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**Class R Change of Use to Light Industrial (Class E (g)(iii))
Cockpit Farm, Knowle Lane, Fair Oak**

Introduction

This Highway Technical Note has been commissioned by Alderberry Homes Ltd in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority (LPA) for a Class R change of use at Cockpit Farm, Knowle Lane, Fair Oak. The location of the site is shown below.



Access to the site is gained via Knowle Lane, an unclassified public highway with the identification number U517. The site forms part of Cockpit Farm which was previously operating as a poultry farm for egg production.

Knowle Lane is a rural access road which links the B3354 Botley Road to the west with the B3037 Mortimer's Lane to the north. In the vicinity of the site the road has two lanes with no pedestrian facilities and no street lighting. The road is subject to a posted speed limit of 30mph.

Planning History

A previous application for a Class R Change of Use was submitted under reference PN/22/92314 which sought a conversion and change of use of part of the agricultural building to an Office.

A further application was also submitted under reference PN/22/92315 for a change of use of the agricultural building to a residential use for 5 dwellings.

Both applications were approved, subject to a number of standard planning conditions.

A subsequent application for a redevelopment to provide 6 dwellings was submitted under reference F/23/94713. Although this was subsequently refused, Hampshire County Council as Highway Authority were consulted and raised no highway objections subject to standard conditions being imposed.

More recently a planning application for a Prior Notification application under Class R for a change of use of part of the existing building to use Class E (g)(iii) for Industrial processes was submitted under application reference PN/23/95763. Hampshire County Council as Local Highway Authority (LHA) were consulted and in commenting said:

“In terms of trip rates to and from the site, these are of an acceptable level that would not be anticipated to have a detrimental impact upon the local highway network, being 5 in the AM Peak (3 in / 2 out), 3 in the PM Peak (1 in / 2 out) and a total of 53 daily (27 in / 26 out). As such, there would be no objection in this regard.”

With regards to the access to the site however, the LHA said:

“Access in and out of the site is for vehicle trips only, and it is proposed to continue to use the existing access. Whilst this would be acceptable in principle, additional vehicle tracking drawings would be required to ensure that this does not compromise highway safety.

Within the supporting Highways Technical Note (HTN), tracking drawings have been supplied for a Light Goods Vehicle / Transit Van which would be anticipated to access the site. This movement is achievable, requiring a reverse on site either side of the access in order to access and egress in a forward gear. This is acceptable however no further tracking drawings have been submitted to demonstrate:

- a. How this movement would be achievable if a car was to be trying to access or egress in a conflicting movement whilst the LGV was undertaking the opposite movement. Is there adequate space for this two-way movement to take place, or is there potential that a vehicle would have to wait on the highway whilst the other left, which would be a potential risk to highway safety; and*
- b. Similarly, vehicle tracking drawings are also required to demonstrate how two-way movements of standards cars can be achieved, from all directions.”*

Before an assessment could have been made to address these issues, the application was refused, and the following Highway Reason was given:

“The existing access arrangements are not considered to adequate to meet the proposed use of the building for industrial processes and the proposal is considered to result in a potential risk to highway safety contrary to policy DM13 of Eastleigh Local Plan (2016-2036) and National Planning Policy Framework.”

Traffic Impact for PN/23/95763

The LHA have accepted the TRICS data submitted for the above refused application which gave the likely total vehicle movements including OGV's for a development of 500sqm of Class E industrial Use. However, in order to assess the likely Ordinary Goods Vehicles (OGV's) that the development would generate, the same 4 sites accepted by the LHA have been investigated once again, but this time to identify the number of OGV's that the site would generate

The trip rates and likely traffic impact is given in the table below, whilst the TRICS Data is included as **Appendix 1** to this Note.

OGV Trips - Industrial Unit			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.043	0.086	0.129
PM Peak Hour	0.000	0.000	0.000
Daily Traffic	0.745	0.745	1.490

OGV Trip Generation Based on 500sqm			
AM Peak Hour	0.22 (0)	0.43 (0)	0
PM Peak Hour	0.00 (0)	0.00 (0)	0
Daily Traffic	3.73 (4)	3.73 (4)	8

From the above TRICS data it can be seen that the proposed change of use was likely to generate just 4 OGV's across a 12-hour day, with none of these occurring in the AM or PM peak hour periods. The likelihood of an OGV and a car meeting one another at the access point at the same time is therefore minimal.

Permitted Development

The LPA accepted a submission made under reference PD/23/95961 for a use of 150sqm of the Cockpit Farm Building for a Class E(g)(iii) Industrial use when on 11th September they wrote:

“Under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 3, Class R, a planning application will not be required, and it is considered that the change of use of up to 150 square metres of an existing agricultural barn to a light industrial use (Class E(g)(iii)) is permitted development as all limitations and conditions have been complied with.”

This application sought to use the existing access to the site which the LPA have previously suggested was unsuitable for an Industrial use. This newly permitted development can therefore generate private cars and OGV's through this existing access, with no control by either the LPA or the LHA as to how it operates.

Proposed Development

This current application now seeks to change the use of the remainder of the building to a Class E(g)(iii) Industrial use, with a floor area of just 350sqm.

Using the TRICS data already accepted by the LHA, 350sqm of industrial use is likely to generate the following traffic in total:

Traffic Impact based on 350sqm Industrial Use			
AM Peak Hour	1.81 (2)	1.66 (2)	4
PM Peak Hour	0.60 (1)	1.51 (2)	3
Daily Traffic	18.55 (19)	18.19 (18)	35

From the above, it can be seen that the proposal for 350sqm of Industrial use would generate just 4 vehicle movements on the AM peak, 3 in the PM peak and a total of 35 two-way vehicle movements across a 12-hour day.

As the LHA have previously raised concerns about the likely impact that OGV's generated by the development would have on the use of the existing access, the table below shows what this likely impact will be, based on the proposed 350sqm of development.

OGV Trip Generation Based on 350sqm			
AM Peak Hour	0.15 (0)	0.30 (0)	0
PM Peak Hour	0.00 (0)	0.00 (0)	0
Daily Traffic	2.61 (3)	2.61 (3)	6

From the above, it can be seen that a development of 350sqm of Industrial development would generate no OGV's in the AM or PM peak periods and just 3 OGV's across a 12-hour day.

Again, the likelihood of a car and an OGV meeting at the site access would be minimal. As traffic flows on Knowle Lane are relatively low, particularly outside of the Peak Periods (when no OGV's are generated) should two vehicles meet at the site access, common sense would prevail, and one would give way to the other, as happens at thousands of junctions throughout the country, with no detrimental impact to highway safety.

In any event, given the location of the existing building to the access, it would not be possible for two such vehicles to enter and leave the site at the same time, so the issue is moot.

Summary and Conclusion

This Highway Technical Note has been produced in support of a planning application for a Class R change of use at Cockpit Farm, Knowle Lane.

If permitted, the site will result in 4 traffic movements in the AM peak, 3 movements in the PM peak period and a total of 35 traffic movements throughout the day. Of these, just 6 movements (3 vehicles) would be by Ordinary Goods Vehicles.

In refusing the previous application, the LPA referred to Policy DM13 of the Local Plan which says:

All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

- meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
- not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
- be provided without unacceptable environmental impact.

Additionally, the LPA referred to the National Planning Policy Framework (NPPF), although no specific paragraphs were stated.

Paragraph 111 of the NPPF is clear in its wording that 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 would be severe.

In this instance, the existing access which has historically served an agricultural use without any undue issues, is considered to be acceptable to accommodate the limited number of traffic movements that a development of 350sqm of Industrial use would generate.

The access meets the LHA's requirements with regards to visibility and the minimal amount of additional traffic likely to be generated would not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network. Nor would the cumulative impacts on the road network be severe.

Swept Path Tracking diagrams and a visibility splay diagram are also appended to this Note.

Given the above, it is considered that such a minor development would be acceptable from a highway safety point of view.

Nick Culhane November 2023

Appendix 1

TRICS Data – OGV's

Calculation Reference: AUDIT-405201-231030-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

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: 260 to 715 (units: sqm)
 Range Selected by User: 260 to 715 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/04/22

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

Selected survey days:

Thursday 3 days
 Friday 1 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 4

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

Selected Location Sub Categories:

Industrial Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

- | | | | |
|---|-------------------------|-------------------------|---------------------|
| 1 | CU-02-C-01 | STEEL FABRICATION | CUMBERLAND |
| | BLACKDYKE ROAD | | |
| | CARLISLE | | |
| | KINGSTOWN IND. ESTATE | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 715 sqm | |
| | Survey date: FRIDAY | 15/10/21 | Survey Type: MANUAL |
| 2 | LC-02-C-06 | STEEL FABRICATION | LANCASHIRE |
| | TOLLGATE ROAD | | |
| | BURSCOUGH | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 700 sqm | |
| | Survey date: THURSDAY | 21/04/22 | Survey Type: MANUAL |
| 3 | NF-02-C-03 | SHEET METAL CONTRACTOR | NORFOLK |
| | ELVIN WAY | | |
| | NORWICH | | |
| | HELLESDON | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 260 sqm | |
| | Survey date: THURSDAY | 07/11/19 | Survey Type: MANUAL |
| 4 | RE-02-C-01 | SHEET METAL FABRICATION | READING |
| | COMMERCIAL ROAD | | |
| | READING | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 645 sqm | |
| | Survey date: THURSDAY | 22/11/12 | Survey Type: MANUAL |

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

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Parameter summary

Trip rate parameter range selected:	260 - 715 (units: sqm)
Survey date range:	01/01/12 - 21/04/22
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

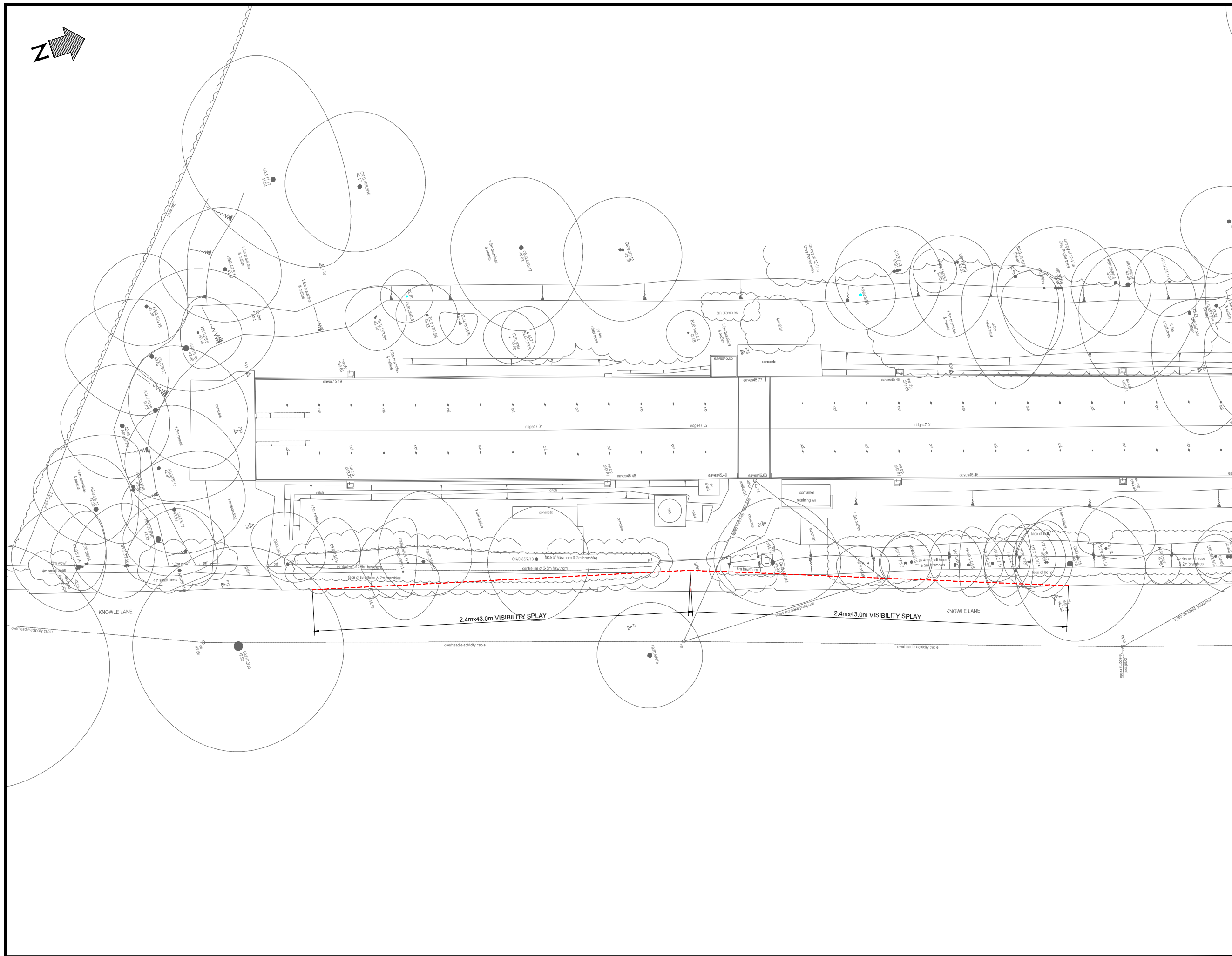
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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
 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 - 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	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.143	1	700	0.143	1	700	0.286
07:00 - 07:30	4	580	0.086	4	580	0.000	4	580	0.086
07:30 - 08:00	4	580	0.000	4	580	0.043	4	580	0.043
08:00 - 08:30	4	580	0.000	4	580	0.043	4	580	0.043
08:30 - 09:00	4	580	0.043	4	580	0.043	4	580	0.086
09:00 - 09:30	4	580	0.000	4	580	0.000	4	580	0.000
09:30 - 10:00	4	580	0.086	4	580	0.043	4	580	0.129
10:00 - 10:30	4	580	0.129	4	580	0.129	4	580	0.258
10:30 - 11:00	4	580	0.043	4	580	0.086	4	580	0.129
11:00 - 11:30	4	580	0.000	4	580	0.000	4	580	0.000
11:30 - 12:00	4	580	0.000	4	580	0.000	4	580	0.000
12:00 - 12:30	4	580	0.000	4	580	0.000	4	580	0.000
12:30 - 13:00	4	580	0.043	4	580	0.000	4	580	0.043
13:00 - 13:30	4	580	0.000	4	580	0.000	4	580	0.000
13:30 - 14:00	4	580	0.000	4	580	0.043	4	580	0.043
14:00 - 14:30	4	580	0.043	4	580	0.000	4	580	0.043
14:30 - 15:00	4	580	0.000	4	580	0.043	4	580	0.043
15:00 - 15:30	4	580	0.086	4	580	0.086	4	580	0.172
15:30 - 16:00	4	580	0.043	4	580	0.043	4	580	0.086
16:00 - 16:30	4	580	0.000	4	580	0.000	4	580	0.000
16:30 - 17:00	4	580	0.000	4	580	0.000	4	580	0.000
17:00 - 17:30	4	580	0.000	4	580	0.000	4	580	0.000
17:30 - 18:00	4	580	0.000	4	580	0.000	4	580	0.000
18:00 - 18:30	4	580	0.000	4	580	0.000	4	580	0.000
18:30 - 19:00	4	580	0.000	4	580	0.000	4	580	0.000
19:00 - 19:30	1	700	0.000	1	700	0.000	1	700	0.000
19:30 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	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:			0.745			0.745			1.490

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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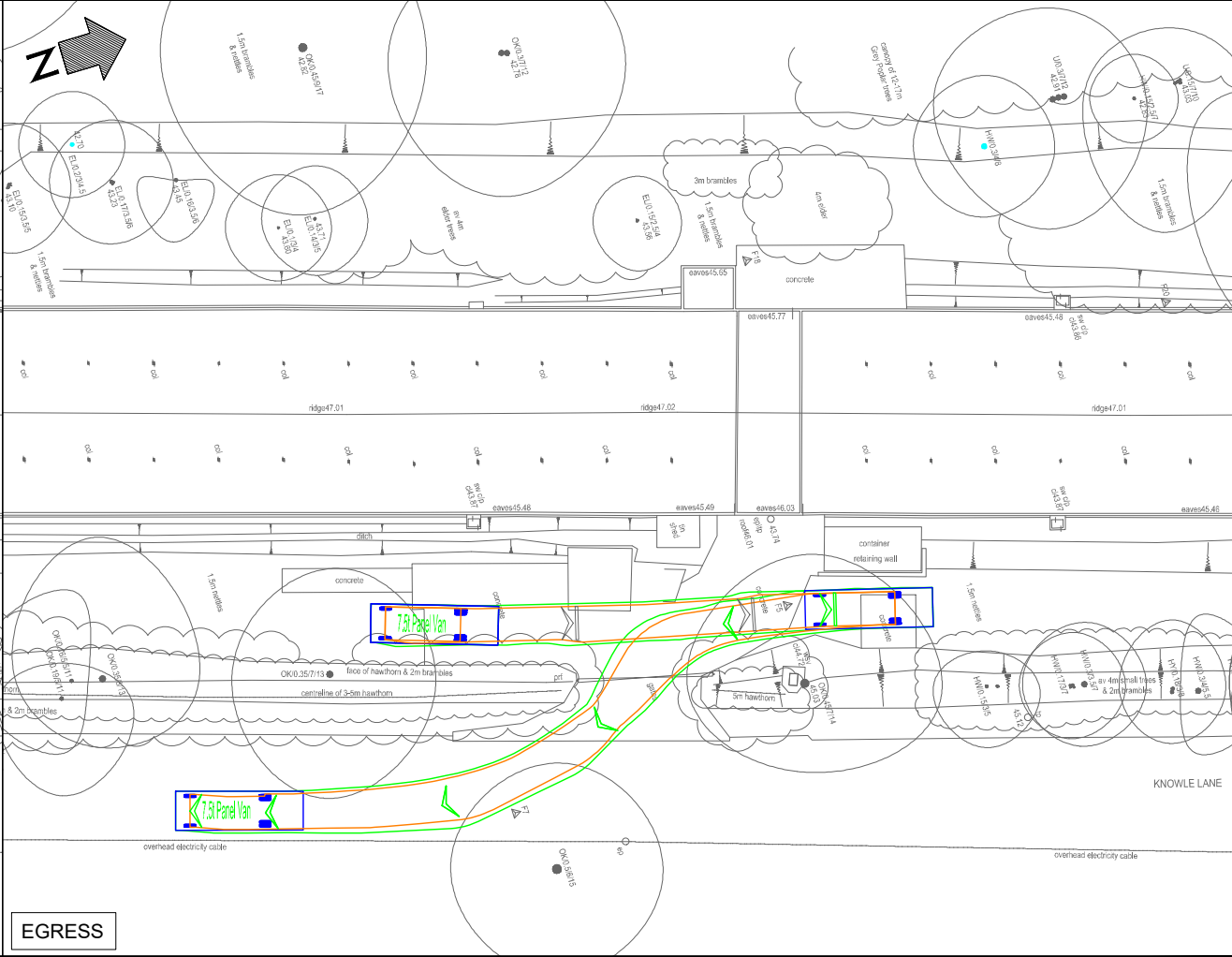
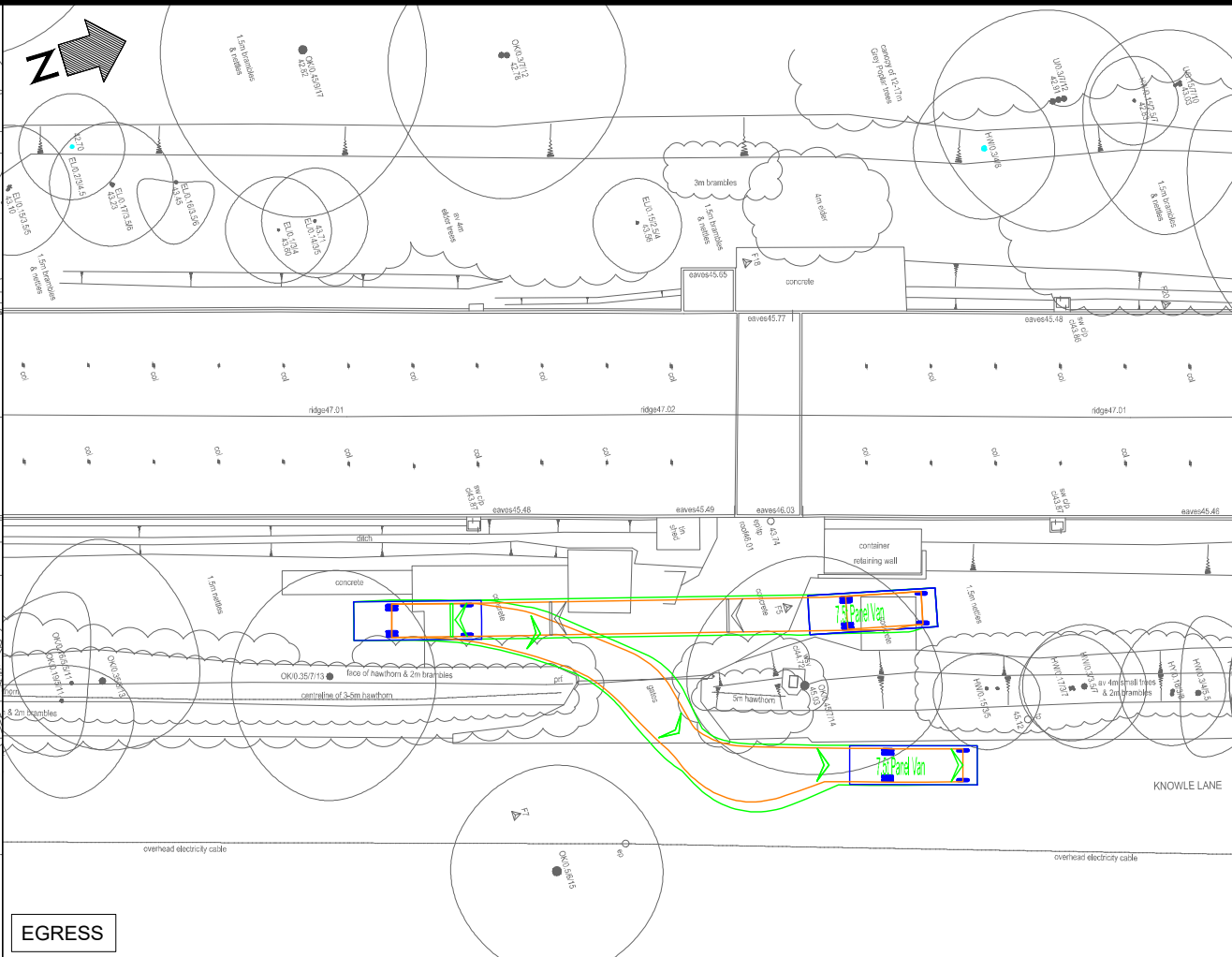
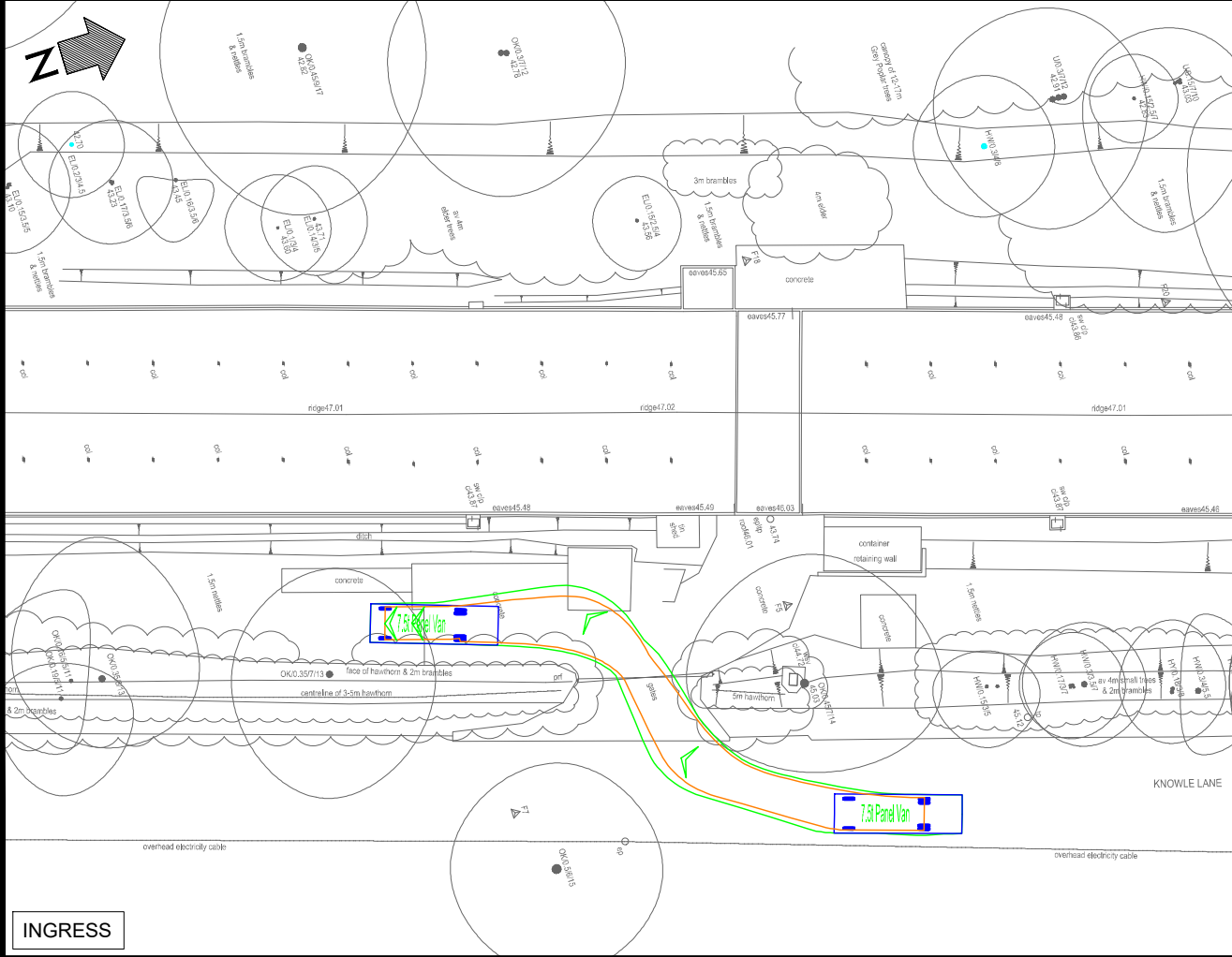
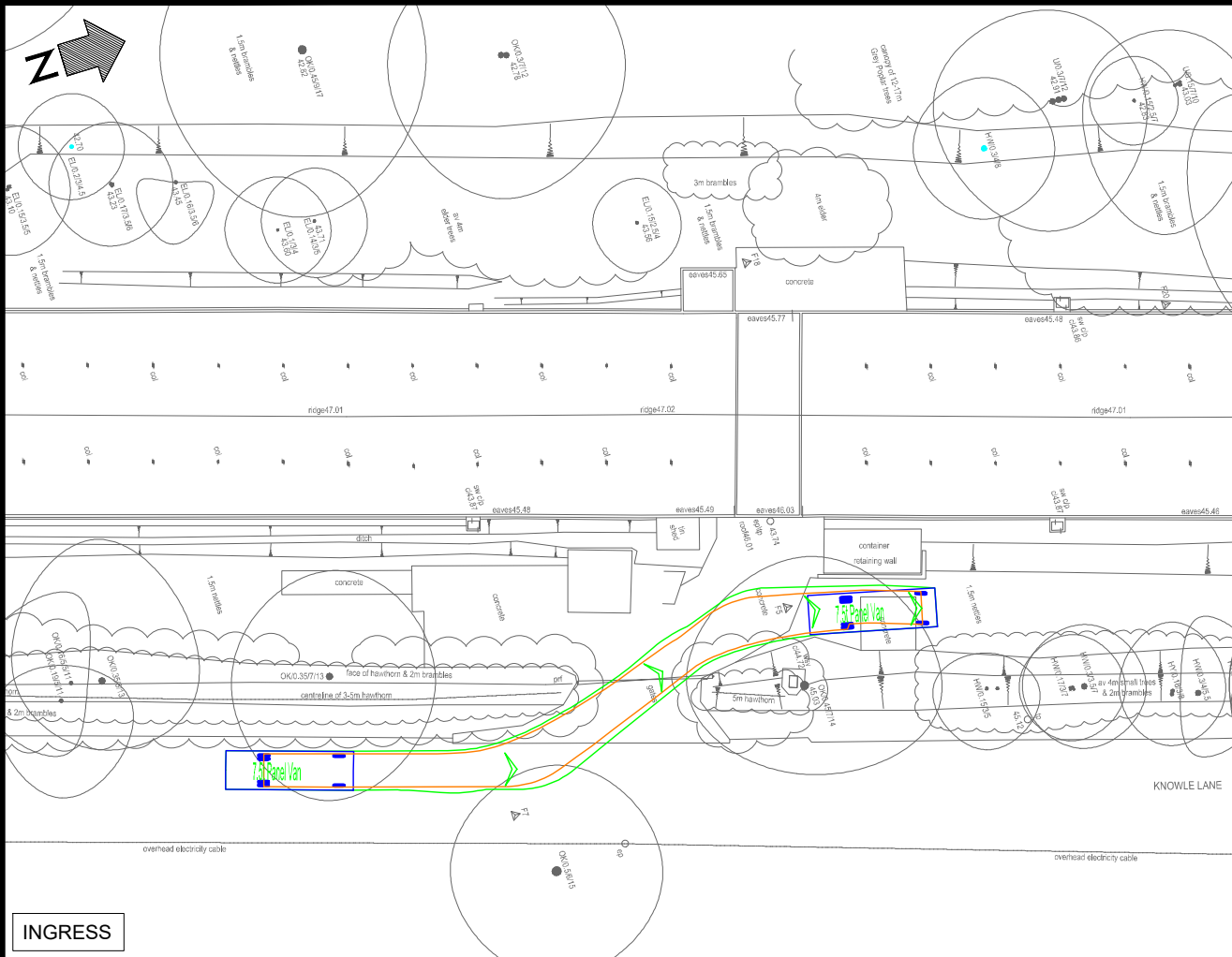
CLASS Q PNCOU AT
COCKPIT FARM, KNOWLE LANE

ACCESS AND VISIBILITY SPLAYS

FOR INFORMATION

Size	A1
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	Rev
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VEHICLE DETAILS:

7.5T PANEL VAN

Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.885m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.400m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client

Nick Culhane
Highway Consultant

Project

CLASS Q PNCOU AT
COCKPIT FARM, KNOWLE LANE

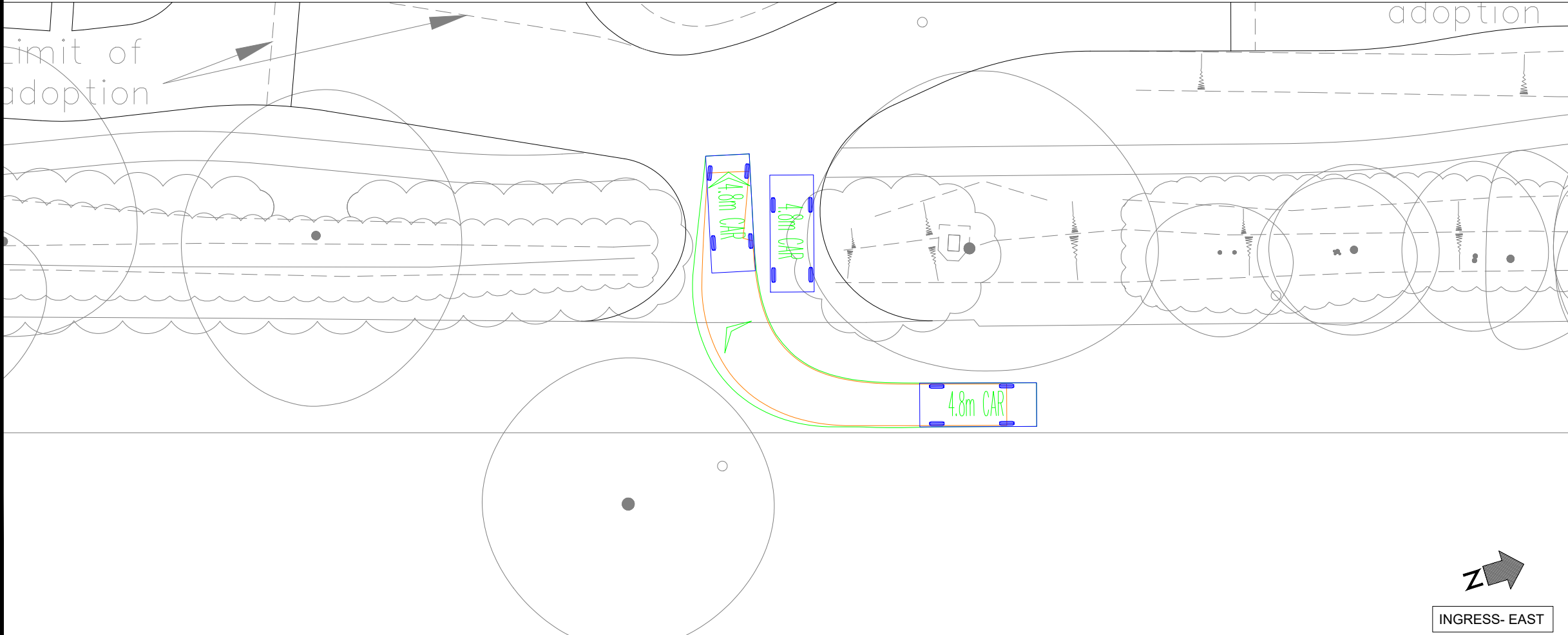
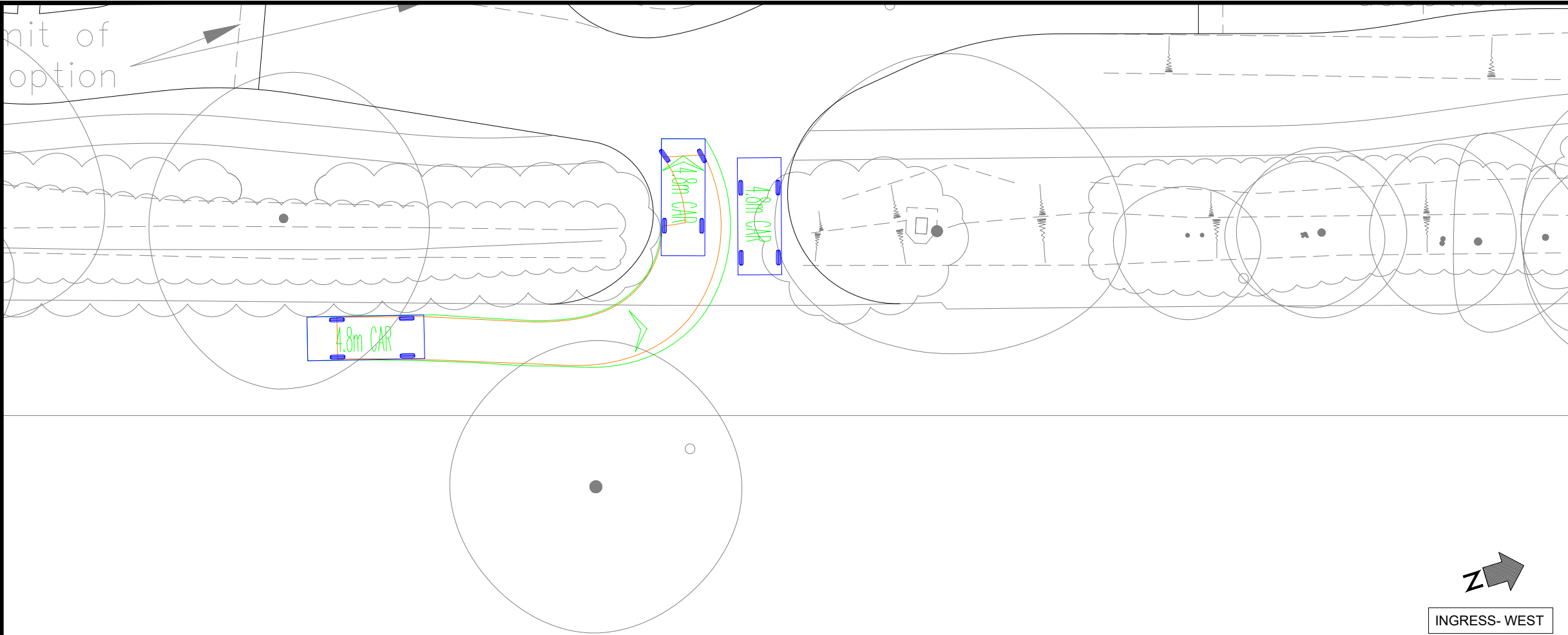
Drawing Title

SWEPT PATH TRACKING
DELIVERY VEHICLE

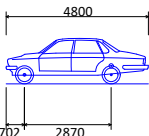
Drawing Status

FOR INFORMATION

Date	Scale	Size
OCT 2021	1:200	A1
Drawing No.	Rev	
NJC-002	-	



VEHICLE DETAILS:



Green line shows body
Orange line shows axle/wheels

4.8m CAR

Overall Length	4800mm
Overall Width	1793mm
Overall Body Height	1502mm
Min Body Ground Clearance	287mm
Track Width	1700mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6200mm



Nick Culhane
Highway Consultant

Project

LAND AT COCKPIT FARM, KNOWLE LANE

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Drawn AT	Designed NC	Date JUL 2022	Scale 1:200	Size A3
Drawing No. NJC-004				Rev -