

Altman, Rebecca

Subject: FW: Cockpit Farm industrial prior approval ref. PN/24/98596 - Class R conversion to B8 storage
Attachments: XVXV Cockpit Farm VISIBILITY SPLAYS.pdf; Cockpit Class R NJC-001-ACCESS AND PARKING.pdf

Sent: 06 February 2025 08:02

Subject: Re: Cockpit Farm industrial prior approval ref. PN/24/98596 - Class R conversion to B8 storage

Dear Rebecca,

Further to my email a moment ago in relation to the Class Q application, I am also in a position to respond to the highway comments on the above.

Access and Visibility - Please see attached plan showing visibility splays of 2.4m by 43.0m

Tracking - As you are aware the site benefits from 3 existing accesses, it is proposed that the northern most access will be retained and used for ingress only, and the middle access to be used as an egress only. Drawing attached showing this with signage and swept path tracking.

Parking - a slight adjustment is made to the arrangement for parking, which shows 6 parallel bays of 6.0m in length with adequate manoeuvring spaces for vehicles to park and enter and leave in forward gear. In practice there is ample space along the length of the building for such an arrangement to be extended to provide additional off-road parking.

TRO - As the arrangements make adequate ingress, park and egress there is no requirement for a financial contribution toward a TRO, which would fail the requisite tests.

Noise / Hours of Operation - The hours of operation, which are as per the previous approvals, are agreeable. In respect of the EHO's comments we are seeking the advice of a noise consultant. However, I find it difficult to agree with the statement that the traffic would lead to a significant increase in noise levels - Knowle Lane is a well used route, and the increase of vehicles is likely to be very modest by comparison to daily movements on the lane, which is unlikely to be discernible. In respect of the operations on site, including the use of plant, this could be readily controlled by suitably worded planning condition on the grant of planning permission.

Please can we discuss further at a convenient time.

Best wishes,

Jacob

Jacob Goodenough

Director