



## NOTES ON THE HENHAM PARISH COUNCIL TRANSPORT OBJECTIONS – NOVEMBER 2022

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- Para 2.4 The site at Vernons Close Henham would generate approx. 22 vehicles two-way in each peak hour. There are three main routes (and three other minor routes) from the site to local destinations ie routes through Ugley Green, Stansted Mountfitchet and via Hall Road/ Stansted Airport. The site would add only 7 vehicles two-way to each route in peak periods. Within the context of the Transport Assessment, such traffic flow is regarded as not significant.
- Para 2.5 The 130 dwellings South of Henham Road is considered within the sensitivity test report which is included at Appendix P in the Transport Assessment report.
- Para 2.7 SW Transport Planning (SW) refers to the 2014 Inspector's report but ignores the more recent appeal decisions. They also ignore the recent consent for the West of Hall Road site.
- Para 2.8-2.18 Traffic congestion in Stansted Mountfitchet was examined at length at the Nov 2020 planning appeal – these paras are rehashing of the Parish Council's position at that inquiry.
- Para 2.23-2.24 Again, this is a repeat of matters which were addressed at the Nov 2020 appeal.
- Paras 2.25-2.31 SW argue that the modelled average flows are a poor indicator of overall traffic conditions. That is not the case – clearly the modelled average profile and the observed data profile align reasonably closely. And it should be remembered that the observed data profile is based on a single survey – if the survey was repeated a number of times then it would be expected that the modelled and observed profiles would match more closely.
- Para 2.32 SW offers the opinion that the model results *appears optimistic* yet offers nothing to substantiate that opinion. It is noted that for both this hearing and the Nov 2020 appeal SW produced nothing to substantiate the Parish's transport objections. It should be noted also that SW' transport practise does not offer transport modelling capability.
- Para 2.35 onward SW introduces a comparison between the WSP and Ardent modelling which is quite irrelevant to the Bloor Homes application.
- Para 3.1 onward SW reproduces the same sustainability arguments they presented to the 2020 appeal. Those points were conceded under cross-examination. The arguments are not consistent with the recent appeal decisions and the consent granted for the West of Hall Road site.