

From: [Redacted]
Sent: 09 January 2017 09:55
To: [Redacted]
Cc: [Redacted]
Subject: RE: Stock Street farm A120

Subject to a stage 1 RSA this looks OK to me

Is there any screening between the new access track and the A120, I am a little concerned about headlights being visible and causing confusion

Regards

[Redacted]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [Redacted]
Web: <http://www.highways.gov.uk>
GTN: [Redacted]

From: [Redacted]
Sent: 09 January 2017 09:18
To: [Redacted]
Subject: Stock Street farm A120

Hi [Redacted]

Can you take a quick look at the attached with respect to providing access to visitor parking for Michael's wedding venue proposals. I've shown the access widened out and the area to be hard surfaced etc.

We do not propose to make any alterations to the western access which will be maintained for mini-bus/taxi drop off and overspill parking

Many Thanks and Happy New Year

[Redacted signature block]



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[REDACTED]

From: [REDACTED]
Sent: 17 June 2016 14:16
To: [REDACTED]
Cc: Planning EE
Subject: RE: Stock Street Farm Barm 16/00750/FUL

[REDACTED]

Thanks I look forward to receiving that

Have a good week end

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 17 June 2016 14:11
To: [REDACTED]
Subject: Stock Street Farm Barm 16/00750/FUL

Hi [REDACTED]

Thanks for calling me back so promptly today.

I will prepare a pack providing more details about the premises and business over the weekend so you have it for Monday.

Best regards

[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 20 June 2016 11:10
To: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL

[REDACTED]

Thanks that table appears the same as the original message, In order to give me a better understanding of the level of impact could you give an indication of typical generation from the existing barns if they were to be used for an agricultural use, I can then compare the two

The current access is not to full standard as laid out in TD41/95 but is reasonable

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Once I have had a chance to consider your planning application I will give you a ring to discuss our response and your questions re tourist signing and verge maintenance

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 20 June 2016 10:23
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

Noticed the table below may have corrupted in the file attached.

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Best regards

[Redacted signature]

On Mon, Jun 20, 2016 at 8:54 AM, [Redacted] wrote:
Hi [Redacted]

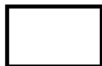
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If you need anything else, or wish to arrange a visit, please let me know and I will facilitate.

[Redacted] in Braintree District Council has a target to complete this application so your earliest attention would be greatly appreciated by all.

Best regards

[Redacted signature]



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[REDACTED]

From: [REDACTED]
Sent: 23 June 2016 08:24
To: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

I don't need anything else' just been busy with other things, will give you a ring latter this week

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 22 June 2016 16:09
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

Sorry to chase - any update please / do you need any other information?

Best regards

[REDACTED]

On Tue, Jun 21, 2016 at 2:57 PM, [REDACTED] wrote:
Hi [REDACTED]

Any update please?
Is there any other information you need?

Best regards

[REDACTED]

On Mon, Jun 20, 2016 at 11:42 AM, [REDACTED] wrote:
Thanks [REDACTED]

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Hope this helps

[REDACTED]

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[Redacted]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: [Redacted]

Web: <http://www.highways.gov.uk>

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From: [Redacted]

Sent: 20 June 2016 10:23

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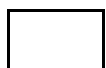
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[REDACTED] in Braintree District Council has a target to complete this application so your earliest attention would be greatly appreciated by all.

Best regards

[REDACTED]

[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 23 June 2016 15:29
To: [REDACTED]
Subject: FW: Stock Street Farm Barn - 16 / 00750 / FUL
Attachments: [REDACTED] Highways England.docx; 16 00750 FUL Highways Support Appendix - drawings, photos and measurements.docx

From: [REDACTED]
Sent: 20 June 2016 08:54
To: [REDACTED]
Subject: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

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Best regards
[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 24 June 2016 09:53
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

I confirm my telecom with you subject to the access being brought up to standard and no entry signs being displayed at the exit on to the trunk road (similar to those at the garden centre at Marks Tey) we would have no objection, as this is an existing access I think it is only reasonable to give you some time after commencement of use to complete the upgrade to the access 18 24 months would be reasonable. It may be a good idea to mark the entrance with marker posts this could be incorporated into the design this would make the access more noticeable to first time visitors.

I will be formally responding to the application in the next few days

Regards

[REDACTED]

From: [REDACTED]
Sent: 23 June 2016 17:20
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL

Hi [REDACTED]

[REDACTED] (cc'd) deadline is fast approaching - he has suggested that you provide confirmation that Highways England do not object to the application prior to proceeding, is that possible please?

Best Regards

[REDACTED]

On Thu, Jun 23, 2016 at 9:43 AM, [REDACTED] wrote:

OK, thanks

I'll let [REDACTED] at Braintree District Council know.

Best regards

[REDACTED]

On Thu, Jun 23, 2016 at 8:23 AM, [REDACTED] wrote:

Hi [REDACTED]

I don't need anything else' just been busy with other things, will give you a ring latter this week

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: [REDACTED]

Web: <http://www.highways.gov.uk>

GTN: [REDACTED]

From: [REDACTED]

Sent: 22 June 2016 16:09

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Hi [REDACTED]

Sorry to chase - any update please / do you need any other information?

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[REDACTED]

[REDACTED]

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Hi [REDACTED]

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Is there any other information you need?

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Sent: 20 June 2016 10:23

To: [Redacted]

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[REDACTED]

[REDACTED]

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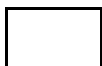
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[REDACTED]

From: [REDACTED]
Sent: 28 June 2016 15:04
To: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL

[REDACTED]

These are the standard I referred too
<http://www.standardsforhighways.co.uk/dmrb/vol6/section2/td4195.pdf>

You are correct the one way system is really a requirement of the grant of permission and I cannot see any way of that being enforced. The applicant has stated that he would put staff into the carpark to supervise parking and to enforce the one way system which seems sensible. The visitors to the site would not be pass by and would have all been invited either by the venue or one of its party organizers (clients) In that respect there is likely to be a high percentage of car sharing and mini bus use to and from the site.

It may be possible to place a condition that vehicles are pre booked therefore giving the opportunity not only to ensure the car park does not over fill but also to give clear instruction and locational information to those likely to turn up

Hope that is helpful

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 28 June 2016 14:36
To: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL

Dear [REDACTED]

Thank you for coping me into this email correspondence.

The Local Planning Authority do not have an objection in principle to this application, however highway matters are our biggest concern.

The first centres around the suitability of the one –way system that they are proposing. If the party goer (of which could be up to 220) cannot park then will they have to leave the access, cross the road and then cross again to go back into the access? It seems like a potentially dangerous situation. Also, the parking area to the North East wouldn't facilitate vehicles moving – they could be stuck at the back unable to get out.

That's notwithstanding the suitability of the existing access itself for this number of people which would be in excess of the B8 vehicle movements and residential use of the house.

The Local Authority therefore have concerns – we would really appreciate your views on this. I am happy to discuss this over the phone if its easier.

Thank you,

[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB



[REDACTED]



From: [REDACTED] [mailto:[REDACTED]]
Sent: 24 June 2016 9:53 AM
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[REDACTED]

From: [REDACTED]
Sent: 09 September 2016 09:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL - another access option I'd like you to consider please..

[REDACTED]

That depends on how you look at things with more work and investigation it may be a possibility but the existing accesses would need to be closed if a new access were to be allowed and the users of the access you don't own may be happy to use a higher standard of access, I understand this opens up a can of worms re access rights and you may not want to go down that route.

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 09 September 2016 09:11
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL - another access option I'd like you to consider please..

Thanks for coming back to me [REDACTED]
The other 2 entrances would need to remain open, and of those only 1 is mine.
Guess its a no then.

Best regards

[REDACTED]

On Fri, Sep 9, 2016 at 9:07 AM, [REDACTED] wrote:

This is likely to be expensive and would require quite a bit of design work to be undertaken (by you or your representative) to ensure that you would be able to meet the requirements of the standards, and were subject to a stage 1 Road Safety Audit before we could agree to the proposal

I could only agree to a new access if it complied fully with standards laid out in the design manual for roads and bridges and the existing two accesses were formally closed.

I hope this helps

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: [REDACTED]

Web: <http://www.highways.gov.uk>

GTN: [REDACTED]

From: [REDACTED]

Sent: 08 September 2016 12:54

To: [REDACTED]

Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL - another access option I'd like you to consider please..

Hi [REDACTED]

Hope you are well

Could you please consider the following alternative access plan as this would align with the planners new wish for me not to drive / park near the listed buildings?

I have attached a drawing to provide an outline of **Option 2** and can quickly provide more details if required. **Option 2** would be a new "in *and* out" access to A120.

You will note that the farm previously had 3 x direct access to Stock Street / A120 but the one from the front door was retired in the past (not sure when).

Can we talk tomorrow for 10 mins at some point?

Thanks in advance

[Redacted]

[Redacted]

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Consider the environment. Please don't print this e-mail unless you really need to.

[REDACTED]

From: [REDACTED]
Sent: 09 September 2016 09:08
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL - another access option I'd like you to consider please..

[REDACTED]

This is likely to be expensive and would require quite a bit of design work to be undertaken (by you or your representative) to ensure that you would be able to meet the requirements of the standards, and were subject to a stage 1 Road Safety Audit before we could agree to the proposal

I could only agree to a new access if it complied fully with standards laid out in the design manual for roads and bridges and the existing two accesses were formally closed.

I hope this helps

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 08 September 2016 12:54
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL - another access option I'd like you to consider please..

Hi [REDACTED]

Hope you are well

Could you please consider the following alternative access plan as this would align with the planners new wish for me not to drive / park near the listed buildings?

I have attached a drawing to provide an outline of **Option 2** and can quickly provide more details if required. **Option 2** would be a new "in and out" access to A120.

You will note that the farm previously had 3 x direct access to Stock Street / A120 but the one from the front door was retired in the past (not sure when).

Can we talk tomorrow for 10 mins at some point?

Thanks in advance



|

[REDACTED]

From: [REDACTED]
Sent: 27 September 2016 20:11
To: [REDACTED]
Subject: FW: Stock Street Farm Barn - 16 / 00750 / FUL - yet another access option I'd like you to consider please..
Attachments: Scan0099.pdf

[REDACTED]

My immediate thoughts are this is not a good idea have you any thoughts

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 27 September 2016 08:45
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL - yet another access option I'd like you to consider please..

Hi [REDACTED]

Can you consider the following alternative please?

I would like pay for the existing path running in front of the house to be widened to take cars, giving access to the "old orchard" approx 50m to the East of the main entrance. This would enable the redundant "old orchard" to be converted into approx. 26 car parking spaces and comply with the heritage request to minimize cars passing near the listing buildings.

The proposal would not need any change to the visibility splays already approved.

The existing fence line could be changed (moved into the garden) if more space was required.

New drawing attached.

Thanks in advance
[REDACTED]

On Thu, Sep 8, 2016 at 12:54 PM, [REDACTED] wrote:

Hi [REDACTED]

Hope you are well

Could you please consider the following alternative access plan as this would align with the planners new wish for me not to drive / park near the listed buildings?

I have attached a drawing to provide an outline of **Option 2** and can quickly provide more details if required. **Option 2** would be a new "in *and* out" access to A120.

You will note that the farm previously had 3 x direct access to Stock Street / A120 but the one from the front door was retired in the past (not sure when).

Can we talk tomorrow for 10 mins at some point?

Thanks in advance



Virus-free. www.avast.com

[REDACTED]

From: [REDACTED]
Sent: 03 October 2016 12:25
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stock Street Farm Barn - 16 / 00750 / FUL - yet another access option I'd like you to consider please..

[REDACTED]

Sorry for the delay getting back to you.

We would not support this for a number of reasons

Firstly it's an offence to drive a motor vehicle along a footway.

I appreciate that the footway is not often used but what would pedestrians do whilst the footway is being used to access your property

This could also lead to confusion, particularly during, but not limited to hours of darkness with drivers being confused by vehicles approaching on the left hand side, this could lead to accidents

Has any consideration been given to cyclists.

I don't believe there is sufficient width within the verge to enable the turning movement off the road and onto the footway. Coming back out vehicles would be very poorly positioned to pull out onto the A120 safely. However, this is irrelevant as we would not permit vehicles to be driven along the footway. Alternatively it may be possible to drive through the front garden to the orchard?

If vehicles cannot be brought through the front garden or around the back of the site, one option might be to close one of the existing two accesses and create a new one to the orchard? However, further work would be needed to examine the feasibility of this option.

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 27 September 2016 08:45
To: [REDACTED]
Subject: Re: Stock Street Farm Barn - 16 / 00750 / FUL - yet another access option I'd like you to consider please..

Hi [REDACTED]

Can you consider the following alternative please?

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The proposal would not need any change to the visibility splays already approved.

The existing fence line could be changed (moved into the garden) if more space was required.

New drawing attached.

Thanks in advance

[REDACTED]

On Thu, Sep 8, 2016 at 12:54 PM, [REDACTED] > wrote:

Hi [REDACTED]

Hope you are well

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You will note that the farm previously had 3 x direct access to Stock Street / A120 but the one from the front door was retired in the past (not sure when).

Can we talk tomorrow for 10 mins at some point?

Thanks in advance

[REDACTED]

|



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[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 10:05
To: [REDACTED]
Cc: [REDACTED]
Subject: A120 Stocks street Farm coggeshall.doc
Attachments: A120 Stocks street Farm coggeshall.doc; FW: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

Please can the illegal signs at this location be removed

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 09:46
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED],

Thank you for this I will arrange for their removal if they are within the Highway

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 08 November 2016 09:42
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX



Dear [REDACTED]

As discussed on the phone, please see my below email to our planning enforcement team with regards to the signs on the highway.

I understand it will be raised as an enforcement case by my colleague Natalie and as part of that process we will obtain some pictures. As such, I will ask Natalie to forward these pictures onto you when they are available.

If you have any questions please let me know.

Thank you,

[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB
 [REDACTED] | www.braintree.gov.uk |  [REDACTED]

From: [REDACTED]
Sent: 08 November 2016 9:13 AM
To: [REDACTED]
Subject: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi,

I have noticed two 'suspicious' brown highway signs on the approach to Stock Street Farm from Colchester and the approach from Braintree along the A120. The signs are attached to the support of existing highway signs.

I cannot see in the system where there is a benefit of advert consent for these signs.

I also understand there is an illuminated sign attached to the listed wall on the site that also does not have advertisement consent.

If you have any questions please let me know.

Thank you,

[Redacted signature]

Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB

[Redacted phone icon] | www.braintree.gov.uk | [Redacted email icon]

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Process: Establish Network Needs – Inspect Asset Condition

Mandatory

HE PROCESS

Title: Watchman Form

Generic

Guidance

Contract Specific

HE7**Watchman Form**Register Reference No.:
(Office use only)RCC/SAP Reference No. (if applicable):
(Office use only)Issue raised by:

Organisation: Highways England

Date: 29/9/16

Contact details: **Route**

A120 Stock Street Farm Stock Street Coggeshall CO6 1NX

Location:

Marker Post or
OSGR : Direction: ~~North/South~~/East/West bound**Details of issue/ idea (attach photographs/drawings as required)**

Illegal tourist signs attached to Highways infrastructure please could these be removed as soon as possible

Process: Establish Network Needs – Inspect Asset Condition

Title: Watchman Form

Mandatory	HE PROCESS
Generic	HE7
Guidance	
Contract Specific	

Suggested solution and benefit

[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 09:42
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

Dear [REDACTED]

As discussed on the phone, please see my below email to our planning enforcement team with regards to the signs on the highway.

I understand it will be raised as an enforcement case by my colleague [REDACTED] and as part of that process we will obtain some pictures. As such, I will ask [REDACTED] to forward these pictures onto you when they are available.

If you have any questions please let me know.

Thank you,

[REDACTED]
[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB
[REDACTED] | www.braintree.gov.uk | [REDACTED]

From: [REDACTED]
Sent: 08 November 2016 9:13 AM
To: [REDACTED]
Subject: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi,

I have noticed two 'suspicious' brown highway signs on the approach to Stock Street Farm from Colchester and the approach from Braintree along the A120. The signs are attached to the support of existing highway signs.

I cannot see in the system where there is a benefit of advert consent for these signs.

I also understand there is an illuminated sign attached to the listed wall on the site that also does not have advertisement consent.

If you have any questions please let me know.

Thank you,

[REDACTED]
[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB
[REDACTED] | www.braintree.gov.uk | [REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 10:05
To: [REDACTED]
Cc: [REDACTED]
Subject: A120 Stocks street Farm coggeshall.doc
Attachments: A120 Stocks street Farm coggeshall.doc; FW: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

Please can the illegal signs at this location be removed

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 12:11
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED]

Thank you for your email,

I agree that the existing access as is unsuitable for this use, it is only able to let one vehicle in/or out at any one time, this could result in standing traffic on the A120 and or vehicles reversing out on to the main road this would be unacceptable. And it is now understood that the applicant does not have any control over the other access.

It is unclear from the plan submitted how access is to be gained to the parking spaces, if, as has been suggested in the past, this is by driving along the foot way, that is totally unacceptable and as I have mentioned to the applicant is actually an offence under the Road Traffic Act it also introduces an element of confusion, practically in times of reduced visibility. I accept that the footway is lightly used but there would also be the potential for conflict between pedestrians and vehicular traffic.

We have set out what circumstances we would allow the application, if the applicant is unable or unwilling to comply with those recommendations we have no alternative than to formally recommend that the application should be refused.

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 08 November 2016 10:08
To: [REDACTED]
Subject: 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Dear [REDACTED]

Further to our telephone conversation, please see the two issues below that the Local Authority have with the originally submitted plans for the above application (from an original email to applicant):

Issue 1: Access

In accordance with the technical document outlined by Highways England, visibility splays are an important aspect. In this case, it has been recommended that the access be upgraded to comply with modern standards. However, I understand the 'OUT' access is outside of your ownership. As such, there is no guarantee that this access can be upgraded, and we would not be able to condition this either (as it would fail one of the conditions tests). This is unfortunately a fundamental issue that means this is one reason why we are unable to support the application.

Notwithstanding this, the access within your ownership is adjoining a Listed Wall which is intrinsic to the character and setting of the Listed Building. As such, upgrading this access on its own would also be resisted.

Issue 2: Parking

The Historic Buildings Advisor has an objection to the application due to the impact the development would have on the setting of the listed farmhouse. In my previous email (15th of July 2016) I outlined the possibility of exploring alternative locations for the parking, however following our discussions it is evident that this is unlikely to be feasible.

The other issue is with regard to the number of spaces provided. As illustrated on your revised plan, you can provide 16 suitable spaces. The tandem spaces and the space by the out exit would not be suitable taking into account the context of the development. As I alluded to previously, due to the use of the proposal and the proposed visitor numbers there is not a ball-park figure with regard to the number of spaces required. I have had a discussion with my manager, and it was considered that it would be reasonable to ask for half of the maximum capacity of the venue for car parking spaces. So in this case this would be 100+ spaces. It is a bespoke use so there may be some flexibility in this number, however the parking levels will need to be around this figure taking into account the context of the A120 adjacent to the site. Furthermore, as discussed, we would not reasonably be able to take the layby into account when reviewing the parking situation at the site.

Following these concerns the applicant submitted a revised proposal for consideration (see attached).

This plan did not however alter the previous issues outlined above, and also incurred additional issues:

In & Out traffic for both

Utilising both accesses individually (both in and out traffic) would also be unacceptable as currently submitted. If we were to consider the application further on this basis we would require more information as to the suitability of the access with regards to width, capacity and visibility splays that can be achieved (in plan form). I strongly suspect that from a highways perspective the accesses would require a significant amount of widening and work in order to accommodate both 'in' and 'out' traffic directly adjacent to the A120. As discussed above, this simply cannot be reasonably conditioned for one access outside your ownership and the existing access is heavily restricted by the listed wall.

Parking Location

In addition, parking spaces should be a minimum of 4.8m by 2.4m, and each space should have 6m of manoeuvring space from the end of the parking space behind it to be considered acceptable. It is not clear on the plans that this can be reasonably achieved with the current layout. Furthermore, the Historic Buildings Advisor however is concerned that the parking layout suggested with parking to the East of the building would erode the setting of the Listed Building further.

As such, it is considered there are fundamental Highway, Setting and Parking issues with this proposed use that means the Local Authority cannot support the proposal.

I would welcome your formal comments in light of the above issues.

Thank you,

[Redacted signature]

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Process: Establish Network Needs – Inspect Asset Condition

Mandatory

HE PROCESS

Title: Watchman Form

Generic

Guidance

Contract Specific

HE7**Watchman Form**Register Reference No.:
(Office use only)RCC/SAP Reference No. (if applicable):
(Office use only)Issue raised by:

Organisation: Highways England

Date: 29/9/16

Contact details: **Route**

A120 Stock Street Farm Stock Street Coggeshall CO6 1NX

Location:

Marker Post or
OSGR : Direction: ~~North/South~~/East/West bound**Details of issue/ idea (attach photographs/drawings as required)**

Illegal tourist signs attached to Highways infrastructure please could these be removed as soon as possible

Process: Establish Network Needs – Inspect Asset Condition

Title: Watchman Form

Mandatory	HE PROCESS
Generic	HE7
Guidance	
Contract Specific	

Suggested solution and benefit

[REDACTED]

From: [REDACTED]
Sent: 08 November 2016 15:44
To: [REDACTED]
Subject: FW: A120 Stocks street Farm coggeshall.doc
Attachments: A120 Stocks street Farm coggeshall.doc; FW: Signs -- Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED]

As discussed

From: [REDACTED]
Sent: 08 November 2016 10:05
To: [REDACTED]
Cc: [REDACTED]
Subject: A120 Stocks street Farm coggeshall.doc

Please can the illegal signs at this location be removed

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 09 November 2016 08:29
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED]

They asked me what our response would be if you could not implement the conditions we requested.

I will ring you tomorrow as I am out of the office most of the day today

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: + [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 08 November 2016 16:07
To: [REDACTED]
Subject: 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]
Can you please give me a call, Braintree District Council has just told me that Highways England is now recommending that the application is refused - is this right?

Best regards
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 17 November 2016 09:47
To: [REDACTED]
Subject: RE: Quick question please...

[REDACTED]

The standards can be a little tricky at times as they sometimes refer specifically to other parts of the design manual, or as in this case you need to read between the lines and apply other parts of the Design Manual, in this case junction standards, with a dose of common sense.

If you make sure you copy me and the planning authority in to your proposals that will hopefully prevent problems further down the line

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 17 November 2016 09:29
To: [REDACTED]
Subject: Re: Quick question please...

No wonder I couldn't find it!
many thanks.

I will let [REDACTED] know telling him the max (and if its deemed safe to do less - then great) - you will be cc'd to have total transparency.

Thanks again.

Best regards

[REDACTED]

On Thu, Nov 17, 2016 at 9:25 AM, [REDACTED] wrote:

Widths are not mentioned in TD41/95 as it's a private access and set back a little from the main line enough for two cars to pass one another Ideally 7m but I am willing to relax this to as little as 5.5 m in this instance. More of the wall may need to come down to comply with the visibility requirements set out in the standard.

Regards

[Redacted]

[Redacted]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: [Redacted]

Web: <http://www.highways.gov.uk>

GTN: [Redacted]

From: [Redacted]

Sent: 17 November 2016 09:15

To: [Redacted]

Subject: Quick question please...

What width do you need at the gates for Stock Street Farm please, before asking you the question I did review a number of guidance notes including TD41/95 - but was not sure what assumptions you have made previously.

This information will help me give [Redacted] in Essex Historic buildings a definitive impact assessment of how much wall will need to come down (and allow the recovered materials to be reused patching up the other parts of the wall).

Thanks in advance for bearing with me on this - I really appreciate it.

[Redacted]

[REDACTED]

[REDACTED]

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<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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[REDACTED]

From: [REDACTED]
Sent: 17 November 2016 09:26
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Quick question please...

[REDACTED]

Widths are not mentioned in TD41/95 as it's a private access and set back a little from the main line enough for two cars to pass one another Ideally 7m but I am willing to relax this to as little as 5.5 m in this instance. More of the wall may need to come down to comply with the visibility requirements set out in the standard.

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 17 November 2016 09:15
To: [REDACTED]
Subject: Quick question please...

What width do you need at the gates for Stock Street Farm please, before asking you the question I did review a number of guidance notes including TD41/95 - but was not sure what assumptions you have made previously.

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Thanks in advance for bearing with me on this - I really appreciate it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 November 2016 09:04
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Few Questions

[REDACTED]

I need to tread a careful line on one hand being a formal consultee and the other offering you advice which should really be coming from an independent consultant/expert in highways, planning.

I have copied you email below and tried to answer your questions (in red below)

What steps can be taken to provide BDC with comfort that your reasonable recommendations about access changes can be implemented;

Suggestions

The main entrance widening work to the wall can be undertaken by my contractor, but the current visibility splays will not join-up with the new wider access...(is this a Highways issue -- or just cosmetic?) **The visibility splays need to be continuous and free from significant obstructions**

I would be happy to schedule the visibility splay work with your contractors (ahead of any resurfacing - i.e. a.s.a.p.) - (please ask your folks to provide a quote and estimated works date) - so I can ensure adequate funding is available. **Any work within boundaries of the Highway would need to be carried out by an approved contractor through a S278 agreement, I can provide more details advice if required, however, there will be charges for this and works on trunk roads are not cheap.**

At the same time, we could, if required undertake the alterations to the West access... or put something on Highways Scheduling which would meet BDC tests regarding enforceability of a condition of planning approval.

For deferred works - I could add funds to an escrow account that can be called off at some point in the future by Highways when undertaking other resurfacing works etc. **This would depend upon the exact wording of the planning condition**

Questions

1) Can you let me know what work is actually required please for each access and in particular if any proposed work extends onto the land after the gate? **Any improvement would need to comply with standards laid out in the Design Manual for Roads and Bridges, I would suggest that you talk to a consultant contractor who is familiar with carrying out work on our network.**

2) Do I understand correctly that the west gate access width already meets your minimum requirements (as does the track) - and that the only alteration required is to increase the visibility splays? **Both of the access to the farm are historic agricultural access and do not meet modern standards**

3) Am I correct in assuming that Highways determine the ownership of access points solely to recover costs of changes to access beneficiaries - but the land is actually owned by Highways? Once funding is secured for work (from any source) highways can execute - whenever they choose - providing some reasonable notice etc. **I am not sure I fully understand this question. Under the Highways Act we have the power to**

improve the Highway with our boundaries. Any work outside of the Highway boundary would need approval either through the planning process or Development Consent Order Process. Ownership can be a bit tricky as we have several older roads where the adjacent land owner actually owns parts of the land over which the road runs, which I suspect is the case with the A120..

4) What disruption to access (if any) would be foreseen during the works e.g. curing of new tarmac visibility splay aprons (is this hours or days)? **This would depend upon the material used and how the work was carried out and would be discussed with you during the design stages as there could be different cost implications of various options**

Thanks in advance for your help and support.

Regards

[REDACTED]

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

[REDACTED]

Web: <http://www.highways.gov.uk>

[REDACTED]

From: [REDACTED]
Sent: 24 November 2016 07:40
To: [REDACTED]
Subject: Few Questions

Hi [REDACTED] - with the threat of Refusal looming, I am looking for help to determine the following;

What steps can be taken to provide BDC with comfort that your reasonable recommendations about access changes can be implemented;

Suggestions

The main entrance widening work to the wall can be undertaken by my contractor, but the current visibility splays will not join-up with the new wider access...(is this a Highways issue -- or just cosmetic?)

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4) What disruption to access (if any) would be foreseen during the works e.g. curing of new tarmac visibility splay aprons (is this hours or days)?

Thanks in advance for your help and support.

Best regards



[REDACTED]

From: [REDACTED]
Sent: 24 November 2016 09:48
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Few Questions

[REDACTED]

I can't give any recommendations. However, these are some firms I have had recent dealings with that I have recent dealings with and are all familiar with the A120

Journey Transport Planning Ltd
Room 436
4th Floor
Victoria House
Chelmsford
Essex
CM1 1JR
Direct line: + [REDACTED]
Mobile: [REDACTED]
www.journeytp.co.uk



78 Broad Street
Chipping Sodbury
Bristol
BS37 6AG

Amec Foster Wheeler Environment & Infrastructure UK Limited

Gables House, Kenilworth Road, Leamington Spa,
Warwickshire, CV32 6JX, UK



Colchester
01206 228800

London
020 7448 9910

Norwich
01603 230240

Cambridge
01223 314794

Bristol
01172 020070

[REDACTED]
Cambridge House
Lanwades Business Park
Kentford Newmarket CB8 7PN

[REDACTED]
www.cannonce.co.uk



Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

[REDACTED]
Web: <http://www.highways.gov.uk>

[REDACTED]
From: [REDACTED]
Sent: 24 November 2016 09:29
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Few Questions

Hi [REDACTED]

Any suggestions regarding a contractor that could help me bottom this quickly please?
thanks in advance

[REDACTED]

On Thu, Nov 24, 2016 at 9:04 AM, [REDACTED] wrote:

[REDACTED]

I need to tread a careful line on one hand being a formal consultee and the other offering you advice which should really be coming from an independent consultant/expert in highways, planning.

I have copied you email below and tried to answer your questions (in red below)

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Thanks in advance for your help and support.

Regards

[Redacted]

[Redacted]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: [Redacted]

Web: <http://www.highways.gov.uk>

GTN: [Redacted]

From: [Redacted]

Sent: 24 November 2016 07:40

To: [Redacted]

Subject: Few Questions

Hi [Redacted] - with the threat of Refusal looming, I am looking for help to determine the following;

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Thanks in advance for your help and support.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 01 December 2016 14:51
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stock Street Farm A120

[REDACTED]

If you intend to depart from standards there is a set procedure for that, but is long winded and I cannot guarantee it would be successful it would very much depend upon the scale of the departure and its justification. I appreciate that other accesses along the route are to varying standards, most I suspect were formed when Essex CC were responsible for the road and possible in existence before TD 41/95 was published.

The proposals you outline would seem appropriate, provided the access was not being used for two way traffic if this was the case I would need to see a plan to be able to agree widths as it would be dependent upon turning circles ect

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

From: [REDACTED]
Sent: 01 December 2016 09:36
To: [REDACTED]
Subject: Stock Street Farm A120

Hi [REDACTED]

Thanks for referring me on this.

Quick question, in your initial response you suggested full compliance with TD41/95. I've been on site and given the limited nature of the proposed use I think that a compromise in terms of design could be considered. Access to other, more trip intensive, developments on the A120 seem not to have been designed wholly in accordance with TD41/95

Trips associated with the proposed use would take place outside the peak periods and predominantly on weekends and given that people are likely to arrive in multiple occupancy vehicles, trip generation will be relatively low. I have also suggested that [REDACTED] considers a detailed Travel Plan seeking to minimise sole occupancy trips.

I was thinking that a widening out of the access to a minimum 6.0m with parking on site including suitable turning and manoeuvring area within the site to ensure vehicles enter and exit in forward gear and a bound surface for the initial 10m in to the site to prevent egress of gravel etc onto the A120 would be suitable for the level of use envisaged.

I would welcome your thoughts.

Regards

[REDACTED]

[REDACTED]
Director

Journey Transport Planning Ltd
Room 436
4th Floor
Victoria House
Chelmsford
Essex
CM1 1JR
Direct line: [REDACTED]
Mobile: [REDACTED]
www.journeytp.co.uk



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Adkins, Janet

From: [REDACTED]
Sent: 08 February 2017 12:31
To: [REDACTED]
Subject: RE: Stock Street Farm

[REDACTED],

Can you send the drawings again as a lot of the text particularly on the RSA one is not readable
5.5 m would seem a little on the narrow side

Regards

[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: [REDACTED]
Sent: 08 February 2017 09:40
To: [REDACTED]
Subject: Stock Street Farm

Hi [REDACTED]

Please see the attached supporting access statement and stage one safety audit.

If you could provide me with your comments etc that that would be useful.

Best Regards

[REDACTED]

[REDACTED]
Director

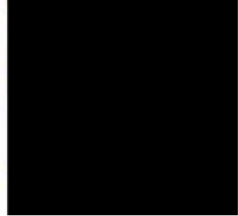
Journey Transport Planning Ltd

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[REDACTED]

From: [REDACTED]
Sent: 08 February 2017 12:42
To: [REDACTED]
Subject: RE: Stock Street Farm
Attachments: DR1_07716.pdf; DR2_07716.pdf

Hi [REDACTED]

The access can be widened to 6.0m if absolutely necessary however the wall is listed so the client is reluctant .

Regards

From: [REDACTED]
Sent: 08 February 2017 12:31
To: [REDACTED]
Subject: RE: Stock Street Farm

[REDACTED]

Can you send the drawings again as a lot of the text particularly on the RSA one is not readable

5.5 m would seem a little on the narrow side

Regards

[REDACTED]

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Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: [REDACTED]
Sent: 08 February 2017 09:40
To: [REDACTED]
Subject: Stock Street Farm

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Best Regards

[REDACTED]

[REDACTED]

Director

Journey Transport Planning Ltd

Room 436

4th Floor

Victoria House

Chelmsford

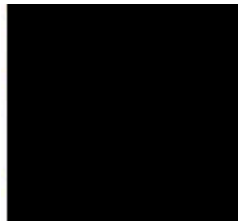
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[REDACTED]

From: [REDACTED]
Sent: 08 February 2017 12:47
To: [REDACTED]
Subject: RE: Stock Street Farm


[REDACTED]

it was the plan in the RSA which it is impossible to read the auditors comments

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: + [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: [REDACTED]
Sent: 08 February 2017 12:43
To: [REDACTED]
Subject: RE: Stock Street Farm

Hopefully these are better

From: [REDACTED]
Sent: 08 February 2017 12:31
To: [REDACTED]
Subject: RE: Stock Street Farm


[REDACTED]

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[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 16 February 2017 15:56
To: [REDACTED]
Subject: FW: 16/00750/FUL Stock Street Farm
Attachments: R02_07716 FINAL.pdf; Access Support re Planning v1 FINAL.docx; Planning v1 Listing Support FINAL.docx; Scan0117.pdf



Hi [REDACTED]

Following our discussion about the above site the other day, please see attached the additional documentation submitted regarding the access.

I have had a quick look through and have some serious concerns about the manoeuvrability in the site; one of the plans shows parking while the other shows turning space.

Either way any comments that you may have would be greatly appreciated.



Thank you,

[REDACTED]
[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB
 [REDACTED] | www.braintree.gov.uk |  [REDACTED]

From: [REDACTED]
Sent: 20 January 2017 6:50 PM
To: [REDACTED]
Subject: FW: 16/00750/FUL Stock Street Farm

[REDACTED] – for discussion next week.

[REDACTED]

[REDACTED]
[REDACTED]
Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB
 [REDACTED] | www.braintree.gov.uk |  [REDACTED]

From: [REDACTED]
Sent: 19 January 2017 22:11
To: [REDACTED]
Subject: Re: 16/00750/FUL Stock Street Farm

Hi [REDACTED]

As promised, please find 4 x new documents attached;

1) **Access Statement** (R02_07716 pdf) - (including TD 42/95 of the Design Manual for Roads and Bridges) produced by Journey Transport Planning

1.1) A separate Safety Audit is booked for W/C 23 Jan 2017 and should be concluded in 1-2 weeks.

2) **Access Support** (word) - includes data, pictures, plans etc relating to proposed access

3) **Listing Support** (word) - includes details, data and photographs relating to proposed changes to the site now that the maximum extent of alterations required to the curtailage walls has been established; 1.9m of main wall to the boundary and 2.6m of internal wall.

4) **Additional Listing Support** (Scan0117 pdf) - scale diagram describing the restricted event pedestrian and event vehicle access within the site.

The LBC has also been redrafted describing the precise changes proposed to the curtailage walls, green track etc and can be forwarded when required. (as before, no changes are proposed to the listed barn itself).

Please advise next steps and meeting date in February (once the Safety Audit data is in?)

Best regards

[Redacted signature]

On Fri, Jan 6, 2017 at 9:57 AM, [Redacted] wrote:
Hi [Redacted]

Happy New Year!

Thank you for your email, I really appreciate it and wanted to give you a quick update.

Outstanding access questions

I expect the access and road elements to be concluded by the end of next week (13 Jan 2017) - an important part of this work is the definition of the maximum impact to the curtilage walls.

The proposal has been further refined and supplemented with more detail to address [Redacted] feedback / concerns and this can be reviewed with real data from the wide range of typical events held in the barn in 2016.

Hoping to book a target diary slot for the second half of Jan / early Feb - I guess [Redacted] may also want to attend - depending on his views once he has reviewed the refined proposal and new materials which I will ensure reach you and the team well ahead of the meeting.

Best regards

[Redacted signature]

On Fri, Dec 16, 2016 at 8:11 PM, [Redacted] wrote:

Dear [Redacted]

Thank you for your e-mail below and please accept my apologies for the delay in responding. I have reviewed your e-mails below, discussed the application further with [REDACTED] and reviewed the draft report and decision for your planning application at Stock Street Farm.

In the first instance, I am just writing to advise that I am minded to proceed towards issuing a decision on this application, which as [REDACTED] has previously advised, would be a refusal of planning permission. I am going to be out of the office from next week until early January on Jury Service and therefore I will review the matter again in January when I return and would be happy to have a conversation with you prior to issuing any decision.

I note the issues you are raising below and understand that you would be disappointed if we refuse the planning application. I would stress that if we do proceed to refuse planning permission, it does not prevent you from working to resolve the issues we have highlighted and resubmit a revised application in the future. You wouldn't pay an additional planning fee for the application providing that it is submitted within one year of the date of decision. In addition, and if required we can provide further pre-application advice to you on any revised proposal, prior to the submission of a revised application, although this would incur a fee for the officer time to review the proposal and provide you with feedback.

There has already been a lot of discussion on the application, and while we will always look to see if there is a positive way forward, we cannot keep applications running indefinitely, particularly where there are clear reasons for refusal. As highlighted above, I will review the application again afresh in January when I return and will be back in contact with you as soon as I can. We will hold matters in abeyance until then.



I hope this is of assistance.

Best Regards,

[REDACTED]

[REDACTED]

Braintree District Council | Causeway House, Bocking End, Braintree, CM7 9HB

 [REDACTED] | www.braintree.gov.uk |  [REDACTED]

From: [REDACTED]
Sent: 25 November 2016 08:28
To: [REDACTED]
Subject: 16/00750/FUL Stock Street Farm

Dear [REDACTED]

Suggest the reasons for suggesting a further extension of this process into the New Year (February);

Historic Buildings

1) Enable [REDACTED] to undertake a desk review of the site looking at the restrictions of the plot (Barn cannot be sold / converted to separate address and has been refused planning for other uses in the past). Be interesting to hear [REDACTED] assessment of how long he feels that the barn has been redundant for (over 20 years certainly - but other records not on the system might indicate much longer).

1.1) Review and compare the relative damage to the listed setting of each scheme proposed and include the impact of >20,000 cars passing close by the curtilage wall every day on the A120.

1.2) Possibly suggest other uses for the redundant listed barn that we may not have considered

Objective

An acknowledgement that successive scheme designs have reduced the risk to listed buildings and (degraded) setting - suggest measures which could allow the use and manage residual risk - more detail on what the risks / harm are would be very helpful too.

Which potential use can be assumed to offer the best likelihood of bringing the redundant barn back into a sustainable and vibrant use and make it more accessible to the wider public (i.e. D2 with over 6 months track history - range of events which I can list, if required).

Step 2 - After the access review I can then be much more specific on the impact to the setting and curtilage and share this with the team (there should be no surprises here and it should dovetail with the findings suggestions above).

Planning

Parking requirements

Looking to fit the requirements to the site - and the consideration of the data provided including the ability to reduce the capacity to 150m² (~40%) (if required).

The consideration of the free availability of adjacent off A120 parking opposite Stock Street Farm (naturally passengers would be dropped and collected on the North side of the road) to minimise pedestrian crossing.

Objective

Enable the site to support the new sustainable use of the barn, and the barn to support the rest of site setting. With right sized on-site parking including an increased appreciation of the role of complementary mass transport methods that do not require on-site parking (taxis, coaches etc).

Access

I may have unfair here and now better understand my role to present a scheme which can be approved by all consultees.

As a result I am speaking to a number of consultants with direct, recent A120 planning and English Highways experience. I have site meetings next week and will then be in a position to select a partner firm to help develop a formal scheme which will clarify the outstanding access points and the impact to the (degraded) setting.

This will take time (and money).

In summary

A further extension of time is necessary for all parties to complete the suggested tasks outlined above and for me to refine the application to provide consultees with all the data they need to properly consider the benefits and risks of the scheme - which is not possible at this time.

Feel that this approach will avoid a premature Refusal that would be detrimental to the barn and fledging local rural business and will enable us to work more collaboratively as we have no 3rd party objections to take into account.

Best regards

[Redacted]

[Redacted]

[Redacted]

ing

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[REDACTED]

From: [REDACTED]
Sent: 20 February 2017 15:11
To: [REDACTED]
Subject: RE: Stock Street Farm


[REDACTED]

I would be much more comfortable with 6m

Regards

[REDACTED]

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: [REDACTED]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: [REDACTED]
Sent: 17 February 2017 09:28
To: [REDACTED]
Subject: Stock Street Farm

Hi [REDACTED]

The plan in the safety audit is exactly as per my plan but with to 'A's annotating access locations.

I couldn't get the plan with any clearer definition.

One question, Is 6.0m width is a definite requirement as I need to tell [REDACTED] if that is so.

Regards

[REDACTED]

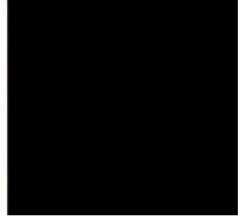
Journey Transport Planning Ltd

Room 436
4th Floor
Victoria House
Chelmsford
Essex
CM1 1JR

Direct line: [REDACTED]

Mobile: [REDACTED]

www.journeytp.co.uk



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[REDACTED]

From: [REDACTED]
Sent: 28 February 2017 15:59
To: [REDACTED]
Subject: Stock street farm
Attachments: R01_07716_FD.pdf

Hi [REDACTED]

Following your comments, please see the attached revised report taking into consideration your comments incorporating a widened access to 6.0m

Could you please confirm the acceptance in principle of the proposed access arrangements in respect of the proposed development.

Best Regards

[REDACTED]

[REDACTED]

Journey Transport Planning Ltd
Room 436
4th Floor
Victoria House
Chelmsford
Essex
CM1 1JR
Direct line: [REDACTED]
Mobile: [REDACTED]
www.journeytp.co.uk

[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 14 March 2017 20:56

To: [REDACTED]

Subject: Re: 16/00750/FUL Stock Street Farm FINAL

Attachments: Planning v2 Listing Support FINAL.docx; Access Support re Planning v2 FINAL.docx; Scan0112.pdf; R01_07716_FD Supporting Access Assessment.pdf

Hi [REDACTED]

Please find the attached

1) Slightly modified 3rd party Supporting Access Statement incorporating the Stage One Safety Audit for the application 16/00750/FUL- following Highways review (R01-07716_FD)

Please also find attached (which [REDACTED] may not have seen before)

- 2) the revised Access Statement
- 3) Listed Planning materials
- 4) Site plan showing how access around the site (scan0112.pdf)

Look forward to hearing from you as quickly as possible as I am keen to get the works completed before the summer - enabling the venue to be marketed for 2017 season.

It would also be very convenient to undertake the works to modify the entrance while the A120 resurfacing is taking place (due very soon).

I note that no new material has been added to the Planning Website - for either the listing aspects or the transport - can you let me know when these 4 x files have been uploaded please.

Best regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 April 2017 00:33
To: [REDACTED]
Subject: Ref 16/00750/FUL Response to Historic Buildings Consultee Advice to BDC added to the planning portal on 20 April 2017 which contained inaccuracies that could prejudice this application...
Attachments: [REDACTED] Planning letter FINAL FINAL.docx

Hi [REDACTED]

Please upload this file to the portal and share with Consultees. The attached document comprises 4 elements and addresses a number of inaccuracies that could have been resolved earlier if the promised meeting had taken place.

Table 1 gives detailed visual evidence to address each Consultee concern / error.

Annex 1 gives evidence necessary for a comprehensive, positive and compliant NPPF process for this Application in order to conserve and enjoy the historic environment of this unique site.

Annex 2 reproduces the Access notes previously provided but regrettably overlooked / misinterpreted.

For the avoidance of doubt, all guest pedestrian access to the barn will be via public footpath and widened main entrance and not across the site.

The location of the existing mature internal hedge has been highlighted. This hedge provides highly effective screen to the proposed occasional car parking area to the east looking from the from the farmhouse, listed setting and barns.

Annex 3 gives multiple perspective views of the site from the public highway and other points. It demonstrates that the external existing substantial mixed hedging screens the proposed occasional parking area to the east which makes this location ideal for occasional guest car parking in the scale suggested. Occasional guest parking is required in order to sustain and enhance the significance of all the heritage assets on site and putting them all to a viable use consistent with their conservation in accordance with paragraphs 126 of the NPPF.

In summary, the Table and Annex's show the development plans do not to surround or swamp the primary farmhouse or secondary listed barn and do not harm the hierarchy of built form on the site or the significance in establishing the way in which the buildings are viewed and experienced.

[REDACTED]

[Redacted]

From: [Redacted]
Sent: 16 October 2017 13:50
To: [Redacted]
Subject: RE: Stock Street Farm (West Access Clarification)

Hi [Redacted]

It was agreed that there was no requirement for an in , out only arrangement given the improvements to the eastern entrance which will facilitate simultaneous entry and exit in a safe and appropriate manner and both entries are suitable for such movements with full visibility available at each access.

Regards

[Redacted]

Journey Transport Planning Ltd
Victoria House
Chelmsford
Essex
CM1 1JR
Direct line: [Redacted]
Mobile: [Redacted]
www.journeytp.co.uk

[Redacted]

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From: [REDACTED]
Sent: 16 October 2017 12:35
To: [REDACTED]
Subject: Stock Street Farm (West Access Clarification)

Hi All

There is some misunderstanding about the West access to the site.

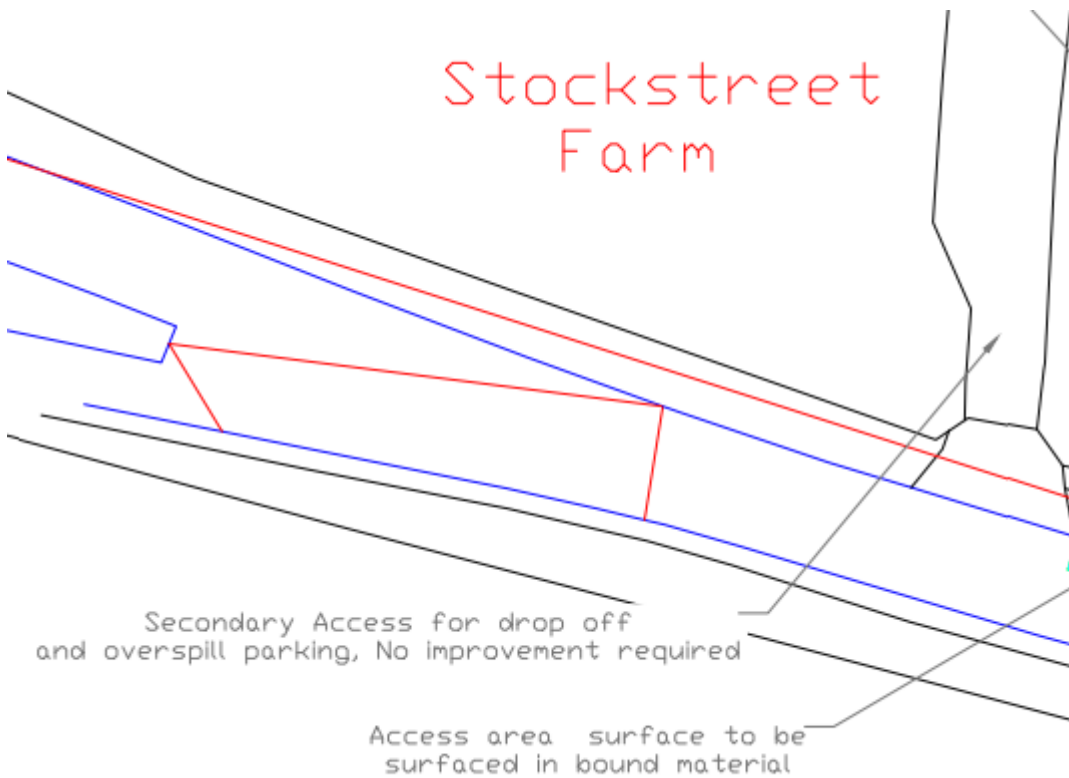
BDC are suggesting this access would need to be upgraded to facilitate "out only" access from the venue - I feel this is incorrect because;

3.3 of attached Stage 1 Safety Audit Jan 2017 by Journey confirmed

"Both access points have the benefit of visibility in accordance with Design Manual for Roads and Bridges with 2.4m by 215m being achievable across highway land..."

The only upgrade necessary to the West access is a new sign "No Entry for Stock Street Farm Barn" to be procured and installed for events. The access surface is already bound 7.5m from the gate to the A120 road and another 8m from the gate into the field. The gate is 7.3m wide.

Appendix 3 (snip below) went further and stated "No improvement required"



Thank you

[REDACTED]

From: [REDACTED]
Sent: 16 October 2017 12:35
To: [REDACTED]
Subject: Stock Street Farm (West Access Clarification)
Attachments: R01_07716_FD Supporting Access Assessment.pdf

Hi All

There is some misunderstanding about the West access to the site.

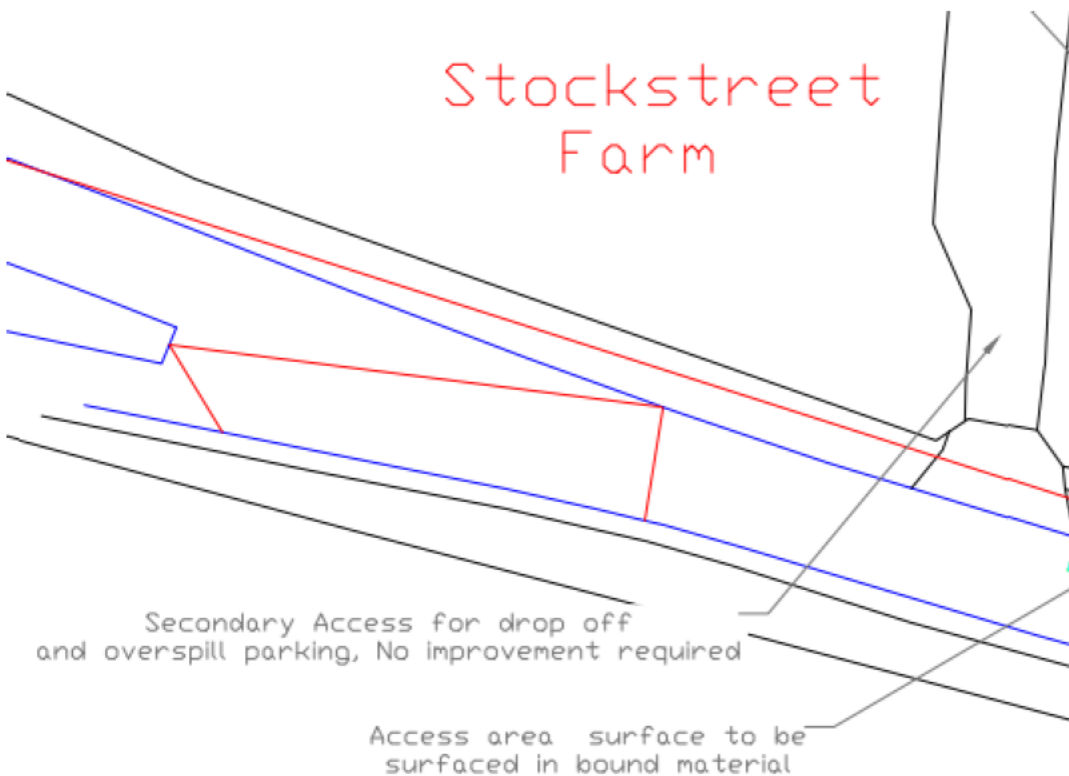
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The only upgrade necessary to the West access is a new sign "No Entry for Stock Street Farm Barn" to be procured and installed for events. The access surface is already bound 7.5m from the gate to the A120 road and another 8m from the gate into the field. The gate is 7.3m wide.

Appendix 3 (snip below) went further and stated "No improvement required"



Thank you

[REDACTED]

Adkins, Janet

From: [REDACTED]
Sent: 09 May 2019 11:16
To: [REDACTED]
Subject: appeal - 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX
Attachments: Appellants Statement.pdf

Hi [REDACTED]

Long time since we last spoke!

I am emailing in respect to the above site at Stock Street Farm, which I am sure we both were glad to be off the desk!

The Appellants have submitted two visibility splay drawings (right at the end of the attached appeal statement) – claiming that no works are necessary to enable adequate visibility to be achieved.

If possible, would you be able to check the visibility splays to see if it all adds up?

The appeal deadline is Thursday next week, so if I could have something by the latest on Wednesday it would be much appreciated.

Happy to discuss.

Kind Regards,

[REDACTED]
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