

Hill Farm Partnership
c/o Chris Loon
Springfields Planning and Development Ltd
15 Springfields
Great Dunmow
Essex
CM6 1BP

Our Ref: 149/2021/04R - Please quote in all correspondence.

09 June 2022

Dear Chris,

Hill Farm, Huggins Lane, Stoke Ash – Assessment of highways and transport effects concerning proposed Dance Hall use

I write further to my previous letters 149/2021/01, 149/2021/02 and 149/2021/03 (refer **Appendix 1**).

Submitted letters 149/2021/01 and 149/2021/02 related to Prior Notification application reference **DC/21/04091** Hill Farm, Huggins Lane, Stoke Ash, concerning a proposed: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for an events/wedding venue.

The Suffolk County Council (SCC) Highway Authority consultation response dated 12 August 2021 to **DC/21/04091** can be viewed at **Appendix 2**. Following consideration of the submitted letters, this final consultation response recommended standard highway conditions and submission of details for highway mitigation, including:

- Submission of details for approval for the off site passing places highway mitigation works, as indicatively shown on Drawing No. "Appendix B within Document 149/2021/01".
- Provision of manoeuvring and parking of vehicles as Drawing No. 2130/01.
- Submission of details for secure cycle storage and EV charging infrastructure.

The application **DC/21/04091** was subsequently withdrawn.

Letter 149/2021/03 related to Prior Notification application reference **DC/21/06054** Hill Farm, Huggins Lane, Stoke Ash, concerning an application to determine if Prior Approval is required for a proposed: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for a Dance Hall, located at Hill Farm, Stoke Ash.

Cont:-

The SCC Highway Authority consultation response dated 11 November 2021 to **DC/21/06054** can be viewed at **Appendix 3**. Consultation response recommended standard highway conditions and submission of details for highway mitigation, including:

- Submission of details for approval for the off site passing places highway mitigation works, as indicatively shown on Drawing No. "Appendix B within Document 149/2021/01".
- Provision of manoeuvring and parking of vehicles as Drawing No. 2130/01.
- Submission of details for secure cycle storage and EV charging infrastructure.

The application **DC/21/06054** was subsequently refused for the following reason: *'Prior Approval is required for the change of use of the barn to Flexible Use (Dance Hall) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) due to the mitigation measures which are required being beyond the curtilage of the building, or require operational development which is beyond the scope of these regulations.'*

A new application is to be submitted to determine if Prior Approval is required for the same: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for a Dance Hall, located at Hill Farm, Stoke Ash. The application site identified by red line has been updated. The updated red line allows the inclusion of the proposed parking within the curtilage of the subject building. This revision addresses the LPA's concern that related to previous application **DC/21/06054** where parking proposed was previously shown outside of the application site.

The traffic flows relating to the proposed Dance Hall use remain likely to result in 'tidal' traffic. The proposal is highly unlikely to cause two-way passage of cars, as Dance Hall attendees would be arriving/departing at the same time.

The passing bay mitigation is still offered, refer **Appendix 4**, drawing 2130-08B and SCC standard detail DM06, which shows SCC's only standard for *passing place* details. The applicant proposes to provide highway mitigation in the form of passing bays. Indicative locations for up to five passing places have been identified adjacent to the carriageway of Huggins Lane and a private road, where land is available within the applicant's control (refer to blue line land, shown on Location plan drawing 2130-09B, **Appendix 4**). The applicant anticipates that a condition will be imposed by the LPA requiring, before first beneficial use of the building as a Dance Hall, either the implementation of the proposed passing bays as shown, or otherwise as may be agreed following the submission of further details, once SCC's position and requirements are known.

The proposed Dance Hall will involve the use of the same agricultural building that was previously considered for use as an events/weddings venue, with 453.35sqm internal floor area and a footprint of 469.6sqm. The proposed parking, within the red line curtilage of the building (refer Block plan 2130-05C at **Appendix 5**) provides for 24 car spaces, including two for disabled use. This complies with SCC guidance which requires 1 car space per 20m². The development proposes to make provision for secure cycle storage, to provide transport options. Note also the applicant currently intends to install electric vehicle charging points.

Also, given the nature of the use, it is likely that private hire, minibus operators will be used by some attendees, especially attendees in small groups or four-somes, for drop-offs before and pick-ups after the dance event. The operator commits to providing attendees with details of available private hire minibus companies when taking bookings, or to advertise similar in the Dance Hall venue.

Cont:-

Summary assessment against highways and transport considerations

NPPF Paragraph 111 *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

It is considered that this is a safe location for this barn conversion to form a Dance Hall. Huggins Lane, which forms a cul-de-sac, is used to access only Hill Farm, Hill Farm Cottages and Huggins Farm, thus it is lightly trafficked. Huggins Lane has a narrow carriageway, which is not wide enough for two cars to pass. Nevertheless, the section of Huggins Lane which is adopted highway does contain a number of unofficial and long standing passing spaces on the grass verge and field accesses. The proposal is highly unlikely to cause two-way passage of cars as Dance Hall attendees would be arriving/departing at the same time.

The development also proposes secure cycle storage and parking, to provide transport options. The operator commits to providing attendees with details of available private hire minibus operators when taking bookings, or to advertise similar in the Dance Hall venue.

Furthermore, the applicant proposes to provide highway mitigation in the form of passing bays. Indicative locations for up to five passing places have been identified adjacent to the carriageway of Huggins Lane and a private road, where land is available within the applicant's control. The applicant anticipates that a condition will be imposed by the LPA requiring, before first beneficial use of the building as a Dance Hall, either the implementation of the proposed passing bays as shown, or otherwise as may be agreed following the submission of further details, once SCC's position and requirements are known.

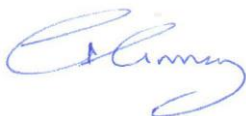
Moreover, following the comments by SCC as Highway Authority, the review of accidents on the A140 in the vicinity of Roman Way confirmed the scarcity of injury accidents as a result of the Roman Way junction (previously submitted letter 149/2021/02, application reference DC/21/04091). Only one had occurred in the most recent 5 year period and was the result of M/C rider (aged 83) failing to look properly when (allegedly) a temporary road sign obstructed the view.

There is no evidence to suggest that this proposal will result in unacceptable impact on highway safety. I believe that the proposed development is acceptable in transport and highways terms and meets the highway design standards and policy. Accordingly, there should be no need for the LPA to require further Prior Approval for the development in terms of transport and highway effects.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Kind regards

Yours sincerely



Carol Grimsey CEng CIHT
For and on behalf of G H Bullard & Associates LLP
Enc.

Appendix 1: Letter 149/2021/03 extract, dated 02 November 2021, application **DC/21/06054**

Appendix 2: SCC consultation response application **DC/21/04091**

Appendix 3: SCC consultation response application **DC/21/06054**

Appendix 4: Passing place layout plan **2130-08B**, Location plan **2130-09B** and SCC standard detail **DM06**

Appendix 5: Block plan as proposed **2130-05C**

Appendix 1: Letter 149/2021/03 extract, dated 02 November 2021, application DC/21/06054



27 Barton Road, Thurston
Suffolk, IP31 3PA
Tel: 01359 235071
Fax: 01359 231138
Web-site: www.ghbullard.co.uk

Hill Farm Partnership
c/o Chris Loon
Springfields Planning and Development Ltd
15 Springfields
Great Dunmow
Essex
CM6 1BP

Our Ref: 149/2021/03 - Please quote in all correspondence.

02 November 2021

Dear Chris,

Hill Farm, Huggins Lane, Stoke Ash – Assessment of highways and transport effects concerning proposed Dance Hall use

I write further to my previous letters 149/2021/01, **Appendix 1** and 149/2021/02, **Appendix 2**.

These letters related to Prior Notification application reference **DC/21/04091** Hill Farm, Huggins Lane, Stoke Ash, concerning a proposed: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for an events/wedding venue.

The Suffolk County Council (SCC) Highway Authority consultation response dated 12 August 2021 to **DC/21/04091** can be viewed at **Appendix 3**. Following consideration of the submitted letters, this final consultation response recommended standard highway conditions and submission of details for highway mitigation, including:

- Submission of details for approval for the off site highway mitigation works, as indicatively shown on Drawing No. Appendix B within Document 149/2021/01.
- Provision of manoeuvring and parking of vehicles as Drawing No. 2130/01.
- Submission of details for secure cycle storage and EV charging infrastructure.

The application **DC/21/04091** was subsequently withdrawn.

A new Prior Notification application is to be submitted concerning: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for a Dance Hall, located at Hill Farm, Stoke Ash. The proposed Dance Hall will involve the use of the same agricultural building that was considered for use as an events/weddings venue and will have the same amount of parking available to it within the Hill Farm complex as previously proposed.

Whether the proposal is for an Events/Weddings Venue or a Dance Hall, the transport and highway considerations are not materially different. The traffic flows relating to the proposed Dance Hall use remain likely to result in 'tidal' traffic. The proposal is highly unlikely to cause two-way passage of cars, as Dance Hall attendees would be arriving/departing at the same time.

Additionally, the development will make provision for electric vehicle charging points and cycle storage and parking, to provide transport options.

Cont:-

Also, given the nature of the use, it is likely that local minibus and taxi operators will be used by some attendees (especially small groups of dancers/foursomes etc) for drop offs before and pick-ups after the dance event. The operator commits to providing attendees with details of available local taxi services when taking bookings, or to advertise taxi services in the Dance Hall venue.

Summary assessment against highways and transport considerations

NPPF Paragraph 109 *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

It is considered that this is a safe location for this barn conversion to form a Dance Hall. Huggins Lane, which forms a cul-de-sac, is used to access only Hill Farm, Hill Farm Cottages and Huggins Farm, thus it is lightly trafficked. Huggins Lane has a narrow carriageway, which is not wide enough for two cars to pass. Nevertheless, the section of Huggins Lane which is adopted highway does contain a number of unofficial passing spaces on the grass verge and field accesses. The proposal is highly unlikely to cause two-way passage of cars as Dance Hall attendees would be arriving/departing at the same time.

The development will also make provision for electric vehicle charging points and cycle storage and parking, to provide transport options. The operator commits to providing attendees with details of available local taxi services when taking bookings, or to advertise taxi services in the Dance Hall venue.

Furthermore, the applicant proposes to provide highway mitigation in the form of passing bays. Indicative locations for up to five passing places have been identified, where land is available within the applicants' control. The applicant anticipates a condition will be imposed requiring the submission of further details for passing bays once SCC position and requirements are known.

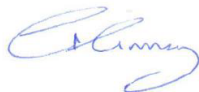
Furthermore, following the comments by SCC as Highway Authority, the review of accidents on the A140 in the vicinity of Roman Way confirms the scarcity of injury accidents as a result of the Roman Way junction. Only one had occurred in the most recent 5 year period and was the result of M/C rider (aged 83) failing to look properly when (allegedly) a temporary road sign obstructed the view.

There is no evidence to suggest that this proposal will result in unacceptable impact on highway safety. I believe that the proposed development is acceptable in transport and highways terms and meets the highway design standards and policy. Accordingly, there should be no need for the LPA to require further Prior Approval for the development in terms of transport and highway effects.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Kind regards

Yours sincerely



Carol Grimsey CEng CIHT
For and on behalf of G H Bullard & Associates LLP

Appendix 2: SCC consultation response application DC/21/04091

Your Ref:DC/21/04091
Our Ref: SCC/CON/3424/21
Date: 12 August 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Sian Bunbury - MSDC

Dear Sian Bunbury - MSDC,

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/04091

PROPOSAL: Application for prior approval for a proposed: Change of use of Agricultural Building to Assembly and Leisure (Class D2) under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) for an events/wedding venue.

LOCATION: Hill Farm, Grasshopper Lane, Stoke Ash, Suffolk IP23 7ER

Further to receiving additional information, we are satisfied that, subject to the proposed highway improvements, the proposal would not be detrimental to the safety of users of the highway. Subsequently, notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

Condition: No part of the development shall be commenced until details of the proposed off-site highway improvements indicatively shown on Drawing No. Appendix B within Document 149/2021/01 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

Reason: To ensure that the necessary highway improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Condition: The use shall not commence until the area(s) within the site shown on Drawing No. 2130/01 for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

*Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP 1 2BX
www.suffolk.gov.uk*

Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage and EV charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate cycle storage and EV charging infrastructure in accordance with Suffolk Guidance for Parking (2019).

Notes:

It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Appendix 3: SCC consultation response application DC/21/06054

Your Ref: DC/21/06054
Our Ref: SCC/CON/5164/21
Date: 11 November 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Sian Bunbury

Dear Sian,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/06054

PROPOSAL: Application to determine if Prior Approval is required for a proposed: Change of Use of Agricultural Buildings to a flexible use within Storage or Distribution (Class B8) Hotels(Class C1) Commercial/Business/Service (Class E) uses previously classified as Assembly and Leisure (Class D2) Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3; Class R. - Change of use of agricultural barn to dance hall.

LOCATION: Hill Farm, Huggins Lane, Stoke Ash, Suffolk IP23 7ER

Notice is hereby given that the County Council as Highway Authority make the following comments:

Further to receiving additional information, we are satisfied that, subject to the proposed highway improvements, the proposal would not be detrimental to the safety of users of the highway.

Subsequently, notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

Condition: No part of the development shall be commenced until details of the proposed off-site highway improvements indicatively shown on Drawing No. "Appendix B within Document 149/2021/01" have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

Reason: To ensure that the necessary highway improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Condition: The use shall not commence until the area(s) within the site shown on Drawing No. 2130/01 for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage and EV charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate cycle storage and EV charging infrastructure in accordance with Suffolk Guidance for Parking (2019).

It is an **OFFENCE** to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation an

Yours sincerely,

Ben Winton
Transport Planning Engineer
Growth, Highways and Infrastructure

Appendix 4: Passing place layout plan 2130-08B, Location plan 2130-09B and SCC standard detail DM06

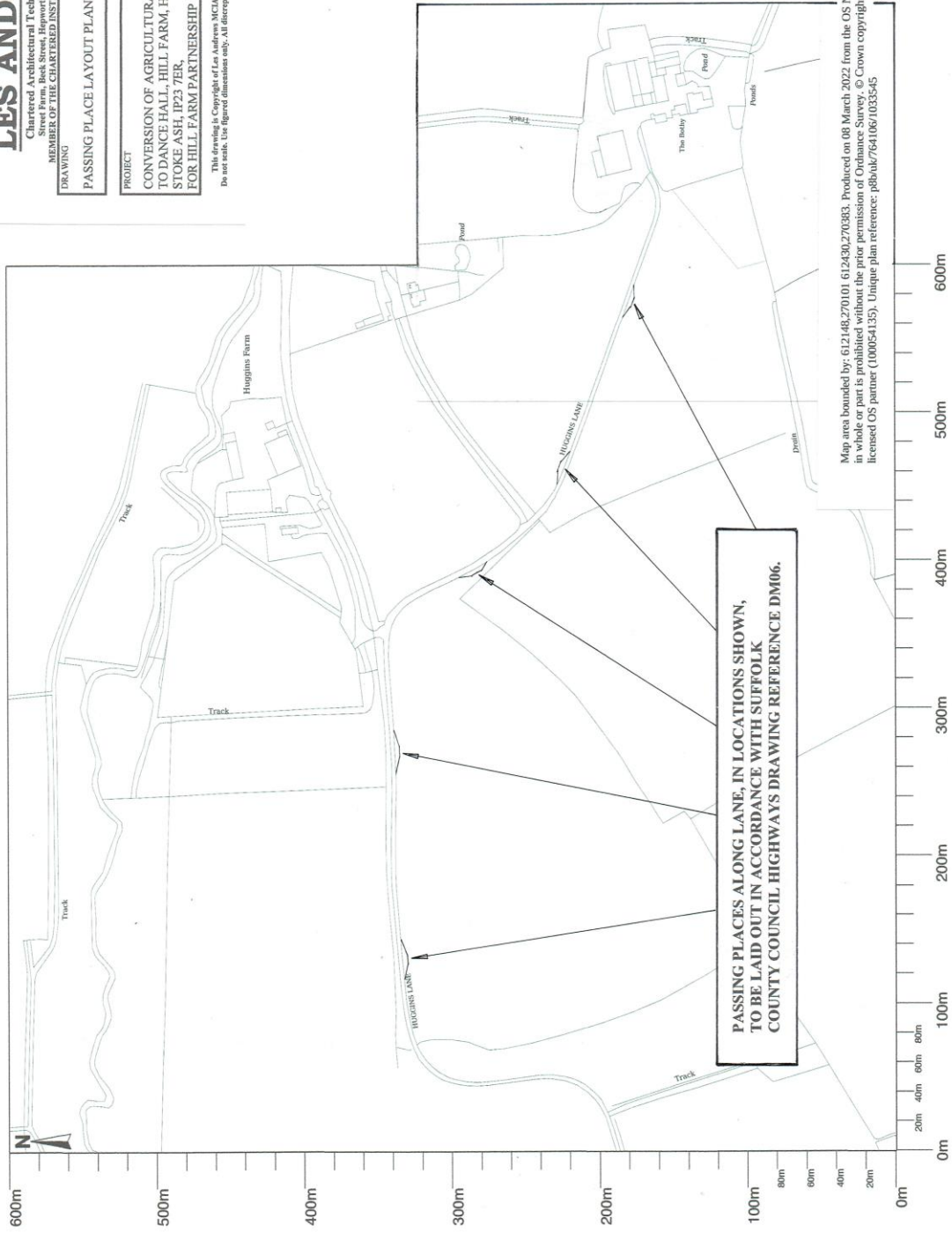
LES ANDREWS MCIAT

Chartered Architectural Technologist & Building Design Consultant
 Street Farm, Beek Street, Hengworth, Dibs, Norfolk, IP22 2PN. Tel: 01859 254278
 MEMBER OF THE CHARTERED INSTITUTE OF ARCHITECTURAL TECHNOLOGISTS

DRAWING
 PASSING PLACE LAYOUT PLAN AS PROPOSED.

PROJECT	DRAWING NO.
CONVERSION OF AGRICULTURAL BUILDING TO DANCE HALL, HILL FARM, HUGGINS LANE, STOKE ASH, IP23 7EK, FOR HILL FARM PARTNERSHIP	2130/08
	SCALE 1:2500 @ A3
	DATE MARCH 2022

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LES ANDREWS MCIAT

Chartered Architectural Technologist & Building Design Consultant
Street Farm, Beck Street, Hopworth, Diss, Norfolk, IP22 2FN. Tel: 01359 254278

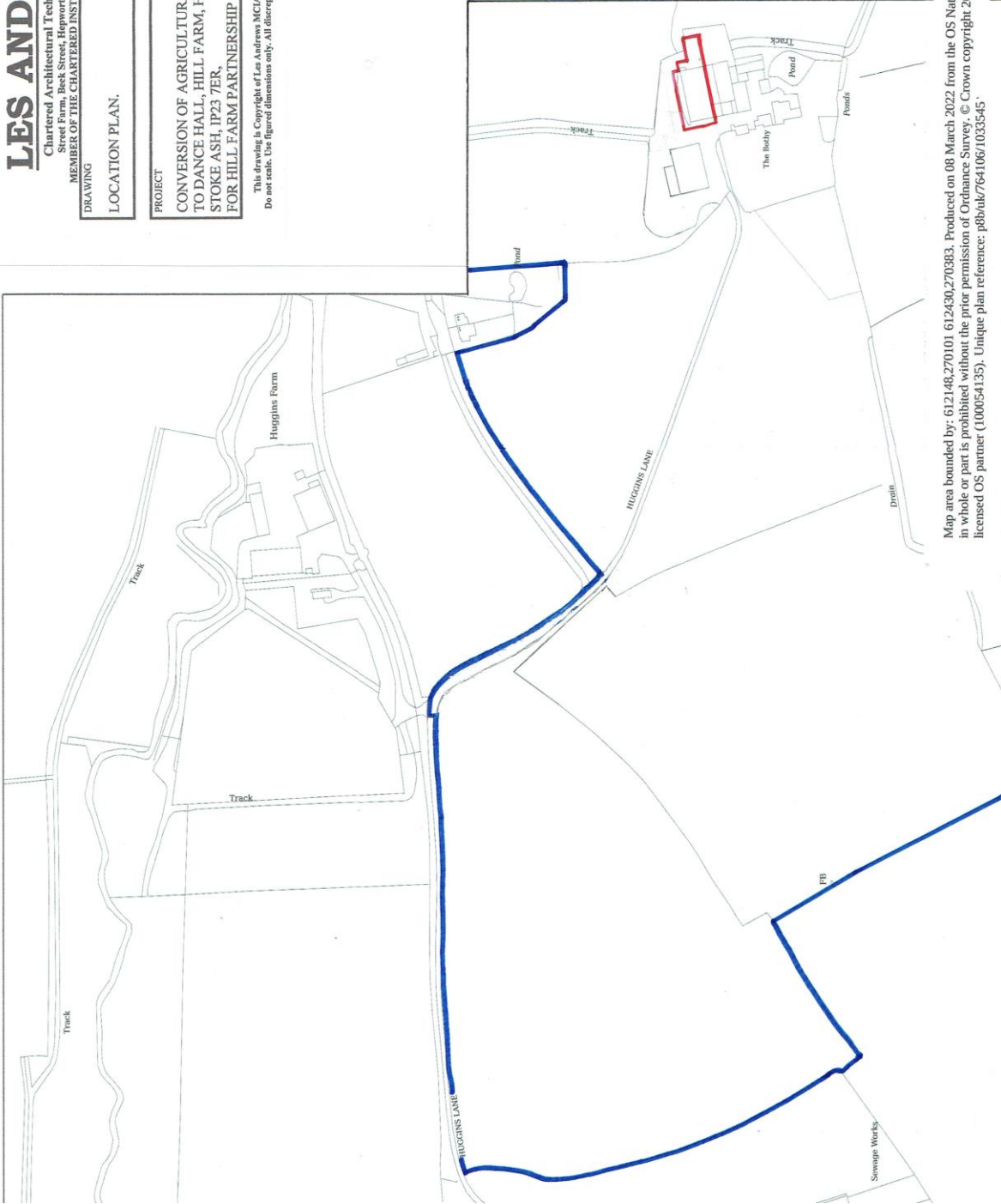
MEMBER OF THE CHARTERED INSTITUTE OF ARCHITECTURAL TECHNOLOGISTS

DRAWING

LOCATION PLAN.

PROJECT	DRAWING NO.
CONVERSION OF AGRICULTURAL BUILDING TO DANCE HALL, HILL FARM, HUGGINS LANE, STOKE ASH, IP23 7ER. FOR HILL FARM PARTNERSHIP	2130/09 
	SCALE 1:2500 @ A3
	DATE MARCH 2022

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COUNTY COUNCIL AREA MANAGERS

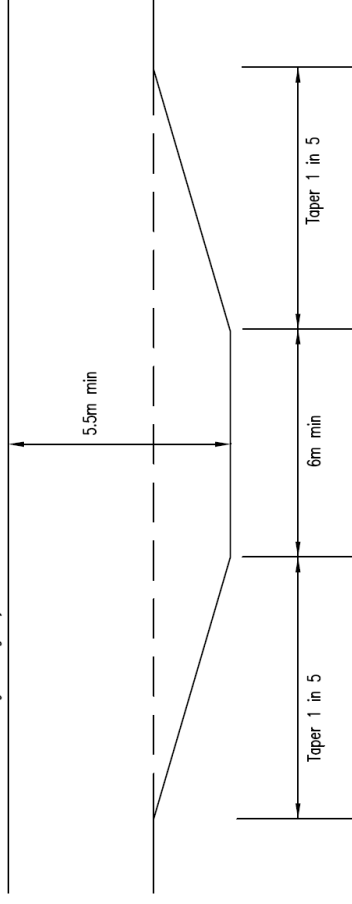
East Area Manager,
County Buildings,
Street Farm Road,
Saxmundham,
IP17 1AL
Tel 01728 652400
east.area@suffolk.gov.uk

Central Area Manager
Phoenix House,
3 Goddard Road,
Ipswich,
IP1 5NP
Tel. 01473 341414
central.area@suffolk.gov.uk

1. Sufficient sustainable drainage will be required to prevent surface water entering the Highway.
2. An adapted passing place should be to Suffolk County Council Minor Access Road Specification (see table below or Estate Road Specification). All works to be agreed with Area Manager.
3. Extent and height of kerbing to rear passing bay (if required) to be agreed with Area Manager.
4. Where the passing bay construction extends beyond the existing limit of the Public Highway a legal agreement will be required to enable adoption by Suffolk County Council.

Pavement Courses	Material	Depth
Surface	Hot Rolled Asphalt	50mm
Binder	Hot Rolled Asphalt	50mm
Base	Hot Rolled Asphalt	100mm
Sub Base		
CBR 5% or more	Type 1	225mm
CBR 4%	Type 1	250mm
CBR 3%	Type 1	320mm
CBR less than 2%	Requires special engineering measures to be agreed	

Existing Carrageway



Director of Economy, Skills & Environment,
Suffolk County Council
Endavour House
8 Russell Road
Ipswich
Suffolk IP1 2BX

PASSING PLACE

REV.	DESCRIPTION	CHECKED	DATE
A	Drawing Revision	SDB	10/14

INIT.	DATE	PROJECT TITLE
REH	09/12	DEVELOPMENT MANAGEMENT
CHEK	JN	DRAWINGS
DES	SDB	SCALE
REV	CAG	DATE

Appendix 5: Block plan as proposed 2130-05C

