

From: Alice Carr [REDACTED]
Sent: 05 December 2022 13:08
To: Section 62A Applications <section62a@planninginspectorate.gov.uk>
Subject: S62A/2022/0012 Land east of Station Road, Elsenham

Dear Sirs

We note the comments from WSP dated 9th November 2022 however comment on the following.

Stansted are not content that robust testing has been provided for the future operation of the highway in the Coopers End area.

February 2022 surveys are certainly not a sound basis for understanding baseline traffic conditions at Coopers End, as evidenced by the TA submitted in support of the planning application at land south of Henham Road (ref: S62A/22/0007), which states at 2.83:

"The May 2022 traffic flows have been used in the assessment of junctions within Elsenham and within the Vissim modelling for Stansted Mountfitchet. For robustness due to the lower flows recorded in the 2022 surveys, the traffic flows from 2018 have been considered more appropriate for use in the Coopers End roundabout assessment. The difference in flows is expected to have been due to the reduced activity (compared to pre-covid times) at Stansted airport."

Furthermore, the reliance on TEMPRO to understand future traffic in the Coopers End area is not applicable. Traffic flows on the main approach to the airport, i.e those passing through Coopers End Roundabout, have been predicted to grow considerably as was set out in the Transport Assessment submitted in support of the planning application for expansion of operations at the airport from 35mppa to 43mppa. This should be considered in the context that in 2018 the airport was operating at around 27.5mppa, i.e. at less than 65% of the now permitted maximum passenger numbers.

For the determination of the Airport 35+ application, agreement was reached between Stansted Airport Ltd and ECC, that funding would be appropriate, secured through a S106 agreement, for potential local highway improvements, as it was agreed that traffic on local roads could be expected to grow above TEMPRO rates due to future additional passengers and greater employment associated with the increased cap in passenger numbers.

Finally, it is noted there is another application currently pending determination (S62A/22/0007) in which the submitted TA doesn't refer and therefore at the minute we are still unsure how these applications relate. One application is suggesting mitigation is required off Coopers End roundabout the other one isn't.

Kind regards

Alice Carr
Senior Planner
MAG

[REDACTED]