

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 13 October 2017 11:53  
**To:** [REDACTED]  
**Subject:** 17/01175/FUL 17/01176/LBC Stock Street Farm Stock Street Coggeshall CO6 1NX

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED]

I am just looking through this application and note that you ask for a condition on any approval stating the following:

*“Within 24 months of grant of permission, unless otherwise agreed in writing, the access is to be brought up to standards laid out in TD 41/95 or any revised standard published by the Highway Authority that replaces the said document and as illustrated in outline on the applicants drawing v3.2”*

Please may I ask two questions about this?

1. Which standard would it be in document TD 41/95 that both accesses will have to be upgraded too?
2. Would the access to the farm itself need widening (and thus the removal of wall)?

[REDACTED] does still not own the ‘west’ access as shown on his plan, so we are not satisfied these upgrades can be secured in any case.

Any questions let me know, your earliest response would be greatly appreciated.

Thank you,

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

[REDACTED] | [www.braintree.gov.uk](http://www.braintree.gov.uk) | [REDACTED]

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 16 October 2017 10:50  
**To:** [REDACTED]  
**Subject:** RE: 17/01175/FUL 17/01176/LBC Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED]

DMRB, is a little difficult to interpret as it should be read in its entirety as a number of factors are interrelated so it's not as simple as just complying with one or two paragraphs of the document. The improvements have been broadly shown on the applicants revised plan.


The access to the farm would need widening as shown on the drawing this is to allow two vehicles to pass one another in the access.

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](mailto:info@highwaysengland.co.uk)

---

**From:** [REDACTED]  
**Sent:** 13 October 2017 11:53  
**To:** [REDACTED]  
**Subject:** 17/01175/FUL 17/01176/LBC Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]

I am just looking through this application and note that you ask for a condition on any approval stating the following:

*“Within 24 months of grant of permission, unless otherwise agreed in writing, the access is to be brought up to standards laid out in TD 41/95 or any revised standard published by the Highway Authority that replaces the said document and as illustrated in outline on the applicants drawing v3.2”*

Please may I ask two questions about this?

1. Which standard would it be in document TD 41/95 that both accesses will have to be upgraded too?
2. Would the access to the farm itself need widening (and thus the removal of wall)?

██████████ does still not own the 'west' access as shown on his plan, so we are not satisfied these upgrades can be secured in any case.

Any questions let me know, your earliest response would be greatly appreciated.

Thank you,

██████████  
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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 16 October 2017 14:53  
**To:** [REDACTED]  
**Subject:** Re: 17/01175/FUL 17/01176/LBC Stock Street Farm Stock Street Coggeshall CO6 1NX

Thanks [REDACTED]  
[REDACTED] and [REDACTED] can you please help [REDACTED] appreciate that NO upgrade works are required to West access, just signage 're NO ENTRY to Stock Street Farm Barn.  
The gate is over 7m wide, has bonded surface over 7m from gate to road and over 7m bonded surface from the gate into the field.  
The new out only would need new NO ENTRY signage which I will get designed, approved and then deployed when we are hosting an event.  
Sorry we are going over this again.

Best regards  
[REDACTED]

On 16 Oct 2017 14:33, "[REDACTED]" > wrote:

Dear [REDACTED]

The document Highways England refer to is this one:

<http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol6/section2/td4195.pdf>

In terms of the Listed Building Consent, it does not currently serve a purpose because no physical works are proposed to the barns/listed building or its curtilage listed wall.

However, because we are not satisfied that the West access can be upgraded (as outside of your ownership) – we consider that you will need to use the existing farm access for both in and out traffic, which in order to be safe would require the removal of part of the curtilage listed wall.

If you appeal our decision with just the FUL planning permission for change of use, the inspector would only be able to consider the access arrangements in their current format; If he/she agrees with us that the West access cannot be upgraded, then they will have to take a view as to whether the existing farm access would be suitable or not, without any alterations to the wall. However, if the listed building consent description is amended to remove part of the wall, then the inspector can consider the proposed widening of the farm access in any decision.

I hope this is clear to you.

I haven't had a chance yet to speak to my manager as he has been in meetings most of the day so I will let you know if we can hold the decision until prior to 4pm today.

Thank you,  
[REDACTED]  
[REDACTED]

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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 23 October 2017 09:43  
**To:** [REDACTED]  
**Subject:** Stock Street Farm - West Access question

Hi [REDACTED] and [REDACTED]

Can you help me understand what is going on please?

BDC are set to reject my latest application today and will cite their concerns re West Access upgradeability as their main reason?

Thanks in advance

[REDACTED]



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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 24 October 2017 13:09  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Extension of time request for Stock Street Farm Barn change of use application...17/01175/FUL & 17/01176/LBC

Dear [REDACTED]

Thank you for your reply. I note you will issue another refusal imminently and I await the detail.

Your summary skips over a few points which I will highlight here for the benefit of Councillors and Consultees.

The previous applications have lasted for many months.

[REDACTED] (Listed Buildings Advisor) has never been to site

The meeting with [REDACTED] on 20th May 2016 was a chance meeting while he was there to put up a new Orange Planning notice, there was no appointment booked, [REDACTED] parked behind the barns (not on my drive or land) - suggesting no intention of coming onto the Premises for any purpose. In an attempt to build bridges I showed [REDACTED] and his colleague around. I note that [REDACTED] is neither a listed building or a roads expert.

You and I had previously agreed to meet in the New Year 2017 - to follow-up on my email 23 Nov 2016 wherein I outlined a number of pragmatic solutions to overcome the issues flagged by your team. We have never met. All other requested meetings with other members of the team have also been refused.

"enforcement" action

As Secretary of the Coggeshall Chamber of Trade and Commerce - I feel I need to walk the talk on local events and matters of importance to locals and potential visitors. I am proud to display large banners publicizing events in my village and I am sure [REDACTED] will note these have previously included Coggeshall Food and Drink Festival, Coggeshall Farmers Market, Coggeshall Beer Festival, No West Tey, No Incinerator etc. These temporary signs are put-up and removed as required - I ensure that they are in date, effectively secured, not obscured by foliage and kept clean. I also mow and pick up rubbish along my extensive boundary with the A120.

Please note I will shortly be publicising the Coggeshall Christmas events.

I am in discussions with Coggeshall Parish Council to see how Coggeshall can sign more effectively to provide an appealing diversion to visitors which may lead them use the facilities in the village where footfall / trade has declined marketedly in the last 18 months.

The red illuminated marquee arrow is something I made to put outside to aid guests, visitors and tradespeople to find us because this part of the A120 is unlit.

During the day and subject to weather conditions a flagpole is used to fly the Essex County sign. I was born in Chelmsford.

The post code CO6 1NX covers 3 houses and Satellite Navigation can take folks to the middle house in the post code; the Old Bake House, 76 Stock Street - some 230m away from our venue.

The arrow is deployed only when an event is running and supports guest safety - once planning for D2 has finally been granted I will work with team to develop appropriate permanent signage solution. The arrow contains no word or images, Taxi driver and out of town guest feedback about the arrow is very favourable - especially in fog / mist which is common near the Blackwater.

I also have a brown style sign with Stock Street Farm Barn and an arrow next to the farm gate also for directing traffic into my entrance and not the West entrance - helping to avoid any issues with neighbours / traffic flow.

On only one occasion I have publicized my own event with a banner - a temporary two week Halloween cinema season concluded 21 October 2017 (showing films is part of my Premises licence) - during the season over 300 people using fewer than 60 cars came to one or more of the events - which naturally I would say contributed to " locally character and distinctiveness" and supported NPPF 126.

In April 2016 - [REDACTED] did book a meeting to visit site and look at the new toilets I had installed in an enforcement capacity, concluding in a requirement for me to submit a new retrospective LBC planning application [16/01070/LBC]. After I had developed the application, drawings, pictures and suffered anxiety about the implications to my investment I was told that I needed to withdraw the application as this part of the building was not listed and no consent was required. (consistent with the external advice I had received prior to starting work).

Regards

[REDACTED]

[REDACTED]

[REDACTED]





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On Fri, Oct 20, 2017 at 8:04 PM, [REDACTED]

Dear [REDACTED],

I am writing in response to your e-mail below and further to your telephone conversations with the case officer [REDACTED].

As [REDACTED] explained to you, we were seeking an extension of time until the end of this week to clarify the description of the application for Listed Building Consent, which was submitted alongside the application for full planning permission (application references 17/01175/FUL and 17/01176/LBC refer) – please see previous e-mail from [REDACTED] attached for ease of reference. It is unfortunate that this has not been forthcoming.

As you are aware, [REDACTED] has drafted reports and decisions for your three current applications which I have reviewed. I am satisfied with all of the recommendations to refuse planning permission and listed building consent for the proposal. I have signed off these decisions which will be issued under delegated authority next week. In this regard, please also be advised that as we still have a recommendation from Highways England which states that the accesses need upgrading, there is a third reason for refusal which relates to the access to site.

I fully appreciate that you will be disappointed by the decision, however these applications have been carefully considered and we have liaised with you during the application process for both the current applications and the previous application. This current application has been validated for just over 8 weeks. [REDACTED] visited the site on the 7th of September 2017 to erect the site notice, while in the previous application 16/00750/FUL [REDACTED] visited the site where you showed him and a fellow colleague around on the 5th of May 2016. [REDACTED] has also driven by the site on other occasions and has noted the various unlawful signs / external lighting that are often erected – please note that these need to be removed. If unauthorised advertisements continue to be displayed, the local planning authority will need to consider taking enforcement action.

As [REDACTED] has previously advised, you have the option to appeal to the planning inspectorate if you disagree with our concerns relating to the application.

While I realise that this will be a disappointing response, I trust this clarifies matters.

Regards,

[REDACTED]

[REDACTED]

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

[REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: 16 October 2017 20:44

To: [REDACTED]

Subject: Extension of time request for Stock Street Farm Barn change of use application...17/01175/FUL & 17/01176/LBC

Hi [REDACTED] and [REDACTED] and District and Parish Councillors

I formally request more time for this application to be reviewed fully and enable this exceptional extension to [30 October] to enable either the Parish and or the District planning committee to call in this application for wider consideration.

Why?

The process to date has been managed as delegated reports with officer views expressed in earlier applications not changing despite material and significant changes to the design including, but not limited to; no curtilage wall removal, no new access tracks across domestic areas, occasional guest parking moved away from listed farmhouse (despite this being a yard) and area noise evidence and actual parking and guest data being provided - but not being fully considered.

Unlike Parish Council officers, the BDC officers and Essex Historic Building Consultant have never been to site in the 18 months this application has been running - despite probably being in Coggeshall 00's of time during the same period. Promised meetings have also never taken place - suggesting a predisposition against the application that has only ever had one public objection - that was not repeated.

The last application received NO public comments - this despite an additional 9 days public consultation being added and the Applicant being required to make a new Cert B notification to the only previous objector; [REDACTED]. One must therefore assume that the design changes with regard to vehicle movements met with [REDACTED] approval. There have been no environmental or other comments about the venue operation ever - either since or prior to the granting of the Premise License in June 2016.

The officers unchanged requirement for 100 parking spaces is unfounded, without precedent and unnecessary - as we are a ticketed niche event venue and not open to the general public. The BDC parking requirement has not changed despite growing evidence regarding actual usage - updated after each event (see table below). And no, we are not a wedding venue - as proven by the range of events held.

Suggest the officers wear my shoes for a month or two to see just how hard it is to generate and sustain interest in events which attract over 150 people - we have only achieved this on 2 occasions in the last 18 months; 11 Dec 2016 : Live Nativity where 52 cars parked and 193 people watched, supported and performed. 7 Oct 2015 where 46 cars parked and 156 people including all staff, guests, entertainers and caterers attended a 50th birthday.

The table below shows the impact of the licensed activities taking place in the barn - I submit that they have not been sufficiently harmful to the listed setting to support the rejection of the change of use application, indeed the opposite is true - the change of use to D2 supports the primary goals of NPPF (overlooked by the officers in their reports);

NPPF para 126 - conservation and enjoyment of the historic environment

sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation (e.g. barn dances!)

PPS7 - LISTED BARNES AND OTHER AGRICULTURAL BUILDINGS

**8.29** BDC favours non residential conversions with alternative uses that are less likely to result in sub- division, and also to have a greater potential to contribute to the local rural economy...

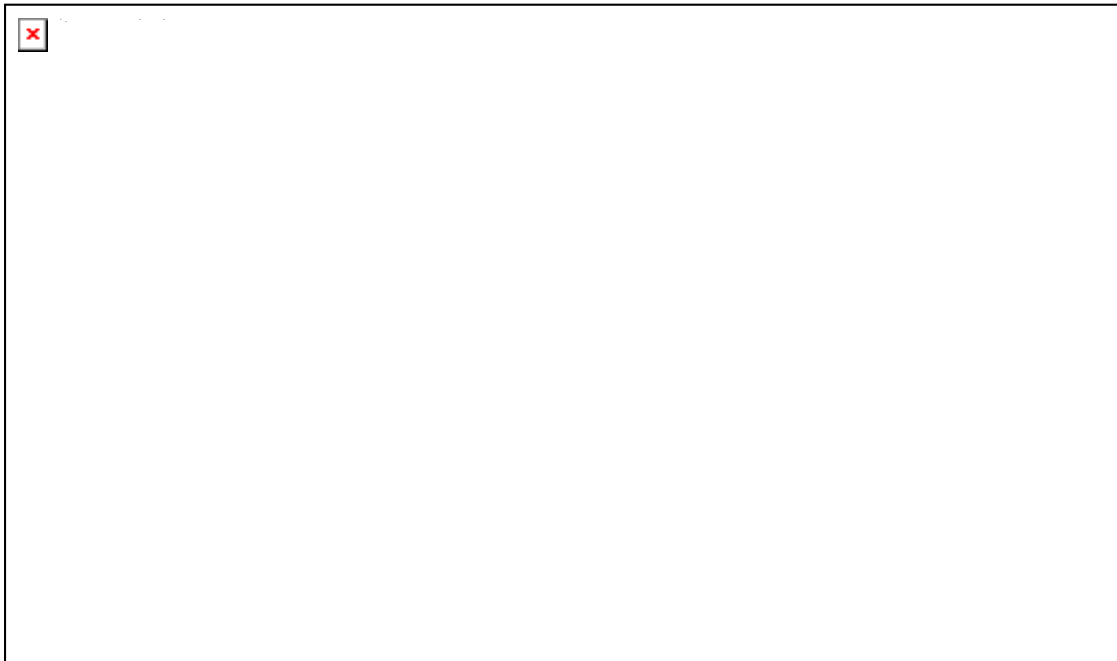
wider social, cultural, economic and environmental benefits from the use of the listed barn and the desirability of new development making a positive contribution to local character and distinctiveness - as cited by recent Halloween Cinema events in the listed barn, 2nd live nativity planned for 10 December 2017 and numerous other parties and events.

I would also like the independent BDC Planning Committee to opine on whether Stock Street Farm Barn has met the criteria to be deemed a "positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality" NPPF 131 -

Stock Street Farm Barn was identified as a local Hidden Gem in the B&W Times 7 Sept 2017 (overlooked by the delegated report) and or " desirability of new development making a positive contribution to local character and distinctiveness" bearing in mind the "development" in this case is limited solely to allocation of *upto* 67 occasional car parking spaces on either previous scrub hard-standing or amenity farm land that cannot be seen as one mass block from **any** public OR private receptor (unlike parking adjacent to the Grange Barn, Marks Hall Coach house etc etc).

Every £1 spent on consultants and experts is a £1 less to spend on the heritage asset and setting conservation....

I am additionally concerned in my capacity as the Secretary of the Coggeshall Chamber of Trade that other potentially viable businesses that could support our economy and want to operate from listed buildings in our area are being choked at birth by this team / process and this risk should be reviewed by the Planning Committee.



Regards

[Redacted signature]

[Redacted signature]

[Redacted signature]

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----- Forwarded message -----

From: "[REDACTED]" >  
To: "[REDACTED]" >  
Cc:  
Bcc:  
Date: Mon, 16 Oct 2017 13:33:06 +0000  
Subject: 17/01175/FUL 17/01176/LBC Stock Street Farm Stock Street Coggeshall CO6 1NX

Dear [REDACTED],

The document Highways England refer to is this one:

<http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol6/section2/td4195.pdf>

In terms of the Listed Building Consent, it does not currently serve a purpose because no physical works are proposed to the barns/listed building or its curtilage listed wall.

However, because we are not satisfied that the West access can be upgraded (as outside of your ownership) – we consider that you will need to use the existing farm access for both in and out traffic, which in order to be safe would require the removal of part of the curtilage listed wall.

If you appeal our decision with just the FUL planning permission for change of use, the inspector would only be able to consider the access arrangements in their current format; If he/she agrees with us that the West access cannot be upgraded, then they will have to take a view as to whether the existing farm access would be suitable or not, without any alterations to the wall. However, if the listed building consent description is amended to remove part of the wall, then the inspector can consider the proposed widening of the farm access in any decision.

I hope this is clear to you.

I haven't had a chance yet to speak to my manager as he has been in meetings most of the day so I will let you know if we can hold the decision until prior to 4pm today.

Thank you,

[REDACTED]

[REDACTED]



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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 15 November 2017 11:50  
**To:** [REDACTED]  
**Subject:** Re: Stock Street Farm - West Access question

Hi Guys

I have not heard anything from Braintree District Council since late Oct - have they spoken to you in the meantime about the need to upgrade the "West access"?

Thanks in advance

[REDACTED]

On Mon, Oct 23, 2017 at 9:43 AM, [REDACTED] > wrote:  
Hi [REDACTED] and [REDACTED]

Can you help me understand what is going on please?

BDC are set to reject my latest application today and will cite their concerns re West Access upgradeability as their main reason?

Thanks in advance

[REDACTED]



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[REDACTED]

---

**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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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 16 May 2019 10:16  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]

Thank you for this.

It has been asserted by the Appellant that they can upgrade the accesses at the site in accordance with TD 41/95 without requiring the removal of any part of the curtilage listed wall (the 'in' entrance).

Would you be able to confirm whether this is the case or not? Or do you need them to submit further information? If I put a condition on, as previously requested along the lines of:

“Within 24 months of the planning permission hereby approved, the access shall to be brought up to standards laid out in TD 41/95 or any revised standard published by the Highway Authority that replaces the said document and as illustrated in outline on the applicants drawing v3.2. Furthermore, a no entry sign is to be provided either side of the exit which is clearly visible from the A120.”

How can we check that this has been done appropriately?

Your assistance is greatly appreciated.

Kind Regards,

[REDACTED]  
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[REDACTED] | [www.braintree.gov.uk](http://www.braintree.gov.uk) | [REDACTED]

---

**From:** [REDACTED]  
**Sent:** 09 May 2019 4:01 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: appeal - 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]

Thankyou for your email. You asked the question about the visibility the distance marked on the plans, reflects what is required they appear to be meet in 2d on the plan, from a review of Street view it would appear that in 3d it could be OK but without a vertical section or a site visit I could not confirm 100% that the visibility is fully meet. Although it feels as though its OK

I note the site has been operating for sometime and there have been 5 recorded accidents in the area two directly outside Stock Street Barn (1 Serious and 1 Slight in 2017) in the last 5 years (2014-2018). Not sure if that is relevant or not

Hope that helps

Mark




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

Tel: [REDACTED]

Web: <http://www.highwaysengland.co.uk>

GTN: [REDACTED]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

---

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

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Kind Regards,

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[REDACTED]  
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<https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:38  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX  
**Attachments:** 2018-10-31 Section 278 Agreements - Informative v5.pdf

[REDACTED]

We were satisfied, at the time of our response that they could comply with the standard and unless anything has changed I do not see why it shouldn't now.

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Hope that helps.

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:16  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]

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Kind Regards,

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

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**From:** [REDACTED]  
**Sent:** 09 May 2019 4:01 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: appeal - 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

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Hope that helps

[REDACTED]

[REDACTED]  
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**Tel:** [REDACTED]  
**Web:** <http://www.highwaysengland.co.uk>  
**GTN:** [REDACTED]

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

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Kind Regards,

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:41  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX



Hi [REDACTED],

Thank you for clarity on the monitoring of this.

Something has changed however in this case, as previously it was set out that part of the curtilage listed wall would need to be removed to facilitate access (and as such this was applied for). They are now saying that they do not need to remove part of the wall to achieve the access upgrade. As it's now being appealed, I need to be sure that this is indeed the case, as part of our argument of harm comes from the loss of part of the curtilage listed wall.

Many thanks for your speedy response on this.

Kind Regards,

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

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:38 AM  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED],

We were satisfied, at the time of our response that they could comply with the standard and unless anything has changed I do not see why it shouldn't now.

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Hope that helps.

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:16

To: [REDACTED]  
Subject: RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED]

Thank you for this.

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Would you be able to confirm whether this is the case or not? Or do you need them to submit further information? If I put a condition on, as previously requested along the lines of:

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How can we check that this has been done appropriately?

Your assistance is greatly appreciated.

Kind Regards,

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[REDACTED] | [www.braintree.gov.uk](http://www.braintree.gov.uk) | [REDACTED]

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From: [REDACTED]  
Sent: 09 May 2019 4:01 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: appeal - 16/00750/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Hi [REDACTED],

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Hope that helps

[REDACTED]

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



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

Hi [REDACTED]

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I am emailing in respect to the above site at Stock Street Farm.



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

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Happy to discuss.

Kind Regards,

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 16:17  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

Thank you again [REDACTED], much appreciated.

Kind Regards,

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

---

**From:** [REDACTED]  
**Sent:** 16 May 2019 10:38 AM  
**To:** [REDACTED]  
**Subject:** RE: appeal - 17/01175/FUL Stock Street Farm Stock Street Coggeshall CO6 1NX

[REDACTED]

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**From:** [Redacted]  
**Sent:** 09 May 2019 4:01 PM  
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**Cc:** [Redacted]  
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### Third Party Works (Section 278 Agreements)

If as part of development proposals, there is a need to alter the trunk road network either to provide access on to it or to provide improvements to the road and its junctions, in order to mitigate the impact of the development, then the developer will need to enter in an arrangement with Highways England to procure and deliver these works.

This is undertaken by entering into a Section 278 Agreement of the Highways Act, 1980, as amended by section 23 of the New Roads and Street Works Act 1991, with Highways England.

The Agreement provides a financial mechanism for ensuring delivery of the mitigation works identified and determined as necessary for planning permission to be granted. This protects the Public owned Company against the risk of carrying out the works without adequate funds being in place.

Following granting of planning consent, the developer should contact the Service Delivery Manager of the trunk road affected to discuss taking these matters forward. The contact details are:

Service Delivery Manager  
Network Operations  
Highways England  
Woodlands  
Manton Lane  
Bedford MK41 7LW

Email [REDACTED]  
Telephone 0300 123 5000

There are a number of key points that should be noted in the delivery of highway works:

- It will be necessary to underwrite the whole cost of the works required under the S278 Agreement. This will include: -
  - The preparation of the cost estimate by our Service Provider

Highways England employs the Service Provider who provides day to day operational support to maintaining and operating the trunk road network. The Cost Estimate is the initial estimate of all the costs associated with implementing the scheme and provides the initial basis for entering into a S278 agreement. This can be split into two stages – Stage 1 design checking and Stage 2 supervision.

- Review of the design of proposed works agreed at the planning stage.

Sometimes there is a significant delay between agreeing highway measures at the planning stage, receiving planning consent and implementation. The check is to ensure the proposed works are still appropriate in light of any changing circumstances.



- 
- Site supervision.

The cost of supervising any highway works to be undertaken. This is to ensure works are implemented in accordance with current standards and in a safe and appropriate manner

- Temporary Traffic Management (if required)

Temporary Traffic Management is a system of road traffic signs, placement of traffic cones required to ensure that road works can be carried out safely whilst still allowing traffic to proceed in a safe manner

- Scheme works

The costs of the works

- Road safety audits (RSAs)

There are four different stages of Road Safety Audits depending on the stage of implementation of the works. The audits ensure that the highway design is safe to use. RSA Stage 1 is an initial safety audit check undertaken as part of the planning application process. RSA Stage 2 is normally carried out prior to works on site commencing and Stage 3 is normally carried out once the works are complete. RSA Stage 4A & B is a check of the operation of the scheme once the works have been completed and are open to traffic. Usually Stage 4A 18 months and Stage 4B 42months after works completed.

- Highway England's administration fee

This sum covers all the administrative costs associated with processing and progressing the S278 works through to completion

- Maintenance commuted lump sum payment (CLS) (if required)

This sum covers the maintenance to be undertaken by Highways England relating to elements of the proposed highway scheme and is calculated on the basis of a 60 years evaluation period in accordance with Her Majesty's Treasury guidelines.

- Land Compensation Act 1973, Part 1 Claims (if required)

There is the potential for claims by adjoining property and/or land owners affected by the highway works under the Land Compensation Act 1973. This applies to individual property owners who consider they may have a right to compensation where the value of an interest in land is depreciated by physical factors caused by the highway works, such as an increase in traffic noise due to re-alignment of the carriageway and the provision of artificial lighting or traffic signals.

- 
- It should be noted that before any works can take place, the S278 Agreement will need to be signed and all the estimated costs, including administrative costs and Agents fees, will have to be paid prior to the commencement of the highways works. Highways England is not allowed under statute to bear any cost associated with the drawing up of the Agreement, or related design and construction costs.

### **Further Information regarding S278 Agreements**

This is an initial guidance on the need for a S278 agreement. Further information on S278s can be found on Highways England's website [www.highways.go.uk](http://www.highways.go.uk) or by contacting Highways England using the contact details above.

It should be noted that any works on or adjacent to the trunk road may need traffic management. The process for this includes booking road space. Any required road space should be agreed at an early stage to avoid any delay in delivery any required changes to the highway.

April 2019



THE RT. HON. PRITI PATEL MP  
WITHAM

HOUSE OF COMMONS  
LONDON SW1A 0AA

Tel: 020 7219 3528  
E-mail: [withamp@parliament.uk](mailto:withamp@parliament.uk)  
Website: [www.pritipatelmp.com](http://www.pritipatelmp.com)

Mr Martin Fellows  
Regional Director of Operations (East)  
Highways England (Regional Office)  
Woodlands  
Manton Lane  
Bedford  
Bedfordshire  
MK41 7LW

Our Ref: ZA49201

18 September 2019

Dear Mr Fellows,


**Stock Street Farm Barn, Coggeshall**

I have been contacted in relation to a planning application and appeal for the above referenced site, which is located off of the A120 at Coggeshall.

I would be grateful if you can let me know the views of Highways England in relation to road safety for this site and any measures that could be put in place to improve and enhance road safety at this location.

I look forward to your reply.

Yours sincerely,

*with our good wishes*  


**Rt Hon Priti Patel**  
**Member of Parliament for Witham**

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 26 September 2019 11:20

**To:** [REDACTED]

**Subject:** [REDACTED]

**Attachments:** Radius KERB DRW DMRB 41\_95.pdf; DR 4Rev.pdf; Sight lines 2.4 x 215m as TD 42 95.pdf

Hi [REDACTED]

Thanks for taking my call today.  
We are urgently looking for the following please

- **Decision regarding radius kerbing required for TD 41/95- as per [REDACTED] Email 1 AUG 2019**
- **Confirmation that works are only required to Highways Land**

3 Attachments for ease of reference

- 10m Kerb radius drawing
- DR4 layout - showing D2 use
- Sight Lines showing 2.4 by 215 achievability

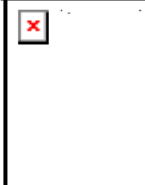
Many thanks in advance



**3 Attachments**

--

[REDACTED]



[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 26 September 2019 11:32  
**To:** [REDACTED]  
**Subject:** Re: Stock Street Farm Barn - CO6 1NX

many thanks, [REDACTED]

On Thu, 26 Sep 2019 at 11:29, [REDACTED] wrote:

[REDACTED]


From my review of the drawings you have provided and knowledge of the site, The radius (10M) assuming no large good vehicles regularly visit the site, would appear to be within the Highway Boundary

[REDACTED] should be able to confirm categorically

Regards

[REDACTED]

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

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Customer Contact Centre is available 24/7 on 0300 123 5000 or [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

From: [REDACTED]  
Sent: 26 September 2019 11:20  
To: [REDACTED]  
Subject: Stock Street Farm Barn - CO6 1NX

Hi [REDACTED]

Thanks for taking my call today.

We are urgently looking for the following please

- **Decision regarding radius kerbing required for TD 41/95- as per [REDACTED] Email 1 AUG 2019**
- **Confirmation that works are only required to Highways Land**

3 Attachments for ease of reference

- 10m Kerb radius drawing
- DR4 layout - showing D2 use
- Sight Lines showing 2.4 by 215 achievability

Many thanks in advance



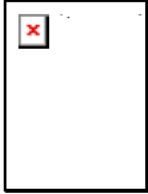
**3 Attachments**

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[Redacted]

[Redacted]

[Redacted]



[Redacted]

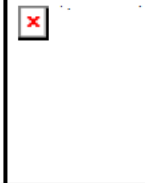
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**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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--  
[Redacted]



[Redacted]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 26 September 2019 12:01  
**To:** [REDACTED]  
**Subject:** Re: Stock Street Farm Barn - CO6 1NX

Hi [REDACTED]

Is there a *new works reference #* - I can quote to order / obtain quotes for this work please?

Please note I am also in discussions with Essex Highways / ECC about including a **NEW bus stop** (ideally at the same time) it will address the 3.6KM stretch of A120 without a bus stop today and help reduce traffic to my operations. There are currently 15 BUS stops (30 points on N and S carriageways) in the range of speed zones and designs.

Thanks again for your help  
Best regards  
[REDACTED]

On Thu, 26 Sep 2019 at 11:29, [REDACTED] wrote:

[REDACTED]

From my review of the drawings you have provided and knowledge of the site, The radius (10M) assuming no large good vehicles regularly visit the site, would appear to be within the Highway Boundary


[REDACTED] should be able to confirm categorically

Regards

[REDACTED]

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



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Keep up to date with our roads projects at [Highways England East Road Projects](#)

Customer Contact Centre is available 24/7 on 0300 123 5000 or [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

From: [REDACTED]

Sent: 26 September 2019 11:20

To: [REDACTED]

Subject: Stock Street Farm Barn - CO6 1NX

Hi [REDACTED]

Thanks for taking my call today.

We are urgently looking for the following please

- **Decision regarding radius kerbing required for TD 41/95- as per Steve's Email 1 AUG 2019**
- **Confirmation that works are only required to Highways Land**

3 Attachments for ease of reference

- 10m Kerb radius drawing
- DR4 layout - showing D2 use
- Sight Lines showing 2.4 by 215 achievability

Many thanks in advance



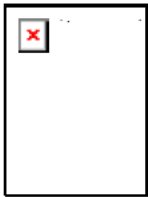
**3 Attachments**

--

[Redacted]

[Redacted]

[Redacted]



[Redacted]

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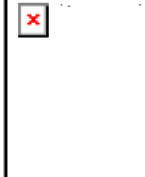
**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

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--

[Redacted]



[Redacted]

Our ref: CRS 771,540

Your ref: ZA49201

The Rt Hon Priti Patel MP  
House of Commons  
London  
SW1A 0AA

Highways England  
Second Floor  
Woodlands  
Manton Lane  
Bedford  
MK41 7LW

Tel: [REDACTED]

27 September 2019

Dear Priti Patel

### **Stock Street Farm Barn, Coggeshall**

Thank you for your letter of 18 September regarding the planning application and appeal relating to Stock Street Farm on the A120 at Coggeshall.

We are consulted on all planning applications which may have an impact on the strategic road network, including the A120. We assess the impact of proposed developments to ensure that the strategic road network continues to operate safely and efficiently.

In the case of the proposals at Stock Street Farm we were concerned about the width of the access from the A120 being insufficient to allow vehicles to safely enter and exit the site. The secondary access to the west of the site falls outside of the applicant's boundary and was therefore not a viable alternative. We were also concerned about the lack of parking on the site which could result in vehicles being parked along the A120.

In our response to the local planning authority we requested that conditions be attached to any subsequent planning approval to improve the access arrangements to the site for vehicles.

We would be happy to meet and discuss with the applicant what those access improvements may entail.

If they would like to discuss this further, they are welcome to contact the Asset Development Team Leader, [REDACTED]. [REDACTED] can be contacted by email at [REDACTED] or by telephone on [REDACTED].

Alternatively, the correspondence address is above.

Yours sincerely



Martin Fellows  
Regional Director  
Operations (East)  
Email: [martin.fellows@highwaysengland.co.uk](mailto:martin.fellows@highwaysengland.co.uk)

**From:** [REDACTED]  
**Sent:** 07 October 2019 14:25  
**To:** [REDACTED]  
**Subject:** CO6 1NX Stock Street Farm Barn D2 use  
**Attachments:** Radius KERB DRW DMRB 41\_95.pdf; Sight lines 2.4 x 215m as TD 42 95.pdf; DR 4Rev.pdf

Hi [REDACTED]

Thanks for taking my call today - sorry to catch you outside work.

As requested, please find some drawings attached to refamiliarize yourself with my case.

[REDACTED] has been very helpful in the mean time and I have added his notes from email 26 Sept.

In your letter parking capacity concerns were mentioned, however, this was not part of the Highways consultee response.

Please review the parking data provided to see if you could make a supportive comment in the future to assist / guide officers.

3 elements to this email;

1. West Access
2. Parking
3. Bus Stop NEW

### 1) West Access (OUT)

A 10m radius kerbing requirement has been confirmed by Mark

Sight lines are 2.4 x 215m and so compliant with TD 42/95

We believe strongly (but would like speedy confirmation) that the land upon which the radius work will take place is all Highways land - and so requiring no further approvals or other landowner permissions.

[REDACTED] Email 26 Sept 2019

Thu, 26 Sep, 11:29 (11 days ago) ☆ ↶ ⋮

From my review of the drawings you have provided and knowledge of the site, The radius (10M) assuming no large good vehicles regularly visit the site, would appear to be within the Highway Boundary

[REDACTED] should be able to confirm categorically

Regards

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

Web: <http://www.highwaysengland.co.uk>

### East Access (IN)

No change

### 2) Parking

Not sure where the 100 parking space requirement came from - think it is unlikely to have been Highways England as this was *not* included in your Consultee response to Braintree Officers.

However, it would be helpful to BDC officers, to have a strong steer from Highways on this topic ahead of the next round.

Some details.

**The site itself is a GII listed barn with 225m2 of gross floor space for dancing, drinking and cinema (as measured by the Valuation Agency).**

In cinema configuration we can accommodate 90 cinema seated guests.

Max standing capacity in new Application will be 200 guests. (was 220).

Only 1 type of event can place at any time.

We do not operate everyday; ~45 - 55 events per year (we are not open Jan, Feb and Mar).

**Within its curtilage the site can accommodate 87 Essex standard spaces (see DR 4Rev)**

#### Essex Standard parking requirements

- Cinema requires 1 parking space per 5 seats - so 18 spaces
- D2 requires 1 parking space per 20m2 - so 12 spaces
- A4 requires 1 parking space per 5m2 - so 45 spaces

#### Sui Generis Parking Standards - Planning Service (DOE) Feb 2005

- 1 space per 3m2 (outdoor bar) - so 75 spaces (this standard *IS NOT* included in the Essex version)

The site meets the highest Planning Service curtilage parking requirement with a considerable 14% tolerance on top.

Other recent and local precedent that could be helpful;

**Houchins 13/00008/FUL** granted D2 Use.

Houchins has 150 guest capacity and 49 car parking parking within its curtilage (3 per car).

It seems to have 222m2 gross floor area drinking dancing etc

Why Houchins? Well it is just up the A120 from Stock Street Farm Barn and also on a 60mph stretch and only accessible from the A120.

Using 3 guests per car we would need 67 spaces for 200 guests to be consistent - however with 87 we meet this level with an additional healthy contingency of 23% or 20 spaces on top.

Our highest peak parking has been 73 cars in over 3 years of operation (leaving a minimum of 17% tolerance or 14 spaces).

### **3) NEW Bus Stop**

We are also working with the County Council to ask for a new "request only" bus stop. My Transport Consultant Journey Transport is currently finalizing the proposal for the most appropriate type of stop.

The bus stop may marginally reduce the need for cars to park on site, but this is not essential to the success of the new planning application.

#### 3 x Attachments;

10m Radius kerb

Sight Lines for TD 42/95

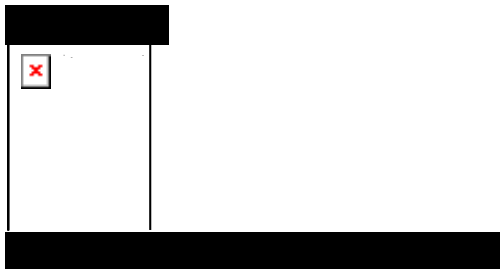
DR 4Rev showing within curtilage parking for 87 cars and revised OUT.

Hope we can catch up on Friday 11 October.

Best regards

--





[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 09:49  
**To:** [REDACTED]  
**Subject:** Re: CO6 1NX Stock Street Farm Barn D2 use  
**Attachments:** DR5 Access Detail.pdf; DR4 General Arrangement.pdf

Hi [REDACTED]

Please find the 2 drawings attached from Journey Transport; 1) Confirming the West Access works are within Highways Boundary (DR5 Access Detail) and 2) A new general arrangement drawing for the bus stop etc (DR4 General Arrangement) .

Are you free for a catch-up this morning please?

Best regards

On Mon, 7 Oct 2019 at 14:24, [REDACTED] > wrote:  
Hi [REDACTED]

Thanks for taking my call today - sorry to catch you outside work.

As requested, please find some drawings attached to refamiliarize yourself with my case.

[REDACTED] has been very helpful in the mean time and I have added his notes from email 26 Sept.

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3. Bus Stop NEW

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█ should be able to confirm categorically

Regards

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

Web: <http://www.hgtraviseotland.co.uk>

East Access (IN)  
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Sight Lines for TD 42/95

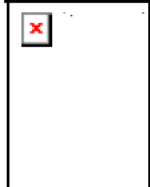
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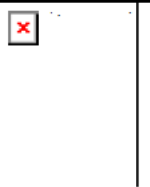
[Redacted signature]



[Redacted text]

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[Redacted signature]



[Redacted text]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 24 October 2019 09:15  
**To:** [REDACTED]  
**Subject:** RE: Seeking a written summary of our discussions

Hi [REDACTED]

Sorry for the slow response.

I will come back to you later this morning.

Regards

[REDACTED]

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

**From:** [REDACTED]  
**Sent:** 24 October 2019 08:02  
**To:** [REDACTED]  
**Subject:** Seeking a written summary of our discussions

Hi [REDACTED]

I had to submit my new D2 Planning Application yesterday and would like to now quickly add the results of our discussions relating to highways safety;

GG104 assessment / score (one way system, safety management and relevant data)

Ample on-site parking capacity for a 225m2 D2 venue with over 85 spaces exceeding Essex Parking Standard A4 (55 = 1 space per 5m2) and also DOE A4 Sui Generis (77 = 1 space per 3m2)

My ability to upgrade the highways land leading to the West access to TD 41/95 standards IF REQUIRED without further approvals. I note from Highways comments to 19/01480/COUPA that this entrance is already 5000 VM capacity) and may need only minor upgrade.

Thanks in advance

[REDACTED]

On Wed, 16 Oct 2019 at 20:53, [REDACTED] wrote:

Hi [REDACTED]

I have completed a draft GG104 assessment attached, which I hope will help our case. Could you kindly take a look and let me have any feedback please?

Also

There are 2 Parking signs, 1 either side of us; to the East ~300 yds and to the West about ~180 yds - these are both new installations.

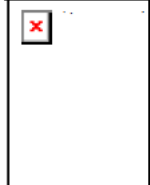
Could they accommodate signage relating to advice about accessing my D2 venue as I feel this would help folks avoid;

- late braking
- missing the right entrance

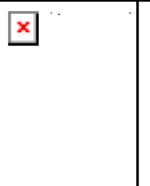
and also increase awareness for road users generally reducing the likelihood of non ticket holders or invited guests slowing to try and see what is going on.

Thanks in advance for your continued guidance and support.

--



--



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 24 October 2019 09:37  
**To:** [REDACTED]  
**Subject:** FW: GG104 exercise completed - can you kindly take a look please?  
**Attachments:** GG 104 v1.docx

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

**From:** [REDACTED]  
**Sent:** 16 October 2019 20:53  
**To:** [REDACTED]  
**Subject:** GG104 exercise completed - can you kindly take a look please?

Hi [REDACTED]

I have completed a draft GG104 assessment attached, which I hope will help our case.  
Could you kindly take a look and let me have any feedback please?

Also

There are 2 Parking signs, 1 either side of us; to the East ~300 yds and to the West about ~180 yds - these are both new installations.  
Could they accommodate signage relating to advice about accessing my D2 venue as I feel this would help folks avoid;

- late braking
- missing the right entrance

and also increase awareness for road users generally reducing the likelihood of non ticket holders or invited guests slowing to try and see what is going on.

Thanks in advance for your continued guidance and support.

--

[REDACTED]



[REDACTED]

## Requirements for Safety Risk Assessment

### 1.0 Safety Risk Assessment Process

Feature	Assess Type selected	Comment relating to Type
Prior experience of activity	A	Highly common
Standards etc	A	See section 1
Impact to Highways England	A	Zero
Size and scale of activity	A	Limited – See section 2 (2.20)
Technical	A	Nothing unusual
Stakeholder Impact	A	Several stakeholders but low impact.

#### 1.1 Summary

Where all activity features are categorised as type A then the entire activity is type A.

For activities categorised as type A, the categorisation shall be approved by the person responsible for managing the activity. (2.11)

#### 2.0 Purpose of the activity

The primary purpose of the activity is to facilitate a rural D2 business located on the A120 (licensed since Jun 2016) without incident to continue to operate safely with any additional risk from the current baseline to Workers and Users kept (As low as Reasonably Possible) ALARP. The Applicant requires a change of use from B8 to D2 to comply with planning law.

Due to the very small scale of the D2 activity in comparison to the daily A120 traffic volumes, and that there have been no event related incidents in over 3 years of operation (at normal levels) – it is not possible to generate a meaningful safety risk metric at either Individual or Collective risk.

### 3.0 Hazards

#### 3.1 Who?

Workers and Users could be affected by the affected by the Application

#### 3.2 What are the hazards?

In this section the applicant has itemised each hazard in descending order of Risk Value as determined by using the Table D12 of GG104.

Risk Value

Low (1-9)

Medium (10-19)

High (20-25)

**Table 1 : Hazards**

<b>Item Ref</b>	<b>DESCRIPTION</b>	<b>Risk Value</b>
3.2.1.	Cars slow to enter the D2 venue – slowing traffic	<b>5</b>
3.2.2	Cars brake late to enter the D2 venue – causing other traffic to brake hard	<b>5</b>
3.2.3	Cars brake / stop to allow cars to enter the D2 venue across their path	<b>5</b>
3.2.4	Cars from Colchester miss the IN and turn into the OUT	<b>5</b>
3.2.5	Cars slow to see what's going on in the D2 venue	<b>5</b>
3.2.6	Cars cannot pass through the site (leaving cars blocking the carriageway).	<b>3</b>
3.2.7	Guests park on the verge between the boundary wall and the A120 carriageway	<b>3</b>
3.2.8	Insufficient on-site car parking for 200 guest capacity	<b>2</b>
3.2.9	Cars exit via the narrower IN (East) entrance during an event	<b>1</b>
3.2.10	Sight lines are restricted by foliage growth between Highways England attention.	<b>1</b>

### **3.3. Where are the hazards?**

There are 2 entrances onto the A120 – shown in 4.4

East access is 3.8m wide and gated (IN only – during Event times)

West access is 7.3m wide, 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 West access was a major part of the Stage 1 Safety Audit produced in Jan 2017 by Journey Transport to support (16/00750/FUL), which confirmed only upgrade necessary to the West access is a new sign "No Entry for Stock Street Farm Barn" to be procured and deployed only for events. The proposal has subsequently evolved so as not require any modification to the East access and an increase in parking provision to 87 Essex standard spaces.

The West access land ownership adjacent to the A120 has been confirmed and includes the >7.5m from the road to gate as Highways England land apron, enabling any upgrade conditions to be made by the Applicant without further permissions.

### **3.4 When are the hazards?**

The D2 venue is not open to the public during the licensed hours – it is only open for specific Private or Public ticketed events and typically events are held at weekends during the evenings on Friday and Sat (and Sun BH), Sunday during the afternoon and school holidays etc

Guests generally arrive during a 30 - 60 minute window before an event e.g. before host for surprise party or before bride and groom for a wedding ceremony / reception, or before the scheduled start of a film / band / quiz / other activity.

Guest departure is typically dissipated over a longer period than arrivals.



### **3.5 Why is there a potential hazard?**

3.5.1 While the D2 operation has been in licensed operation since June 2016 without any incident or comment, the Applicant requires a change of use from B8 to D2 to comply with planning law.

3.5.2 A120 **USERS** may not know about the D2 venue and may not be expecting to see a higher volume of traffic entering / leaving the site; including taxis, minibuses, coaches etc , parking marshals in high visibility jackets / vests, illuminated wayfinding signs and strings of lights partially visible between hedges, walls or buildings.

NOTE : Stock Street Farm Barn, cut the hedges and grass along the NORTH carriageway along the Property boundary and further to the West frequently during the growing season and litter pick throughout the year retrieving general litter and also larger debris from traffic that could be dangerous.

**3.5.3 A120 WORKERS are not affected by operations but may be impacted during any development works.**

### **3.6 How does the hazard have potential to cause harm?**

#### **Hazards are described in more detail with Risk Values in Section 3.0**

3.6.1 Slowed traffic and increased journey time on a 60mph stretch of trunk road prior to an Event.

3.6.2 Increased numbers of vehicles turning off the A120 into the Venue before a private or public event.

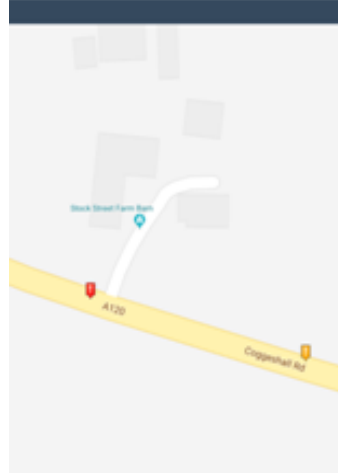
3.6.3 Increased numbers of vehicles joining the A120 on a 60mph stretch of trunk road during (after drop off) or after an event.

3.6.4 A potential distraction to Users (events) and (Event publicity signs – at other times).

3.6.5 Guests could park on the verge of the A120 between the boundary wall, on the pathway and the carriageway potentially reducing visibility for guests leaving the venue and blocking a footway.

## 4.0 Safety Risk Analysis

4.1 The frequency and severity of Road Traffic Accidents in the last 3 years in post code CO6 1NX and in close proximity to SSFB is shown below.



### B No Event at this time

crashmap.co.uk

Crash Date: Tuesday, April 25, 2017 Time of Crash: 4:43:00 PM Crash Reference: 2017420175998

Highest Injury Severity: Serious Road Numbers: A120 Number of Casualties: 4  
 Local Authority: Braintree District OS Grid Reference: 582777 222631  
 Weather Description: Fine without high winds  
 Road Surface Description: Dry  
 Speed Limit: 60  
 Light Conditions: Daylight: regardless of presence of streetlights  
 Carriageway Hazards: None  
 Junction Detail: Not at or within 20 metres of junction  
 Junction Pedestrian Crossing: No physical crossing facility within 50 metres  
 Road Types: Single carriageway  
 Junction Control: Not Applicable

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)

Page 1 of 3 5/17/2019 11:47:03 PM

crashmap.co.uk

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
5	Van or goods vehicle 3.5 tonnes mgv and under	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
4	Car (excluding private hire)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
3	Van or goods vehicle 3.5 tonnes mgv and under	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
1	Agricultural vehicle	-1	Male	36 - 45	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire)	2	Female	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
4	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)

Page 2 of 3 5/17/2019 11:47:03 PM

### C No Event at this time

roadcrash.co.uk

Accident 2017420213950

The accident with index '2017420213950' happened on Sunday, August 27 of 2017 at 05:45:00. It was a Slight accident with 1 casualties involving 2 vehicles. The weather was Fine no high winds, the road was Dry and it was Daylight. The speed limit in the accident location was 60 mph. The Police from Essex did not attend the accident. The road type is Single carriageway.

The vehicles involved were:

- Car
- Pedal cycle

The full details of the accident 2017420213950 are shown below:

Accident Index	2017420213950	Severity	Slight
Date	2017-08-27	Time	05:45:00
Local authority District	Essex	Number of vehicles	2
Local authority Highway	Essex	Number of casualties	1
Speed Limit	60	1st Road Class	A
Road Type	Single carriageway	1st Road Number	120
Junction Detail	Not at junction or within 20 metres	2nd Road Class	Data missing or out of range
Junction Control	Data missing or out of range	2nd Road Number	0
Pedestrian Crossing	None within 50 metres	Physical Pedestrian Crossing	No physical crossing facilities within 50 metres
Weather Condition	Fine no high winds	Light Condition	Daylight
Road Surface Condition	Dry	Special Condition	None
Carriageway Hazards	None	Urban or Rural Area	Rural
Police Force	Essex	Did Police Officer Attend	No
LSOA of Accident	E01021970		

Location of Accident 2017420213950

### Location of Accident 2017420213950



### Vehicles

The full list of vehicles involved in the accident 2017420213950 is shown below. To see the detail of each vehicle please click on the reference of the vehicle:

Ref	Type	Driver			Manoeuvre		
		Gender	Age Band	Manoeuvre	Location	1st Impact	
1	Car	Not known	-	Going ahead other	On main dway - not in restricted lane	Front	
2	Pedal cycle	Male	50 - 65	Going ahead other	On main dway - not in restricted lane	Back	

### Casualties

The full list of casualties of the accident 2017420213950 is shown below. To see the detail of each casualty please click on the reference of the casualty:

#### 4.1.1 Quantitative Data Summary

No incident has occurred during a D2 event.

None of the incidents recorded in the post code has resulted in a fatality.

#### 4.2 Qualitative Data

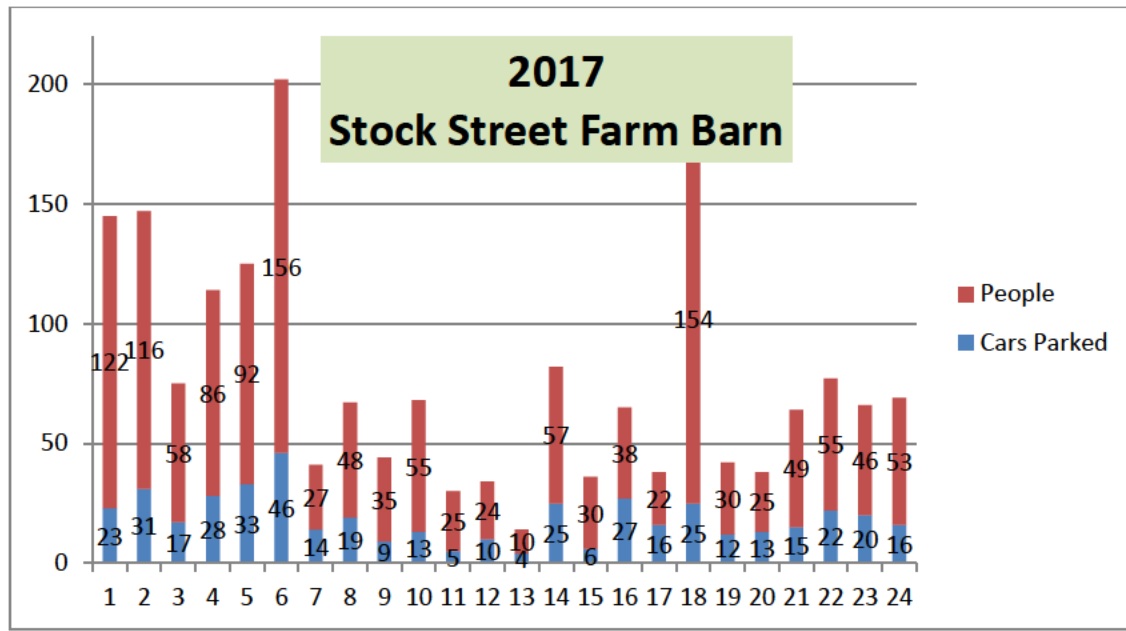
In our experience of running events for more than the last 3 years we find that cars slow on the A120 as typically 1 or more vehicles is indicating and seeking to turn RIGHT into the D2 Venue from Colchester.

We also find that vehicles that drop guests, including taxis, and then turn East towards Colchester onto the A120 often allow more traffic to enter the D2 venue before proceeding.

Cars turning into the D2 Venue from Braintree also slow / stop allowing other guest vehicles to enter from the Colchester direction – this has the effect of reducing any backlog from Colchester (the higher risk direction).

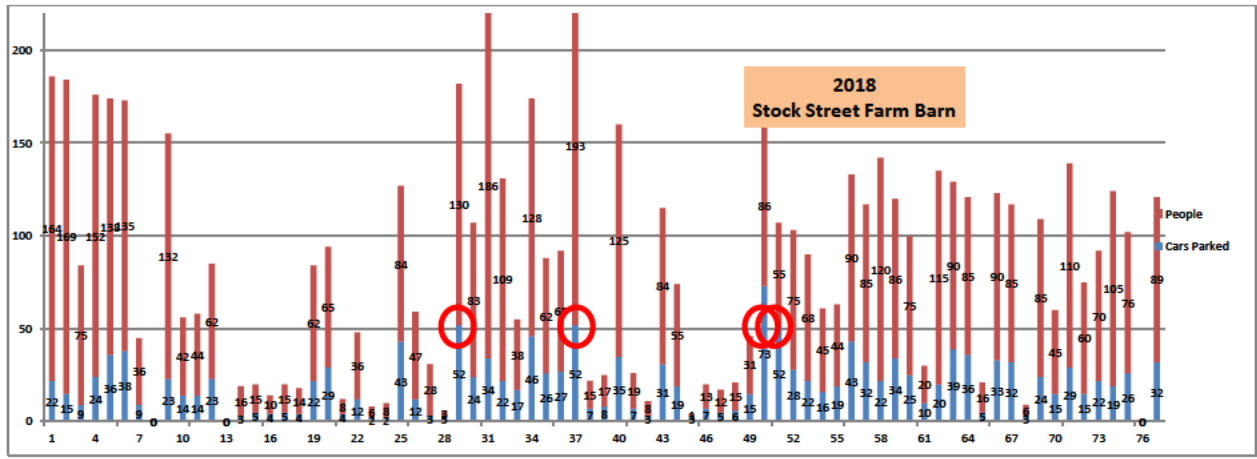
The guest drop / taxi point is ~32m within the site – allowing over 8 cars “to stack” within the curtilage plus another 1 on the Highways England’s land apron. Guest drop / parking is facilitated by marshal to minimise cars dropping closer to the road.

The entire stack from A120 entrance to A120 exit is ~137m which equates to over 30 cars in single file – should that ever be required.



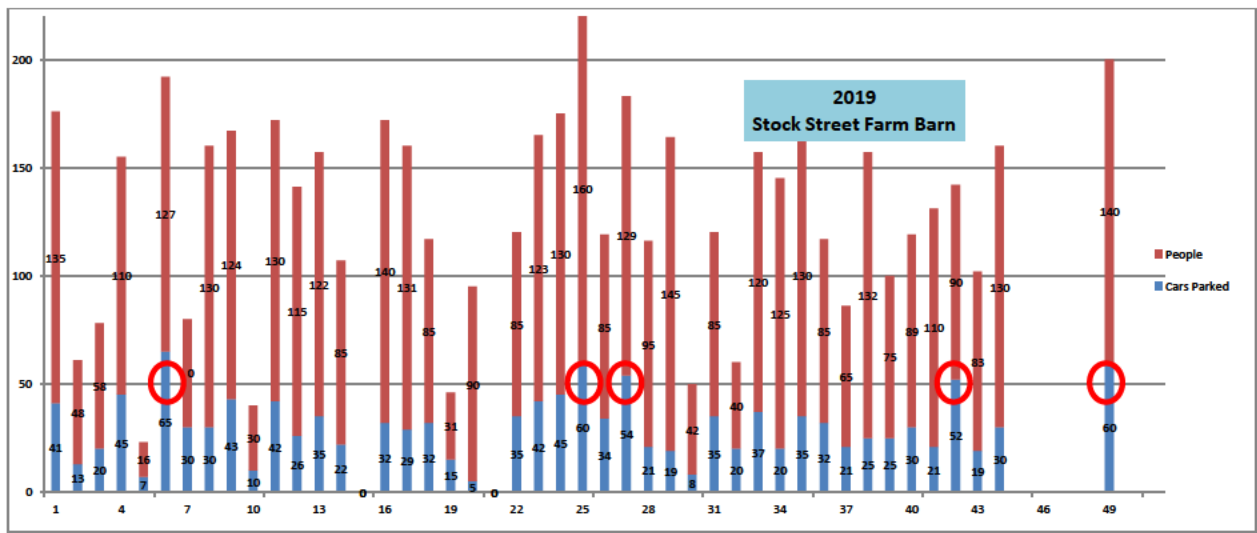
#### 2017 Summary

0 events exceeded 50 cars



**2018 Summary**

4 events exceeded 50 cars  
 Peak parking was 73 cars (84% of capacity)



**2019 Summary**

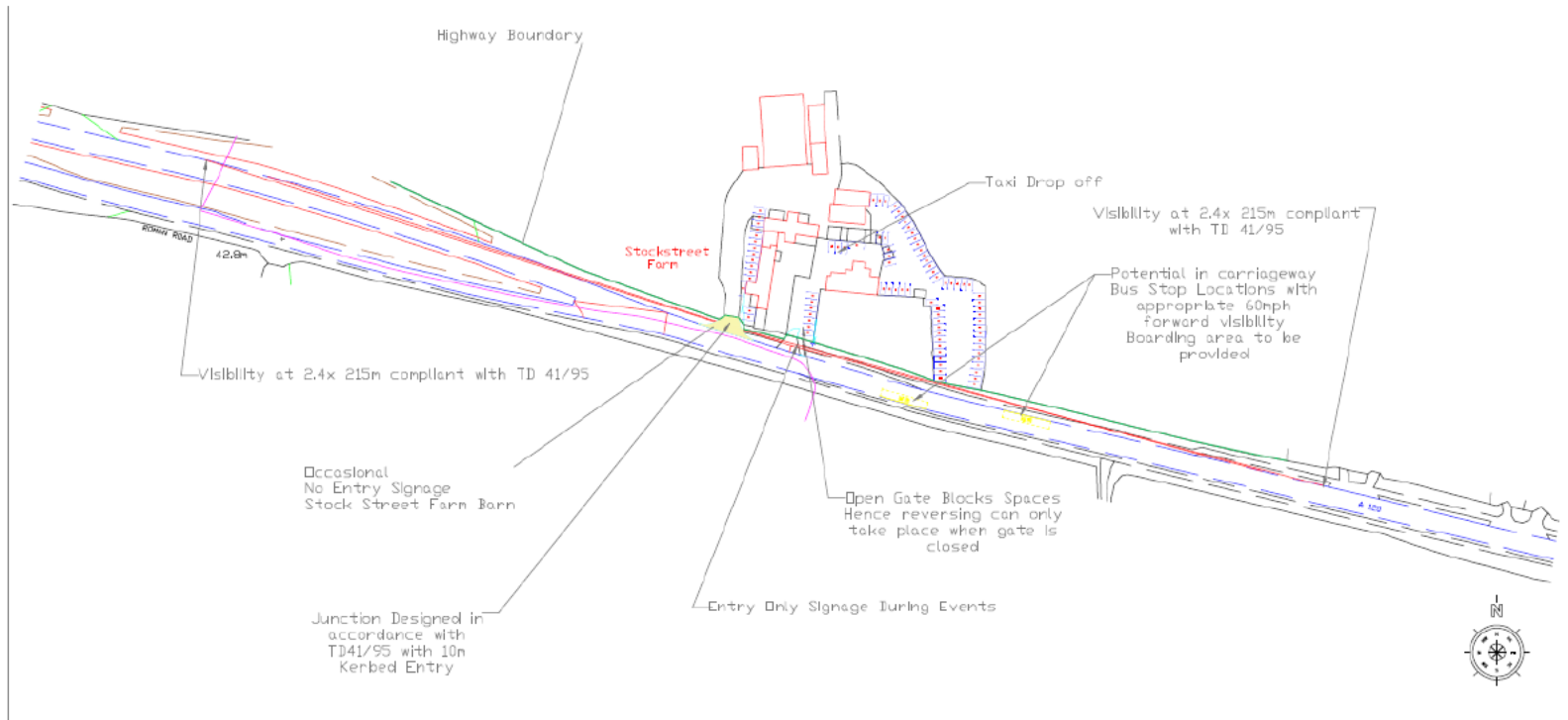
5 of events exceeded 50 cars  
 Peak parking was 65 cars (75% of capacity)

**2020 Summary**

2019 represents a typical year with a mix of private and public events, many using taxis, coaches etc to get to and from the D2 venue enabling higher number of People attending with a lower number of Cars Parked.

## 4.4 Expert opinion

Visibility for the site is shown in DR 4 General Arrangement below



date: [REDACTED]	title: Proposed Access Arrangements	date: 03/01/2018	number of: 1/1000	
project: Stock St Farm, Copperhill	status: Planning	sheet:	Revision:	
discipline: Transport Planning	project no: 077_16	client: JAA	sheet: DR4	

#### 4.5 Applicable Parking Standards

Stock Street Farm Barn (SSFB) has 225m2 licensed D2 Gross Floor Area – used to calculate the capacity of 200 guests.

**Table 2 : Parking Standards**

Use	Essex Standard Parking	SSFB Compliance	SSFB Contingency above standard
D2 Other Uses	12	Yes	75 spaces beyond standard. 1 space per 20m2 cited for D2 use.
D2 Cinema	18	Yes	69 spaces beyond standard. 1 space per 5 seats – we have max 90 seats
A4 Drinking Establishments	45	Yes	42 spaces beyond standard. 1 space per 5m2 – applied to 225m2
Beyond Essex Parking Standards	<u>DOE Parking Standards Feb 2005</u>		
Sui Generis A4 Drinking Establishments (outside)	75	Yes	12 spaces beyond standard. 1 space per 3m2 – applied to 225m2

#### **5.0 Summary GG104**

**Risk value is 6 = (Likelihood = less than 1 per 10 years) - x Severity possible serious harm, serious injury and loss / damage\* – due to the 60mph and accidents in the location at non event times.**

\*using the data in 4.0

#### **5.1 Summary of D2 operation risk**

LOW 6/9 or 66%.

Required Action being to Ensure assumed control measures are maintained and reviewed as necessary.

## **6.0 Safety Plan / control measures for Hazards in Table 1**

**6.1 The DPS (Designated Premises Supervisor) – The Applicant, Business Owner, Day to day Business Manager, Homeowner and Occupant is responsible for all safety activities. Some of these are delegated to the operations team (teams vary depending on events).**

6.2 Occupants cars are parked first in space 56 (behind gate) and also space 1, minimising any risk of needing to obstruct cars entering the venue. Staff spaces are to the West. [Addresses 3.2.1, 3.2.6](#)

6.3 Events are marshalled with contact to other staff and CCTV visibility across the site. [Parking Manager]. [Addresses 3.2.1, 3.2.6, 3.2.7, 3.2.8 and 3.2.9](#)

6.4 All vehicles (including occupants) during events enter via the IN (East) entrance and leave via the OUT (West) access. [Addresses 3.2.1, 3.2.6, 3.2.8, 3.2.9](#)

6.5 Taxi – Deliver guests to drop off point and continue within the one ways system around the barn via the right of way at all times and for all purposes to rejoin the A120. [Addresses 3.2.1, 3.2.4, 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

6.6 Car – parking fill pattern is observed to minimise parking in sensitive spaces (a new heritage consideration). [Addresses 3.2.1, 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

6.7 Cars that drive in via the WEST (OUT) access are picked –up on CCTV located in the bar (also viewable by mobile phone). This access is sufficient for 2 vehicles to pass simultaneously. [Addresses 3.2.4, 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

6.7.1 Farm traffic can only use the West entrance. [Bar Staff / DJ]. [Addressing 3.2.6](#)

6.7.2 NO ENTRY SSFB EXIT ONLY signs will be deployed for events without compromising the visibility. [DPS ahead of event]. [Addresses 3.2.4, 3.2.6,](#)

6.7.3 The bar staff can contact the marshal by phone to alert them to undesired traffic movements. These cars seeking to park can do so in spaces 63 – 77 to the West, or wait in the yard if wanting to park inside. [Addresses 3.2.1, 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

6.7.3.1 Cars leaving the site have priority over those entering the site from the West. On the rear of the EXIT sign between the barn and other buildings in a parking left sign. [Addresses 3.2.6, 3.2.9](#)

6.7.3.2 The yard to the rear is illuminated and monitored at all times by CCTV – preventing cars parking inconsiderately. [Addresses neighbour concerns](#)

6.7.3.3 NOTE : There has been only one instance of a poorly parked car 12 Nov 2016 for a duration not exceeding 2 hours, not during an event and not causing an obstruction (before CCTV was installed).

6.7.3.4 The gap between the barn and other buildings is also illuminated.



6.7.3.5 Disabled parking - 2 x designated disabled spaces form parking space numbers 80 and 81. These are often named for specific guests. Marshalling enables engagement with guests to ascertain whether they would benefit from one of these spaces or others closer to the barn entrance. [Addresses 3.2.6](#)

6.7.3.6 A4 signs on stands direct folks at points throughout the site, including fill areas sequence and never used (CAR PARK FULL Signs). [Addresses 3.2.6, 3.2.8, 3.2.9](#)

6.7.3.6.1 In the event that car parking is at capacity guests can be dropped by the barn with the driver being directed to park in the public layby opposite the West EXIT. [Addresses 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

#### 6.7.4 Other Measures

6.7.4.1 Light weight red and white plastic chains are typically deployed for larger public events (known in advance by ticket sales) on cones and stands to provide additional guidance for through traffic (taxis and mini –buses) – especially for events with higher numbers of cars dropping and collecting within a short time – e.g. school (yr4) sleep over or scout sleep overs etc. These are deployed ahead of requirement by DPS and then removed for all other times (>99% of the year). [Addresses 3.2.6, 3.2.9](#)

6.7.4.2 Where coaches are used they are briefed to enter via the West Access, drop their guests in the illuminated yard, turn and park either on-site behind the barn to the West or off-site. [Addresses 3.2.1, 3.2.2, 3.2.3, 3.2.4, 3.2.6, 3.2.7, 3.2.8, 3.2.9](#)

6.7.4.3 Static direction lighting is hung on the wall outside – for events only - helping taxi’s and guests find us, especially in the dark – as there is no street lighting on this stretch of A120. While locally distinctive and unique (it was made by the Applicant) it is not advertising as it contains no event or venue reference). [DPS ahead of event and then removed – only illuminated for minimal time]. [Addresses 3.2.2, 3.2.4](#)

6.7.4.4 Other black board signs publicising events etc are occasionally deployed outside, but inside the footpath on the North side of the A120. [Addresses 3.2.2, 3.2.4](#)

##### 6.7.4.4.1.

More blackboards and secured rustic signs are placed on the South side of the A120 >1m from the roadside enabling guests to easily find us for events only. [Addresses 3.2.2, 3.2.4](#)

These signs are deployed ahead of requirement by DPS and then removed for all other times (>97% of the year). [Addresses 3.2.5](#)

## 6.8 Foliage

**Foliage** growth is managed by the cutting back the hedges to either side of the Property boundary and the grass along the NORTH carriageway – *as frequently as necessary* to ensure the highest levels of visibility are maintained and the listed setting / D2 venue looks as good as possible.

We also litter pick throughout the year retrieving general litter and also larger debris from traffic that could be dangerous to other users and detrimental to the listed setting D2 business. [DPS]. [Addresses 3.2.10](#)

7.0 How could safety be further improved?

From Colchester on existing P sign - 281m (~300yds) from venue (could even include first turn on right diagram too for extra clarity) Addressing 3.2.2 (late braking) and 3.2.4 (miss the In)



From Braintree on existing P sign (new) - 167m (~180 yds) from venue (could even include second turn on the left diagram too) **Addressing 3.2.2 (late braking)**



Devise a new temporary sign From Colchester on the South Verge deployed only during events.

Did you miss us?

Don't worry, U turn safely in  $\frac{3}{4}$  mile. **Addresses 3.2.2 and 3.2.4**

Devise a new temporary sign From Braintree on the North Verge deployed only during events.

Did you miss us?

Don't worry, U turn safely in  $\frac{1}{3}$  mile. **Addresses 3.2.2**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 24 October 2019 12:00  
**To:** [REDACTED]  
**Subject:** RE: GG104 exercise completed - can you kindly take a look please?  
**Attachments:** GG 104 stock street draft.docx

[REDACTED]

With a few comments observations


[REDACTED]

[REDACTED]

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

## Our values

Safety • Integrity • Passion • Ownership • Teamwork

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---

**From:** [REDACTED]  
**Sent:** 24 October 2019 09:37  
**To:** [REDACTED]  
**Subject:** FW: GG104 exercise completed - can you kindly take a look please?

[REDACTED]

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

From: [REDACTED]

Sent: 16 October 2019 20:53

To: [REDACTED]

Subject: GG104 exercise completed - can you kindly take a look please?

Hi [REDACTED]

I have completed a draft GG104 assessment attached, which I hope will help our case. Could you kindly take a look and let me have any feedback please?

Also

There are 2 Parking signs, 1 either side of us; to the East ~300 yds and to the West about ~180 yds - these are both new installations.

Could they accommodate signage relating to advice about accessing my D2 venue as I feel this would help folks avoid;

- late braking
- missing the right entrance

and also increase awareness for road users generally reducing the likelihood of non ticket holders or invited guests slowing to try and see what is going on.

Thanks in advance for your continued guidance and support.

--

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

---

**From:** [Redacted]  
**Sent:** 25 October 2019 16:14  
**To:** [Redacted]  
**Subject:** RE: Seeking a written summary of our discussions

Hi [Redacted]

I have not forgotten you!

I will reply later today. Unfortunately, I have been caught up with other matters

Regards

[Redacted]

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

**From:** [Redacted]  
**Sent:** 25 October 2019 13:32  
**To:** [Redacted]  
**Subject:** Re: Seeking a written summary of our discussions

hi [Redacted]  
Please get the information over today  
Best regards and thanks in advance.

[Redacted]  
[Redacted]

On Thu, 24 Oct 2019 at 09:14, [Redacted] wrote:

Hi [Redacted]

Sorry for the slow response.

I will come back to you later this morning.

Regards

[Redacted]

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

**From:** [REDACTED]  
**Sent:** 24 October 2019 08:02  
**To:** [REDACTED]  
**Subject:** Seeking a written summary of our discussions

Hi [REDACTED]

I had to submit my new D2 Planning Application yesterday and would like to now quickly add the results of our discussions relating to highways safety;

GG104 assessment / score (one way system, safety management and relevant data)

Ample on-site parking capacity for a 225m2 D2 venue with over 85 spaces exceeding Essex Parking Standard A4 (55 = 1 space per 5m2) and also DOE A4 Sui Generis (77 = 1 space per 3m2)

My ability to upgrade the highways land leading to the West access to TD 41/95 standards IF REQUIRED without further approvals. I note from Highways comments to **19/01480/COUPA** that this entrance is already 5000 VM capacity) and may need only minor upgrade.

Thanks in advance

[REDACTED]

[REDACTED]



On Wed, 16 Oct 2019 at 20:53, [REDACTED] wrote:

Hi [REDACTED]

I have completed a draft GG104 assessment attached, which I hope will help our case.

Could you kindly take a look and let me have any feedback please?

**Also**

There are 2 Parking signs, 1 either side of us; to the East ~300 yds and to the West about ~180 yds - these are both new installations.

Could they accommodate signage relating to advice about accessing my D2 venue as I feel this would help folks avoid;

- late braking
- missing the right entrance

and also increase awareness for road users generally reducing the likelihood of non ticket holders or invited guests slowing to try and see what is going on.

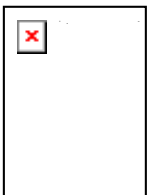
Thanks in advance for your continued guidance and support.

--

[REDACTED]

[REDACTED]

[REDACTED]



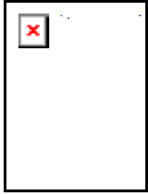
[REDACTED]

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[Redacted]

[Redacted]

[Redacted]



[Redacted]

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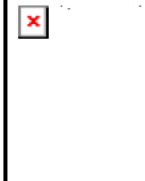
**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

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

--

[Redacted]



[Redacted]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 28 October 2019 08:58  
**To:** [REDACTED]  
**Subject:** STOCK STREET FARM CO6 1NX

Hi [REDACTED]  
Thanks in advance for your support materials. Look forward to seeing them.

Best regards  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 29 October 2019 10:34  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Seeking a written summary of our discussions  
**Attachments:** Collision Data.xlsx; A120 - Collision Locations - 2010-2018.pdf; Stock Street Farm GG104 Appendix A.docx

Dear [REDACTED]

Thank you for your email. I apologise for the delay in replying

I have reviewed the appeal decision and your emails. Please note that I can only comment of those aspects that relate to the highway which in case is the A120. You have undertaken a GG104 assessment which is very useful. This document provides the opportunity to clearly understand any safety issues and the level of risk associated with them.

The GG104 should be adjusted so that the activity, response and residual impact are covered in a table. Please see the attached Appendix A where I have copied the activities you highlight. There are others/hazards which I have added at the end. Apart from this aspect I have no comment on the format.

With respect to those activities highlighted in the assessment, I offer the following comments

#### Parking

I note that you have operated the site for a year in 2017 and show levels of attendance and associated parking. There is no information on 2018. Nevertheless you show that there is sufficient parking for the numbers who attended. The highest numbers were 156 with 46 vehicles parked. In theory with parking up to 67 vehicles, and guests of up to 200 you may be close to capacity. There is a risk that if capacity were reached then there is no alternative parking, other than the A120 verge which would not be acceptable. However you say there is the opportunity to increase carparking this to 85. Provided there is sufficient parking, I do not have a concern

#### Access arrangements

I am content with the proposed in/out arrangements. I also consider any changes/upgrade to the kerb lines/access can be accommodated within the highway. Whilst it may be a planning matter, from the highway perspective, I do not consider the ownership of the land to the west access outside of the highway to be of concern.

#### Request only bus stop.

It is unlikely that we would support such a measure, as this will result in buses stopping in the highway on a busy trunk road with a 60mph limit which I suspect may be exceeded at times. For the westbound movement, this may result in people needed to cross the road. Note there is no pavement/ refuge area on this side of road.

#### Temporary Event Signage

Given that it is intended to have events take place most weeks at the venue, these are not temporary events and if needed appropriate signage would need to be of a more permanent nature.

#### Volume of turning traffic

I do not have an issue with the amount of proposed turning traffic in and out of the site. With the table appropriately updated with the activities/risks you reference in your document, I consider the residual risk to be small. However I am concerned with the safety record along this section of A120 and the activities I have added.

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Regards

█

█  
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW  
**Mobile:** █  
Web: <http://www.highways.gov.uk>

**From:** █  
**Sent:** 25 October 2019 13:32  
**To:** █  
**Subject:** Re: Seeking a written summary of our discussions

hi █  
Please get the information over today  
Best regards and thanks in advance.

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On Thu, 24 Oct 2019 at 09:14, █ > wrote:

Hi █

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I will come back to you later this morning.

Regards

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

Mobile: ■

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

From: ■

Sent: 24 October 2019 08:02

To: ■

Subject: Seeking a written summary of our discussions

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GG104 assessment / score (one way system, safety management and relevant data)

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Thanks in advance

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On Wed, 16 Oct 2019 at 20:53, [REDACTED] wrote:

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Could you kindly take a look and let me have any feedback please?

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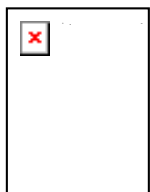
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[REDACTED]

[REDACTED]

[REDACTED]



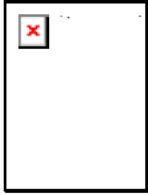
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[Redacted]

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[Redacted]



[Redacted]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 29 October 2019 13:51  
**To:** [REDACTED]  
**Subject:** Re: Seeking a written summary of our discussions

Thanks [REDACTED]

I did not include all accidents in the post code because they were not close to the access points, would 25m in either direction be a reasonable limit?

On the North side there are 2 other houses (closest approx 200m) and a junction Holfield Grange approx 300m. There is a layby opposite on the South side.

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With respect to those activities highlighted in the assessment, I offer the following comments

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I note that you have operated the site for a year in 2017 and show levels of attendance and associated parking. There is no information on 2018. Nevertheless you show that there is sufficient parking for the numbers who attended. The highest numbers were 156 with 46 vehicles parked. In theory with parking up to 67 vehicles, and guests of up to 200 you may be close to capacity. There is a risk that if capacity were reached then there is no alternative parking, other than the A120 verge which would not be acceptable. However you say there is the opportunity to increase carparking this to 85. Provided there is sufficient parking, I do not have a concern

**Access arrangements**

I am content with the proposed in/out arrangements. I also consider any changes/upgrade to the kerb lines/access can be accommodated within the highway. Whilst it may be a planning matter, from the highway perspective, I do not consider the ownership of the land to the west access outside of the highway to be of concern.

Request only bus stop.

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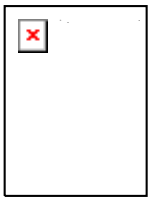
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[REDACTED]

[REDACTED]

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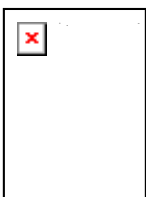
[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

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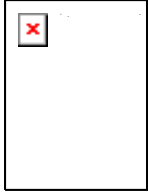
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[REDACTED]

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 04 November 2019 16:06  
**To:** [REDACTED]  
**Subject:** Re: Seeking a written summary of our discussions  
**Attachments:** Stock Street Farm GG104 Apendix Av1.1.docx; [REDACTED].docx

Dear [REDACTED]

Thanks for your work on this - it has been really helpful.

I have now tweaked the GG 104 - adding the Planning Portal reference enabling BDC to use this to link everything together until they validate and assign a permanent planning reference.

I have also added a letter which I hope addresses each of the outstanding aspects from your email 29 Sept 2019

Have also spent some time looking through all the accident data but come back to the single accident ref : 420175998 within 25m of the Access and after 2016 - which did not take place during an event.

None of the other incidents took place during an event and are some considerably distance from the Access.

Best regards  
[REDACTED]

On Tue, 29 Oct 2019 at 13:50, [REDACTED] wrote:

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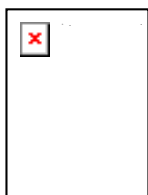
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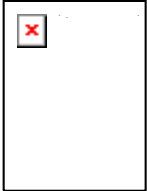
[REDACTED]

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[Redacted]

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[Redacted]



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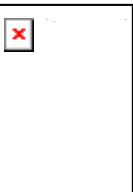
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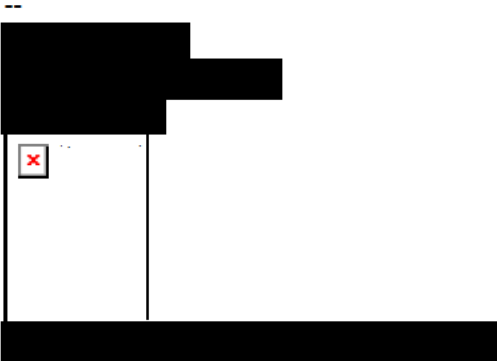
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[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** 11 November 2019 15:54  
**To:** [REDACTED]  
**Subject:** Re: Seeking feedback on tweaked materials

Hi [REDACTED]  
Any update please.  
My heritage materials are now finished and will go in tonight I'd like to get the rest in quickly too.  
Thx in advance  
[REDACTED]

On Fri, 8 Nov 2019, 11:05 [REDACTED] wrote:

Hi [REDACTED]  
Hope the materials I sent through last week were helpful and provided the additional information required.

Please let me have your final advice re including the GG104 v1 in the application and anything else you want highlighted I am to include this element in the Planning Portal over the weekend.

I am available today if you would like to discuss.

Best regards  
[REDACTED]