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Class R Change of Use to B8 Storage 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 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.

More recently an application for 6 dwellings submitted under application F/23/94713 was refused planning consent however this was allowed following a successful Appeal.

Hampshire County Council as the Local Highway Authority (LHA) were consulted on the application for 6 dwellings and following revised drawings relating to access and swept path tracking, raised no highway objections subject to standard conditions being imposed.

Proposed Development

This application seeks a change of use to 500sqm of B8 Storage use.

Access and Visibility

Knowle Lane is subject to a 30-mph speed limit and on-site observations have shown that traffic is travelling at or around the posted speed limit. To the south of the site is a bend which limits traffic speeds, indeed a highway sign located on the northern approach advises drivers of a maximum speed of 20mph.

In accordance with the advice contained within Manual for Streets and the HCC document Technical Guidance 3, visibility splays of 2.4m by 43.0m would be required to serve the development.

The site benefits from an existing access where good visibility is available due to the wide highway verge that fronts the site and is demonstrated below.



The existing access is to be utilised, and the visibility requirements of the previous applications have been found to be acceptable to the LHA subject to a conditions requiring the implementation of the visibility splays and a suitably worded condition requiring their retention in perpetuity.

Given that this issue has previously been agreed by the LHA, the Applicant is happy to accept a suitably worded condition to secure the visibility splays in this instance.

Proposed Development

This application now seeks a change of use under Schedule 2 Class R of the Town and Country Planning (General Permitted Development) Order 2015 for a change of use of a total of 500sqm of the agricultural building to a B8 Storage use.

Class R development consists of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class B8 of the Schedule to the Use Classes Order.

Where the development proposed is development under Class R, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) transport and highways impact of the development.

This Technical Note therefore assesses the transport and highways impact and concludes that the development does not require highways prior approval.

Traffic Impact

Whilst the building previously was in agricultural use, it is evident that a change to a B8 use will see a slight increase in vehicular traffic and in order to ascertain what the likely impact would be, the TRICS database v7.11.3 has been interrogated. In selecting similar comparable sites, the following criteria has been used.

- Land Use – Employment – Warehouse
- Floor Area – 2860 – 5500sqm
- Date Range – 01/01/15 to 17/11/16

The Table below shows the TRICS trip rates, together with the likely traffic that the development of 915sqm of B8 Warehouse unit would generate.

TRICS Trip Rate B8 Warehouse			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.121	0.083	0.204
PM Peak Hour	0.060	0.143	0.203
Daily Traffic	1.489	1.492	2.981
TRICS Vehicle Trip Generation Based on 500 sqm			
AM Peak Hour	0.61 (1)	0.42 (1)	1
PM Peak Hour	0.30 (0)	0.72 (1)	1
Daily Traffic	7.5 (8)	7.5 (7)	14

From the above table, it can be seen that based on latest TRICS Data the proposed B8 use would generate just 1 traffic movements in each of the AM and PM peak period.

Over the course of a day, the development would generate a total of around 14 movements (7 vehicles) and the TRICS Data is included as [Appendix 1](#) to this Note. Such an increase is considered to be di minimis and would not have any detrimental impact to highway safety, although some of these movements would have been generated by the previous agricultural use.

Parking and Servicing

Parking and servicing are not being part of matters to be considered as a Class R application, where only transport and highway impact is relevant. The site was a former agricultural use though and as such generated large slow-moving vehicles. Whilst there are no prescribed parking standards for this particular use, the site is large enough to accommodate any likely parking demand.

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.

Adequate visibility is available at the site access junction with Knowle Lane, commensurate with the posted speed limit and in accordance with Technical Guidance 3.

If permitted, the site will result in 1 traffic movement in each of the AM and PM peak periods and a total of 14 traffic movements throughout the day.

It is therefore considered that the application would not cause any demonstrable harm to highway safety and based on the above, it is considered that no further Prior Approval assessment in respect of the highways and transport impact is required.

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-240321-0345

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
09	NORTH	
	TW TYNE & WEAR	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: 2860 to 5500 (units: sqm)
 Range Selected by User: 2860 to 5500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/11/16

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 1 days
 Wednesday 1 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 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 1
 Development Zone 1
 No Sub Category 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 X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

B8 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:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	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
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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	3 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	NG-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 Survey Type: MANUAL		
2	SD-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	SWINDON
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL		
3	TW-02-E-01 STONEYGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16 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/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	4428	0.000	3	4428	0.008	3	4428	0.008
07:30 - 08:00	3	4428	0.060	3	4428	0.015	3	4428	0.075
08:00 - 08:30	3	4428	0.053	3	4428	0.030	3	4428	0.083
08:30 - 09:00	3	4428	0.068	3	4428	0.053	3	4428	0.121
09:00 - 09:30	3	4428	0.075	3	4428	0.060	3	4428	0.135
09:30 - 10:00	3	4428	0.098	3	4428	0.098	3	4428	0.196
10:00 - 10:30	3	4428	0.105	3	4428	0.083	3	4428	0.188
10:30 - 11:00	3	4428	0.075	3	4428	0.068	3	4428	0.143
11:00 - 11:30	3	4428	0.053	3	4428	0.060	3	4428	0.113
11:30 - 12:00	3	4428	0.075	3	4428	0.038	3	4428	0.113
12:00 - 12:30	3	4428	0.135	3	4428	0.128	3	4428	0.263
12:30 - 13:00	3	4428	0.083	3	4428	0.120	3	4428	0.203
13:00 - 13:30	3	4428	0.083	3	4428	0.068	3	4428	0.151
13:30 - 14:00	3	4428	0.075	3	4428	0.075	3	4428	0.150
14:00 - 14:30	3	4428	0.060	3	4428	0.075	3	4428	0.135
14:30 - 15:00	3	4428	0.060	3	4428	0.068	3	4428	0.128
15:00 - 15:30	3	4428	0.060	3	4428	0.060	3	4428	0.120
15:30 - 16:00	3	4428	0.090	3	4428	0.083	3	4428	0.173
16:00 - 16:30	3	4428	0.068	3	4428	0.068	3	4428	0.136
16:30 - 17:00	3	4428	0.045	3	4428	0.068	3	4428	0.113
17:00 - 17:30	3	4428	0.045	3	4428	0.083	3	4428	0.128
17:30 - 18:00	3	4428	0.015	3	4428	0.060	3	4428	0.075
18:00 - 18:30	3	4428	0.000	3	4428	0.015	3	4428	0.015
18:30 - 19:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			1.489			1.492			2.981

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:	2860 - 5500 (units: sqm)
Survey date range:	01/01/15 - 17/11/16
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.