

PROPOSED CHANGE OF USE APPLICATION, BLUE BELL FARM, HIGHER LANE, LONGRIDGE (PLANNING REF: 03/2022/0927: – TRANSPORT NOTE – NOVEMBER 2022 (3926)

Introduction

Eddisons have been instructed by Alchemie Technology to provide a Transport Note in support of a change of use planning application at Blue Bell Farm off Higher Lane in Longridge (Planning Ref: 03/2022/0927) The planning application is for the following;

'Change of Use from Class B1(a) and Class B1(b), and use of building for storage of private cars and workshop, to Class E'

This note has been produced to assist Lancashire County Council (LCC), the local highway authority, with their determination of the current planning application. It has been produced in response to the comments raised by LCC in their consultation response dated the 25th October 2022, which is contained within **Appendix 1**.

Vehicular Access

With regard to vehicular access, the highways officers at LCC have stated the following;

The LHA are requesting that visibility splays of 2.4m x 140m are provided in both directions rather than the minimum requirement for a 60mph road which requires splays of 2.4m x 214m to be provided, because the LHA accepted splays of 140m for application reference 3/2019/0471. Therefore, to remain consistent and with the LHA assessing the topography and curvature of the highway, allowing the LHA to state that speeds are unlikely to be in excess of 60mph, the LHA will accept splays of 140m.

However, should the access not be able to achieve the minimum splays of 140m in both directions, then the LHA require a speed survey to be undertaken to determine the true 85th percentile speeds within the vicinity of the site access.

The visibility splays that can be achieved at the existing site access have been considered and a visibility splay of 2.4 metres by 128 metres can be achieved to the east, whilst a splay of 2.4 metres by 110 metres can be achieved to the west.

Therefore, as requested by LCC a 7 day Automated Traffic Count (ATC) has been commissioned between Tuesday 8th and Monday 14th November 2022, this ATC indicated the following 85th percentile dry weather speeds whilst the full data is contained within **Appendix 2;**

- Eastbound = 37.8mph;
- Westbound = 36.1mph;

The ATC demonstrates that vehicular speeds are below 40mph and that the guidance on visibility contained within Manual for Streets documents could be applied. However, to provide the local highway authority with the comfort that more the sufficient e visibility splays can be achieved, the visibility requirements have been derived using the DMRB formula. This equates to visibility splays being required;

- Visibility splay to east = 2.4m by 92 metres;
- Visibility splay to west = 2.4m by 87 metres;

As can be seen on **Drawing 3909-F01** these visibility splays can be achieved within the extend of adopted highway.

It is therefore concluded that the safe and efficient vehicular access can be provided into the site from proposed site access junction.

Proposed Land-use

Within the LCC response it states the following regarding the future use of the unit;

Furthermore, to complement the access plan, the LHA require an Operation Statement to be submitted.

In the Operation Statement, the LHA require information regarding how many separate units will be based at the site, the use of the units with any end user in mind, expected number of trips which will be generated to the site per day, types of vehicles servicing the site and the expected number of staff members on site at any one time.

For clarification, the change of use application seeks consent for a range of land-uses, however, the permission is only for a single planning unit under the Class E use, and not numerous end-uses as stated within the LCC response. The current planning consent only allows for use by Alchemie Technology.

Based on the above, it is concluded that the proposed change of use will not result in any material change in traffic generation when compared to the consented land-use. Therefore, no further detailed information regarding traffic generation is required as part of this change of use application.

With regard to car parking, it is proposed that a total of 7 car spaces will be provided on the site, this equates to 1 space per 52 sqm. This level of parking was deemed acceptable by LCC as part of the current B1 land-use.

Given the size and nature of the unit it is concluded that the parking provision on the site will be appropriate to accommodate the likely level of demand generated by the change of use. It is important to note that any future occupier of the unit would be aware of the parking provision on the site prior to occupation.

Summary

This Technical Note has considered the proposed development and the following conclusions can be drawn;

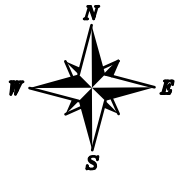
- The proposed development will be accessed by safe and efficient vehicular access arrangements off Higher Lane;
- The development proposals will not result in any material changes in traffic generation when compared to the existing consented use;
- The car parking on the site will be sufficient to accommodate the likely level of parking demand generated by the change of use.

Based on the above it is the conclusion of this Technical Note that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

DRAWINGS



NORTH SOUTH AERIAL VIEW



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL
TOTAL AREA OF SITE: 0.18Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
ALCHEMIE TECHNOLOGY

PROJECT:
BLUE BELL FARM, LONGRIDGE

DRAWING TITLE:
PROPOSED SITE ACCESS LAYOUT

SCALES:
1:1000 @ A3

DRAWN: LB	CHECKED: TSB	DATE: NOV 22
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Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3909-F01	REVISION: -
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APPENDICES

APPENDIX 1

LCC Highways Consultation Response

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2022/0927
Our ref: D3.2022.0927
Date: 25th October 2022

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2022/0927**

Address: **Blue Bell Farm Higher Road Longridge PR3 2YX**

Proposal: **Proposed change of use from Class B1(a) and Class B1(b), and use of building for storage of private cars and workshops, to Class E.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

Further Information

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

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use of a Class B1 (a), Class B1 (b) and use of a building for storage of private cars and workshops at Blue Bell Farm, Higher Road, Longridge.

The LHA are aware of the planning history at the site, with it being listed below:

3/2019/0471- Proposed single storey extension and conversion of laboratory and office to a live work unit. Permitted 29/06/2020.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



3/2018/0330- Erection of one new dwelling with occupier restricted to those associated with Alchemie Technology; extension to existing laboratory and office (use class B1a and B1b). Withdrawn 26/06/2018.

3/2015/0918- Retention of unauthorised change of use from Agricultural to B1(a) and B1(b) (office and laboratory) in addition to car storage and private workshop (sui generis). Permitted 24/11/2015.

3/2007/0629- Retrospective application for the demolition of existing buildings and erection of two new buildings for the breeding/rearing of pigs and production/packaging of sausages. Withdrawn 25/01/2008.

Site Access

The LHA are aware that the site will continue to be accessed off Higher Road which is an unclassified road subject to a 60mph speed limit.

Before the LHA can comment on the current access arrangements at the site, the LHA require a detailed access plan to be submitted. On the access plan, the LHA require the drawing to show the access width and the sites visibility splays, with the LHA requiring the site to provide visibility splays of 2.4m x 140m in both directions.

The LHA are requesting that visibility splays of 2.4m x 140m are provided in both directions rather than the minimum requirement for a 60mph road which requires splays of 2.4m x 214m to be provided, because the LHA accepted splays of 140m for application reference 3/2019/0471. Therefore, to remain consistent and with the LHA assessing the topography and curvature of the highway, allowing the LHA to state that speeds are unlikely to be in excess of 60mph, the LHA will accept splays of 140m.

However, should the access not be able to achieve the minimum splays of 140m in both directions, then the LHA require a speed survey to be undertaken to determine the true 85th percentile speeds within the vicinity of the site access.

Furthermore, to complement the access plan, the LHA require an Operation Statement to be submitted. In the Operation Statement, the LHA require information regarding how many separate units will be based at the site, the use of the units with any end user in mind, expected number of trips which will be generated to the site per day, types of vehicles servicing the site and the expected number of staff members on site at any one time.

This information will allow the LHA to assess whether the proposal will intensify the use of the access.

Internal Layout

The LHA have reviewed the supporting documents and understands that no parking plan has been submitted to support the application. The LHA remind the Agent that the proposal should comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, for its use which should be determined in the Operation Statement, as requested above.



Other suitable facilities including a turning area for servicing vehicles should also be considered, once a use is determined.

Conclusion

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council



APPENDIX 2

ATC Data – Higher Lane

SURVEY CONTROL

Client: Eddisons

Client Contact: Tom Bentley

Survey Location: Longridge

Date(s) of Survey: Tuesday 8th November 2022 - Monday 14th November 2022

Notes:

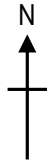
On Site Supervisor(s): David Cheng

Data Checking: David Cheng

Survey Reference: 22.120 Longridge ATC

Status: Final

Date of Issue: 17th November 2022



DRAWING TITLE

MAP REFERENCE

JOB TITLE

22.120 LONGRIDGE ATC

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

Default

Globals

Report Id	CustomList-267
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-11-17T10:54:52
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Longridge
Site Attribute	[53.845529, -2.563473]
File Name	D:\TDS\2022 - 2023\22.120 Longridge ATC\Longridge 0 2022-11-15 1706.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Higher Road [60mph]
Lane	0
Direction	8
Direction Text	8 - East bound A B, West bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-11-06T18:09:57
Start Time	2022-11-06T18:09:57
Finish Time	2022-11-15T17:06:03
Operator	TDS
Configuration	80 00 14 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2022-11-08T00:00:00
Filter End	2022-11-15T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(E) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Tuesday, 8 November 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	39.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	40	-
0700	23	0	20	0	3	0	0	0	0	0	0	0	0	31.2	37.1
0800	12	0	11	0	1	0	0	0	0	0	0	0	0	31.4	34.4
0900	9	0	7	0	2	0	0	0	0	0	0	0	0	27.7	-
1000	11	0	8	0	3	0	0	0	0	0	0	0	0	27.4	31.3
1100	8	0	5	0	3	0	0	0	0	0	0	0	0	33	-
1200	12	0	11	0	1	0	0	0	0	0	0	0	0	33.5	38.4
1300	8	0	6	1	1	0	0	0	0	0	0	0	0	32.9	-
1400	8	0	7	0	1	0	0	0	0	0	0	0	0	28	-
1500	14	0	14	0	0	0	0	0	0	0	0	0	0	27	32.2
1600	8	0	6	0	2	0	0	0	0	0	0	0	0	30	-
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	30.6	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	32.3	-
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	34.2	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	31.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	39.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	124	0	106	1	17	0	0	0	0	0	0	0	0	30.3	35.7
06-22	139	0	120	1	18	0	0	0	0	0	0	0	0	30.8	36.1
06-00	140	0	121	1	18	0	0	0	0	0	0	0	0	30.8	36.4
00-00	141	0	122	1	18	0	0	0	0	0	0	0	0	30.9	36.5

Wednesday, 9 November 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	35.4	-
0700	17	0	16	0	1	0	0	0	0	0	0	0	0	34.2	40.8
0800	17	0	12	0	5	0	0	0	0	0	0	0	0	31.8	39.6
0900	12	0	10	0	2	0	0	0	0	0	0	0	0	29.2	33.1
1000	9	0	8	0	1	0	0	0	0	0	0	0	0	30.4	-
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	32.6	-
1200	10	0	7	1	1	0	0	0	1	0	0	0	0	31.7	-
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	31.9	35.9
1400	9	0	5	0	4	0	0	0	0	0	0	0	0	30.9	-
1500	10	0	8	0	2	0	0	0	0	0	0	0	0	30.4	-
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	29.4	-
1700	4	0	3	0	1	0	0	0	0	0	0	0	0	32.7	-
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	32.9	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	35.3	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	32.9	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	33.7	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	38.9	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	34.4	-
07-19	123	0	104	1	17	0	0	0	1	0	0	0	0	31.6	37.4
06-22	143	0	124	1	17	0	0	0	1	0	0	0	0	32	37.7
06-00	145	0	126	1	17	0	0	0	1	0	0	0	0	32.1	37.8
00-00	146	0	127	1	17	0	0	0	1	0	0	0	0	32.1	37.8

Sunday, 13 November 2022

[illegible]

Monday, 14 November 2022

[illegible]

Default

Globals

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Creation Time (UTC)	2022-11-17T10:57:47
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Longridge
Site Attribute	[53.845529, -2.563473]
File Name	D:\TDS\2022 - 2023\22.120 Longridge ATC\Longridge 0 2022-11-15 1706.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Higher Road [60mph]
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-11-06T18:09:57
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Finish Time	2022-11-15T17:06:03
Operator	TDS
Configuration	80 00 14 6a 00 00 00 00 00

Profile

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Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2022-11-08T00:00:00
Filter End	2022-11-15T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(W) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
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Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
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Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Tuesday, 8 November 2022

[illegible]

Wednesday, 9 November 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	23.9
0700	7	0	5	0	2	0	0	0	0	0	0	0	0	0	31.6
0800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	30
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	30.6
1000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	24.8
1100	8	0	6	0	2	0	0	0	0	0	0	0	0	0	30
1200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	34.5
1300	7	0	6	1	0	0	0	0	0	0	0	0	0	0	26.5
1400	12	0	11	0	1	0	0	0	0	0	0	0	0	0	28.7
1500	15	0	12	0	3	0	0	0	0	0	0	0	0	0	31.6
1600	15	0	13	0	2	0	0	0	0	0	0	0	0	0	31.5
1700	11	0	10	0	1	0	0	0	0	0	0	0	0	0	33.1
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	35.5
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	36.6
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	31.7
07-19	102	0	90	1	11	0	0	0	0	0	0	0	0	0	30.3
06-22	107	0	94	1	12	0	0	0	0	0	0	0	0	0	30.4
06-00	112	0	98	1	12	0	0	1	0	0	0	0	0	0	30.6
00-00	112	0	98	1	12	0	0	1	0	0	0	0	0	0	30.6

Thursday, 10 November 2022

[illegible]

Friday, 11 November 2022

[illegible]

Saturday, 12 November 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0100	1	0	1	0	0	0	0	0	0	0	0	0	0	14	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	37.6	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	29.8	-
0700	6	0	3	0	2	0	1	0	0	0	0	0	0	28.4	-
0800	7	0	5	0	2	0	0	0	0	0	0	0	0	27.7	-
0900	10	1	6	0	3	0	0	0	0	0	0	0	0	30.4	-
1000	11	0	9	0	2	0	0	0	0	0	0	0	0	30.2	35.1
1100	13	2	10	0	1	0	0	0	0	0	0	0	0	29.1	35.9
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	30.5	35.6
1300	12	1	10	0	1	0	0	0	0	0	0	0	0	27	33.6
1400	13	1	11	1	0	0	0	0	0	0	0	0	0	29.9	33.4
1500	16	0	15	0	1	0	0	0	0	0	0	0	0	30	34.2
1600	15	0	14	0	1	0	0	0	0	0	0	0	0	28.8	33.9
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	26.3	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	34.5	-
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	27.3	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	33.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	32.8	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	29.6	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	129	5	108	1	14	0	1	0	0	0	0	0	0	29.3	34.2
06-22	141	5	120	1	14	0	1	0	0	0	0	0	0	29.4	34.4
06-00	144	5	123	1	14	0	1	0	0	0	0	0	0	29.4	34.5
00-00	149	5	128	1	14	0	1	0	0	0	0	0	0	29.3	34.6

Sunday, 13 November 2022

[illegible]

Monday, 14 November 2022

[illegible]