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Your reference PN/23/96355

Date 30 November 2023

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Dear Ms Altman,

Cockpit Farm Barn, Knowle Lane, Horton Heath

Application for Prior Approval under Class R of the General Permitted Development Order, for conversion of part of existing building to light industrial use (Class E(g)(iii)).

In regard to application PN/23/96355, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals from a highway perspective given this is a Prior Approval application. However consideration of the following comments should be given.

ACCESS:

As outlined in the Highway Technical Note submitted as part of this application, it is proposed that the existing vehicle access into the site would be utilised, with no amendments made. Whilst no drawings of this access have been submitted, this has been shown in the numerous previous applications for the site, most recently via drawing NJC-004 which accompanied application PN/23/95763 and demonstrated how the existing access could accommodate two-way car movements.

Whilst it would be anticipated that the site will also need to accommodate larger vehicle use (i.e. delivery vehicles), the Highways Technical Note also outlines anticipated trip rates of such vehicles. This suggests that a maximum of 4 inbound and 4 outbound trips on an average day, which is clearly not significant. It is also reasonable to suggest that the likelihood of conflict movements (i.e. 2 larger vehicles needing to pass each other at the access, or even a car and larger vehicle) are low and as such do not

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reasonably require a widened access to accommodate this, in this specific instance.

A drawing showing the tracking of a delivery vehicle would however be required to ensure movement in and out of site is achievable, and whilst one has not been submitted for this current application, one is available in the Highways Technical Note submitted as part of application PN/23/95763 - Drawing NJC-002.

Onwards, in terms of visibility, again no drawing has been submitted as part of this current application, but there is an appropriate drawing within the Highways Technical Note for PN/23/95763 (Drawing NJC-001), and this demonstrates that appropriate visibility can be achieved. However, given there are bushes adjacent to the site access, it would be requested that a condition be in place to ensure visibility is retained via the ongoing clearance / maintenance of the bushes over time.

Given that all 3 drawings outlined above have a bearing on the site assessment, they should both be submitted as part of this current planning application.

ONSITE LAYOUT AND PARKING:

The onsite layout plan provided as part of this application shows 8 parking bays located towards the southern end of the site, with an appropriate turning area provided for car sized vehicles enabling forward gear access and egress. No space is afforded for the turning of the anticipated delivery vehicles, however this can be overcome via a reverse movement (north to south) across the frontage of the internal built structure, given the low level of vehicle movement anticipated given the limited onsite usage. This situation would however change in the future of further development onsite were to come forward.

PEDESTRIAN MOVEMENT:

Previous applications have requested pedestrian provision to link into the existing pedestrian network, be this on Knowle Lane close to Goodwood Court, or via footpaths to the north of the site which link across to Botley Road. This would assist in ensuring the site provides sustainable access in line with government guidance. However, it is understood from the previous site applications that such links are not required for Prior Approval applications.

Yours sincerely,

Matt Grantham

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