	4023	0.244	8.550	5	4023	0.478	16.751
11:30 - 12:00	5	4023	0.318	11.167	5	4023	0.368	12.912	5	4023	0.686	24.079
12:00 - 12:30	5	4023	0.278	9.771	5	4023	0.293	10.295	5	4023	0.571	20.066
12:30 - 13:00	5	4023	0.254	8.899	5	4023	0.303	10.644	5	4023	0.557	19.543
13:00 - 13:30	5	4023	0.268	9.422	5	4023	0.293	10.295	5	4023	0.561	19.717
13:30 - 14:00	5	4023	0.239	8.375	5	4023	0.263	9.248	5	4023	0.502	17.623
14:00 - 14:30	5	4023	0.204	7.154	5	4023	0.268	9.422	5	4023	0.472	16.576
14:30 - 15:00	5	4023	0.209	7.328	5	4023	0.229	8.026	5	4023	0.438	15.354
15:00 - 15:30	5	4023	0.199	6.980	5	4023	0.234	8.201	5	4023	0.433	15.181
15:30 - 16:00	5	4023	0.283	9.946	5	4023	0.254	8.899	5	4023	0.537	18.845
16:00 - 16:30	5	4023	0.244	8.550	5	4023	0.343	12.040	5	4023	0.587	20.590
16:30 - 17:00	5	4023	0.214	7.503	5	4023	0.393	13.785	5	4023	0.607	21.288
17:00 - 17:30	5	4023	0.169	5.933	5	4023	0.497	17.449	5	4023	0.666	23.382
17:30 - 18:00	5	4023	0.109	3.839	5	4023	0.239	8.375	5	4023	0.348	12.214
18:00 - 18:30	5	4023	0.020	0.698	5	4023	0.129	4.537	5	4023	0.149	5.235
18:30 - 19:00	5	4023	0.045	1.570	5	4023	0.065	2.268	5	4023	0.110	3.838
19:00 - 19:30	2	3470	0.000	0.000	2	3470	0.144	5.058	2	3470	0.144	5.058
19:30 - 20:00	2	3470	0.014	0.506	2	3470	0.101	3.540	2	3470	0.115	4.046
20:00 - 20:30	2	3470	0.000	0.000	2	3470	0.014	0.506	2	3470	0.014	0.506
20:30 - 21:00	2	3470	0.000	0.000	2	3470	0.000	0.000	2	3470	0.000	0.000
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			5.834	204.759			5.947	208.702			11.781	413.461

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:	1660 - 5280 (units: sqm)
Survey date range:	01/01/16 - 30/04/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.