

[REDACTED]

From: [REDACTED]
Sent: 26 September 2019 11:29
To: [REDACTED]
Subject: RE: Stock Street Farm Barn - CO6 1NX

[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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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**

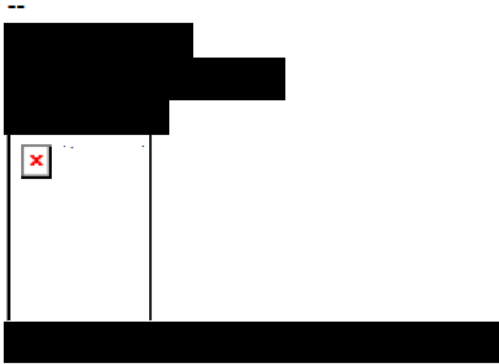
3 Attachments for ease of reference

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

Many thanks in advance



3 Attachments



[Redacted]

From: [Redacted]
Sent: 27 September 2019 08:37
To: [Redacted]
Cc: [Redacted]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Tracking: **Recipient** **Recall**
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

Succeeded: 27/09/2019 08:43

[Redacted]

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If I use the above logic my figures are 8- 10 (Person trips assuming all are by car/day) x 5 (dwellings) x 330 (a typical yearly occupation in days) = 13,200 to 16,500 vehicle trips. The higher figure is broadly in line with your calculations

I also note your concerns re parking.

I withdraw our no comment response of 17 September 2019 and request that the applicant responds to the questions of traffic generation and on site parking control, before we formally respond and apologise for the confusion.

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From: [REDACTED]
Sent: 17 September 2019 17:32
To: [REDACTED]

Subject: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Dear Highways England

Please review your comments below relating to **19/01480 COUPA** as they appear inconsistent with recent comments on **17/01175/FUL** where compliance with TD41/95 was required for a D2 use with a significantly lower volume of traffic (shown) than would be generated by the 5 x C3 dwelling development proposed (**not** provided by the Applicant)

My logic is explained in the attached file which will be added to the planning portal as an objection to **19/01480 COUPA** but summarized in the table below.

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As a minimum, I suggest asking the Applicant to provide you with the revised parking provision of the development and associated forecast traffic volumes - ahead of issuing any comment.

I am also asking for a response to my Planning Consultant [REDACTED] **Journey Transport** email of 1 AUG 2019 (and numerous follow-ups) - seeking a response to a question relating to the radius diameter required for my NEW D2 application.

If your opinion relating to TD 41/95 has now changed for my D2 use, please kindly let me know, in writing cc'ing the above.

Thanks in advance

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[REDACTED]

From: [REDACTED]
Sent: 27 September 2019 08:45
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

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[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 27 September 2019 09:16
To: [REDACTED]
Subject: Re: Stock Street Farm, CO6 1NX - 19/01480/COUPA
Attachments: image003.jpg

Thank you for your email.
Regards

[REDACTED]

On Fri, 27 Sep 2019, 08:45 [REDACTED] wrote:

[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 17 October 2019 15:15
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Hi [REDACTED],

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Many thanks

Kind regards,

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

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[REDACTED]

From: [REDACTED]
Sent: 18 October 2019 09:23
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 21 October 2019 11:49
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Hi [REDACTED]

I have left you a message to give me a call but have had an email from the agent since stating:

'Due to limited time I cannot provide much details but it is clear the neighbours objection is based on his own desire to continue using the access illegally for his events that are held without approval. Put that to one side, the existing use of the site has about 5000 movements per year based on the farmers actual records. With regard to predicted use, we all use the Trics database focussed on peak times access which has a 2 way trip rate of 0.585 per house between 08.00 and 09.00 for sites of 5 to 100 houses and therefore on our site that is just under 3 (5x0.585)

With regard to evening peak 16.30 to 17.30 it is 0.521 so again under 3. I would contest as per the first highways England submission this is not significant. The neighbours statistics are based on his ideas and for example count every day the same so makes no allowances for holidays Xmas etc. Nowhere on the trics database is there a household trip rate of over 6 on average let alone the 10 assessed by the neighbour.'

I have studied the access and the area that facilitates cars pulling on and off the highway is it appears to be part of the public highway with a dropped kerb etc. The farm track would be concreted/paved if the application was approved to create a formal driveway up to the dwellings. The car parking would be in line with Essex Parking Standards in terms of number of spaces. The neighbour has objected stating that the access is also used for his next door events venue. This is operating unlawfully and should not be using this access as part of their operation. Therefore, this access should be able to support the cars that would have spaces allocated at the development.

On this basis, please can you advise me whether you object to the application.

Kind regards,

[REDACTED]

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My logic is explained in the attached file which will be added to the planning portal as an objection to **19/01480 COUPA** but summarized in the table below.

Table 3

	Today	17/01175/FUL	19/01480 COUPA / 18/01194 COUPA C3	Delta from today to C3	Delta from D2 to C3
	<u>Agri</u>	D2			
Annual Traffic Volume	100	1000	16,500	>16,000 Or 165x more traffic	At least 15,000 or 17% more traffic
Traffic Volume at peak traffic / accident times		<5%	90%	90%	85% more

As a minimum, I suggest asking the Applicant to provide you with the revised parking provision of the development and associated forecast traffic volumes - ahead of issuing any comment.

I am also asking for a response to my Planning Consultant [REDACTED] **Journey Transport** email of 1 AUG 2019 (and numerous follow-ups) - seeking a response to a question relating to the radius diameter required for my NEW D2 application.

If your opinion relating to TD 41/95 has now changed for my D2 use, please kindly let me know, in writing cc'ing the above.

Thanks in advance

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[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 21 October 2019 14:08
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

[REDACTED]

I did try to return your call but understand you finish work at 12:00

I understand the neighbour has had an application refused both at application stage and at appeal. That was for a business use of the barns.

This application is likely to have a completely different arrivals and departure pattern with trips spread through out the day. Rather than concentrated within a small period before and after an event.

The figures quoted in my email are independent of those quoted by anyone else. These would indicate between based on (TRICS trip rate of 8-10 Movements per day) 13,200 to 16,500 vehicle trips per year, for the proposed development given the rural location of Stocks Street Barns, the vehicle movements are likely to be on the higher side. The existing use has 5000 movements per a year of which the majority would be large slow moving vehicles, on the basis of the increase in annual trips, and the access is very close to required standards laid out in the DMRB it would not appear unreasonable to request a slight upgrade to the access.

However if the developer can provide more evidence as to why a lower trip rate is appropriate and or an improvement is out of scale with the development I am willing to reconsider this advice.


Regards

[REDACTED]

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

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Safety • Integrity • Passion • Ownership • Teamwork

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From: [REDACTED]
Sent: 21 October 2019 11:49
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Hi [REDACTED]

I have left you a message to give me a call but have had an email from the agent since stating:

'Due to limited time I cannot provide much details but it is clear the neighbours objection is based on his own desire to continue using the access illegally for his events that are held without approval. Put that to one side, the existing use of the site has about 5000 movements per year based on the farmers actual records. With regard to predicted use, we all use the Trics database focussed on peak times access which has a 2 way trip rate of 0.585 per house between 08.00 and 09.00 for sites of 5 to 100 houses and therefore on our site that is just under 3 (5x0.585)

With regard to evening peak 16.30 to 17.30 it is 0.521 so again under 3. I would contest as per the first highways England submission this is not significant. The neighbours statistics are based on his ideas and for example count every day the same so makes no allowances for holidays Xmas etc. Nowhere on the trics database is there a household trip rate of over 6 on average let alone the 10 assessed by the neighbour.'

I have studied the access and the area that facilitates cars pulling on and off the highway is it appears to be part of the public highway with a dropped kerb etc. The farm track would be concreted/paved if the application was approved to create a formal driveway up to the dwellings. The car parking would be in line with Essex Parking Standards in terms of number of spaces. The neighbour has objected stating that the access is also used for his next door events venue. This is operating unlawfully and should not be using this access as part of their operation. Therefore, this access should be able to support the cars that would have spaces allocated at the development.

On this basis, please can you advise me whether you object to the application.

Kind regards,

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

From: [REDACTED]
Sent: 18 October 2019 09:23

To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

[REDACTED]

The access is not up to current standards, and the opportunity should be taken to improve it if traffic were to increase as a result of a change of use requiring permission. Which the figure would indicate, I am also concerned that the proposed car parking arrangement could lead to congestion on the site which could lead to vehicles not being able to enter the site and becoming a hazard on the A120.

Regards

[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: 17 October 2019 15:15
To: [REDACTED]
Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

Hi [REDACTED]

Before I go back to the applicant please can I confirm whether you would object to the traffic movements on the site that you have outlined in the below email.

This application is for prior approval and is determined using the General Permitted Development Order (2015) which states that it can only be assessed on the 'transport and highways impacts of the development'.

The application must be determined by Tuesday 22nd October so there is not time for the applicant to submit further information.

Many thanks

Kind regards,

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

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

From: [REDACTED]

Sent: 27 September 2019 08:45

To: [REDACTED]; [REDACTED]

Cc: [REDACTED]

Subject: RE: Stock Street Farm, CO6 1NX - 19/01480/COUPA

[REDACTED]

Thankyou for your email enclosing a calculation of your estimate of traffic resulting from a proposed change of use to 5 residential dwellings at Stock Street Barns.

I have checked that and set out my calculations and assumptions below :

- Firstly the dwellings would not generate trips 365 days a year, for example not everyone goes out on Christmas day, there will also be times of the year when the dwelling will be unoccupied for various reasons 35 days per a year .
- Trics data would indicate approximately 8-10 person trips per day per residential dwelling, this takes account of trips such as the postman, dpd, refuse man ect

If I use the above logic my figures are 8- 10 (Person trips assuming all are by car/day) x 5 (dwellings) x 330 (a typical yearly occupation in days) = 13,200 to 16,500 vehicle trips. The higher figure is broadly in line with your calculations

I also note your concerns re parking.

I withdraw our no comment response of 17 September 2019 and request that the applicant responds to the questions of traffic generation and on site parking control, before we formally respond and apologise for the confusion.

Regards

[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: 17 September 2019 17:32
To: [REDACTED]

Subject: Stock Street Farm, CO6 1NX - 19/01480/COUPA

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