

Proposed Residential Development by Bloor Homes
Elsenham Phase 2 - Land East of Station Road

Section 62A Planning Application Ref: S62A/22/0012

Transport Objections

Henham Parish Council
November 2022



1 INTRODUCTION

- 1.1 This report has been prepared following a review of the applicants Transport Assessment report (TA) prepared by consultants WSP and the associated VISSIM Modelling Technical Note (which forms Appendix N of the TA).
- 1.2 Having completed the review of the technical documentation supporting the planning application, there are two key areas of concern which underpin the Parish Council's transport objections to the proposed development:
 1. **Traffic Impacts** - the cumulative impact of incremental traffic growth from this and other development proposals on the surrounding road network and the adverse impacts this creates, particularly in Stansted Mountfitchet
 2. **Transport Sustainability** - the lack of adequate services and facilities and limited public transport accessibility within Elsenham, meaning that the proposed development is reliant on car journeys and fails to comply with sustainable transport objectives

2 TRAFFIC IMPACTS

Housing Growth – Completed Development

- 2.1 There has been significant growth in housing numbers in and around Elsenham in recent years; on sites ranging in size from 1 or 2 dwellings up to 165 dwellings. In total, 560 new houses on 22 different sites have been built and occupied in Elsenham and Henham over the last ten years. a full list of sites and unit numbers is included at Appendix 1.

Housing Growth – Committed Development

- 2.2 A substantial amount of additional growth will occur in the near future due to a number of committed developments, which have planning permission but are not yet built/occupied. The sites which have been included in the applicant's transport analysis are listed in Table 5.1 of the TA (and reproduced in Table 1 below – see next page).
- 2.3 This shows that the level of housing growth from committed development sites is substantial, with a total of 982 new dwellings including 619 in Elsenham and a further 363 in Takelely.

Table 1 – Committed Development Sites (Source: WSP Transport Assessment Table 5.1)

Development	Location	Development	Planning Ref.	Status
Land To The Northwest Of Henham Road Elsenham	East Elsenham	350 dwellings and . primary school that includes early years and childcare setting for up to 56 places	UTT/17/3573/OP	Approved - Appeal Allowed
Land West of Hall Road	Southeast Elsenham	130 dwellings	UTT/19/0462/FUL	Approved
Land to the West of Isabel Drive	West Elsenham	99 dwellings	UTT/19/2470/OP	Approved - Appeal Allowed
Land South of Rush Lane	South Elsenham	40 dwellings	UTT/19/0437/OP	Approved - Appeal Allowed
West of Parsonage Road	North Takeley	120 dwellings	UTT/19/0393	Approved - Appeal Allowed
Land East of Parsonage Road	North Takeley	Care home (66 beds)	UTT/19/0394	Approved - Appeal Allowed
Garnetts (west of)	Northwest Takeley	155 dwellings	UTT/21/3311	Awaiting Decision
Land East of Parsonage Road Takeley	North Takeley	88 dwellings	UTT/21/2488/	Awaiting Decision

- 2.4 Excluded from the above table is the approved development of 45 dwellings on Land South of Vernons Close, Henham (Ref UTT/20/0604). Paragraph 5.3.4 of the TA explains this was excluded on the basis it would generate low levels of traffic. However, the site is located only 1km from the proposed development and will have very similar trip generation and traffic distribution characteristics. It is reliant on the same transport network and will contribute to the cumulative traffic growth. The reason why this 45 unit development is excluded but 40 units at Rush Lane are included, is unclear. However, the omission of this site means that the applicant's traffic forecasts for committed developments are underestimated.
- 2.5 Also excluded from the table is the proposed development of 130 dwellings on Land South of Henham Road, Elsenham, which is the subject of a recent Section 62A planning application (Ref S62A/22/0007). The proposed access to that development is from Henham Road, approximately 250m west of the current development site access. As the site is not yet 'committed development' the applicants have considered its traffic impacts as a sensitivity test.
- 2.6 A primary concern of the Parish Council is the cumulative impact that traffic from the above developments will have, in combination with the proposed development, on the sub-standard rural road network serving Elsenham and, in particular, the worsening of conditions in Stansted Mountfitchet.

- 2.7 Elsenham relies on a network of rural roads for access to surrounding settlements and for access to the strategic highway network. The main route in and out of the village is via the B1051 through Stansted Mountfitchet. All other routes involve sub-standard country lanes. Once outside the settlement boundary all routes suffer from a lack of street lighting and footways and are unattractive for journeys on foot or by bicycle. A previous Local Plan Inspector considered these and other issues and came to the conclusion (at paragraph 2.16 of his report dated 19 December 2014) that ***“there are severe doubts that Elsenham could overcome the connectivity disadvantages of its location sufficiently to be regarded as consistent with national policy or effective in being able to secure sustainable development”***.

Traffic Congestion in Stansted Mountfitchet

- 2.8 Stanstead Mountfitchet has for many years experienced significant traffic congestion problems, primarily along the B1051 corridor through the village including Chapel Hill, Lower Street and Grove Hill. Problems arise due to a combination of factors including high traffic flows and the historic road layout characterised by narrow streets and footways, on-street parking, multiple interconnected junctions, frontage development, high levels of pedestrian activity and interruptions to traffic flow at pedestrian crossings.
- 2.9 Sections of Chapel Hill and Grove Hill are limited to single-file shuttle working due to narrow carriageway widths and on-street parking. This requires opposing traffic streams to wait for gaps or for courteous drivers to give up their right-of way to allow traffic to pass.
- 2.10 Traffic signals are installed at Grove Hill to facilitate one-way alternate traffic flow through a narrow, curved section of carriageway, but there is a length of on-street parking beyond the signal controlled section, which requires drivers to give-way.
- 2.11 Traffic volumes and network constraints are such that flow conditions are unstable and congestion frequently occurs due to the narrow carriageway widths and because the available queuing space on either side of the single-lane sections is limited. The problems are compounded by variable driver behaviour and/or when heavy goods vehicles are present.
- 2.12 Some regular drivers, with local knowledge of the constraints are willing to concede priority and know where to wait to allow opposing traffic to progress through the narrow sections of carriageway. However, not all drivers are as knowledgeable or courteous and many drivers are unfamiliar with the network. This leads to regular instances of blockages and gridlock.
- 2.13 These concerns apply to the whole length of the B1051 corridor through the village but are particularly relevant to Grove Hill, which is susceptible to congestion, at both ends of the traffic signal-controlled section.

- 2.14 At the upper end of Grove Hill, vehicles travelling up the hill (eastwards towards Elsenham) have to overtake parked cars at the point where traffic in the opposite direction is queuing for the traffic signals. The successful operation of the upper section of Grove Hill relies on good driver cooperation, including leaving large gaps at either end of the parked cars to enable opposing traffic to overtake. As previously noted, some drivers with local knowledge adopt courteous behaviour, but a proportion of drivers fail to recognise the constraints or choose to enforce their right-of-way over traffic waiting to overtake.
- 2.15 At the lower end of Grove Hill the traffic signals cause queuing through the priority-controlled T junction between Lower Street and Grove Hill and there are frequent instances of opposing traffic meeting within the signal-controlled single-lane section. This should not happen as the traffic signals are designed to avoid such occurrences but it can arise due to traffic being delayed within the signal-controlled section and by some drivers disobeying the red signal.
- 2.16 The problems at Grove Hill compounded when large vehicles are present because such vehicles require more space and larger gaps to negotiate the parked cars. There are regular instances of HGVs mounting the footways in order to pass opposing traffic and blockages when opposing vehicles meet in the single-lane section and then need to reverse to allow traffic to pass.
- 2.17 A 7.5T weight limit is in force on Grove Hill but this only applies in one direction, eastbound towards Elsenham (a copy of the Traffic Order is included in Appendix 2). There are also a number of exemptions which mean that vehicles involved in agriculture, emergency services, building/demolition works, road maintenance, sewerage or utilities are excluded from the order. This means that the weight restriction has very limited value in terms of reducing or controlling HGV numbers. It is widely ignored by drivers and is effectively unenforceable without permanent monitoring including stopping each vehicle to establish if the exemption applies.
- 2.18 A selection of photographs recording traffic conditions within Stansted Mountfitchet are include in Appendix 3. These show the extent of queuing on Lower Street and Grove Hill, the blockages that occur on Grove Hill, vehicles mounting the footways and cars proceeding up Grove Hill having passed through a red traffic signal.
- 2.19 The TA is supported by a VISSIM traffic model covering the section of highway through Stansted Mountfitchet (including Grove Hill) and presents results for a series of traffic scenarios with and without the proposed development. The modelling also considers the effects of committed developments and includes a Sensitivity Test for the proposed development of 130 dwellings on Land South of Henham Road (Ref S62A/22/0007).
- 2.20 The three main test scenarios examined by the VISSIM model are as follows.
- 2022 Base
 - 2027 Baseline - 2022 Base plus committed development
 - 2027 With Development - 2027 Baseline plus the proposed development

2.21 Two additional scenarios relating to the sensitivity test, are as follows.

- 2027 Baseline (Sensitivity Test) – 2027 Baseline plus South of Henham Road site
- 2027 Baseline with Development (Sensitivity Test) – Above plus proposed development

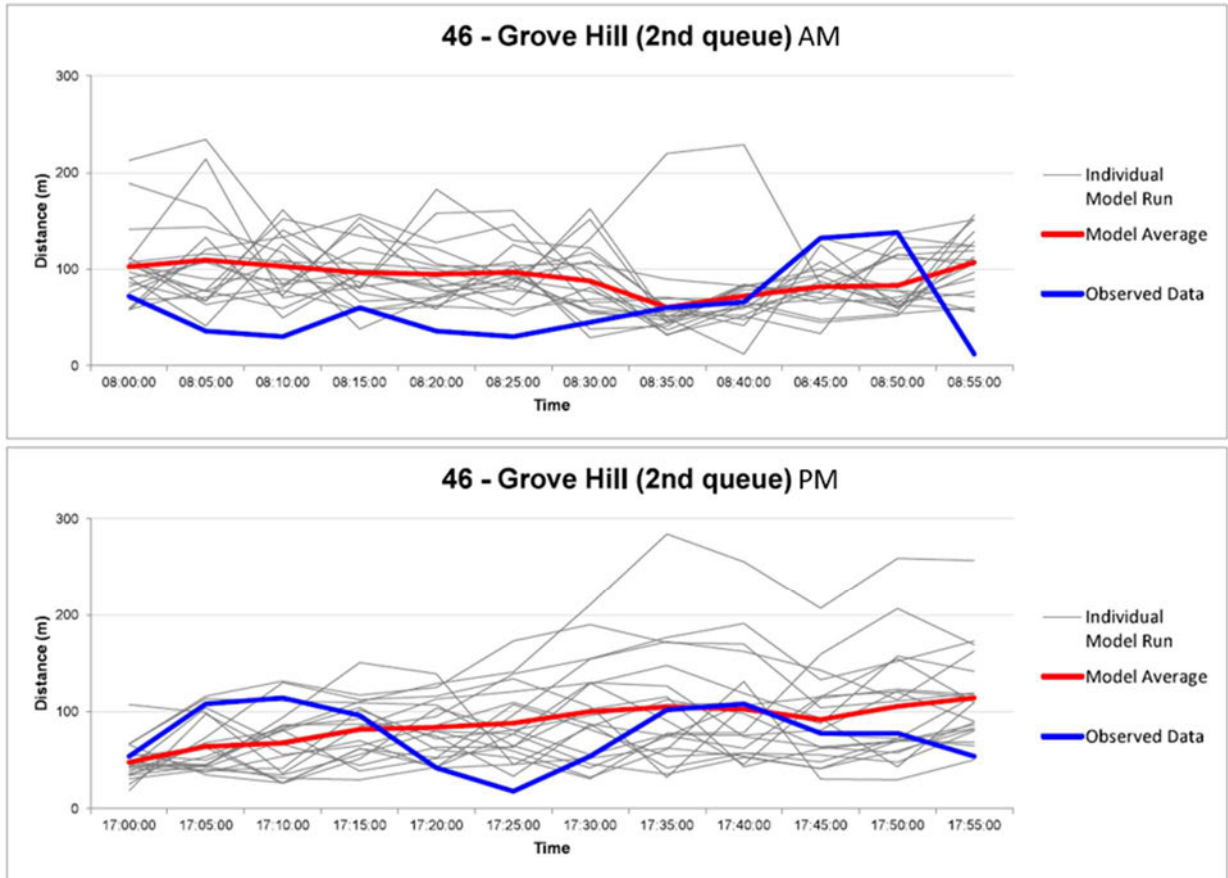
2.22 The modelling results for the 2022 base present a picture of free-flowing traffic conditions with limited queuing and delays, followed by small incremental impacts resulting from committed and proposed development.

2.23 The 2022 Base results do not reflect the variable nature of traffic conditions that exists in practice, with regular blockages and congestion. The results presented in the model are averages from multiple simulations. Paragraph 8.3 of the VISSIM Modelling Technical Note (Appendix N of the TA) states “**Any runs where model limitations result in gridlock situations occurring have been excluded from the results analysis**”. Such runs are therefore excluded from the averages. The model also relies on a number of driver behaviour ‘rules’ (described in paras 5.6 to 5.9 of the VISSIM Modelling Technical Note) based on courteous driver behaviour and these are assumed to apply in all model runs.

2.24 It is an acknowledged limitation of any traffic model that the full range of traffic conditions and driver behaviours cannot be simulated. The results must therefore be interpreted with caution as, in this case, they represent a best case scenario where traffic conditions are always stable, gridlock doesn’t happen and drivers always adhere to courteous behaviours.

2.25 The highly variable nature of traffic patterns can be seen in some of the modelling outputs. Appendix B of the VISSIM Modelling Technical Note contains details of the base year model validation. Figure 1 (next page) shows the queue comparison results for the secondary queue on Grove Hill.

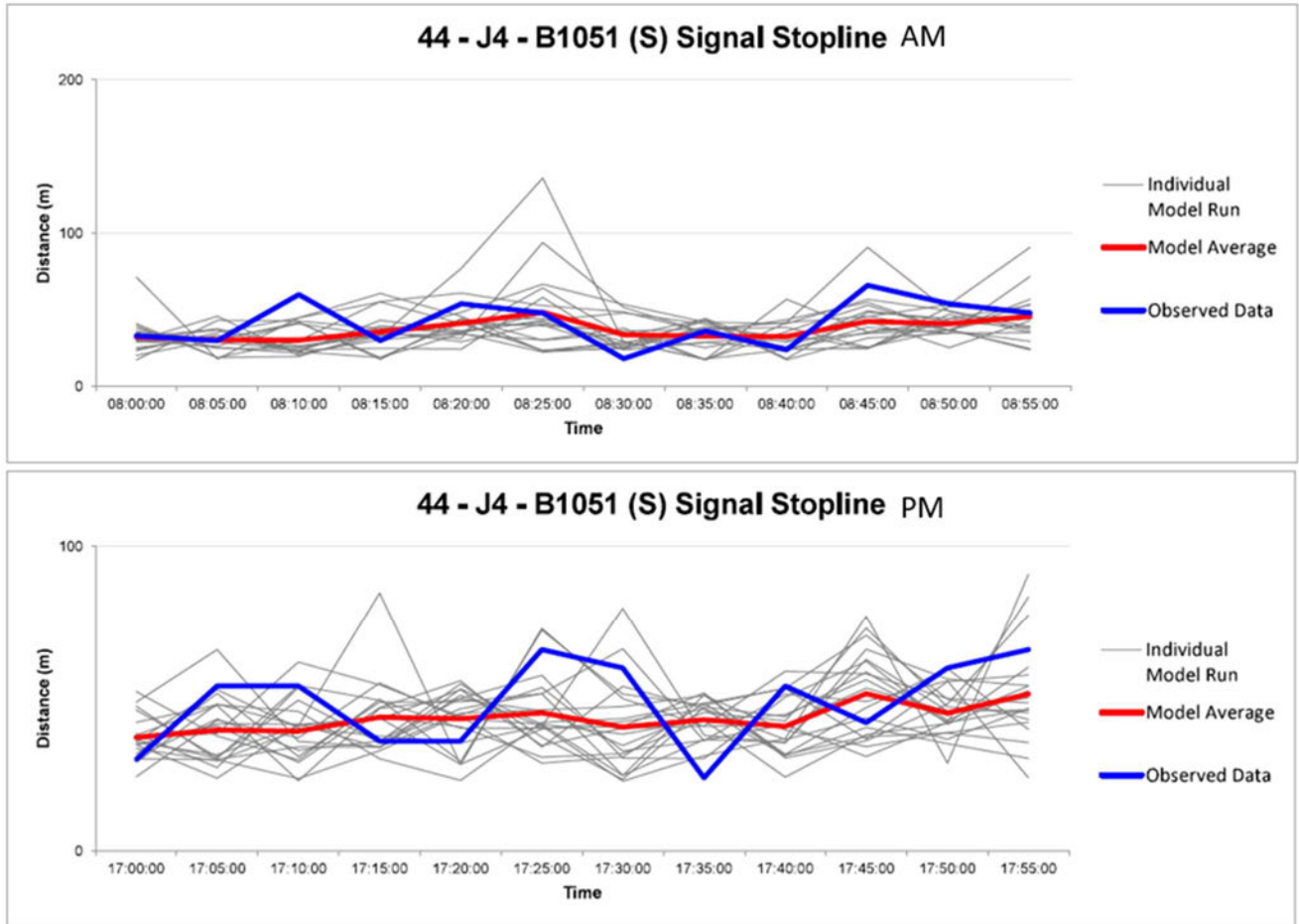
Figure 1 - Grove Hill (2nd Queue) Queue Comparison (Source – WSP Tech Note AppB)



2.26 The grey lines show the widely varying queue forecasts based on the 2022 Base case (2022 traffic flows). Individual model run results range from below 50m to over 200m throughout much of the modelled one-hour period. The diagrams also demonstrate that the 'modelled average' queues (red line) are significantly below the maximum values that are predicted to occur. The red line also shows the extent to which the averaging process smooths out the peaks and troughs in the queue profile.

2.27 The same pattern is replicated in other locations. Details for Lower Street (at the bottom of Grove Hill) and Silver Street are shown below in Figure 2 (next page). Full details of other locations can be seen in Appendix B of the WSP VISSIM Modelling Technical Note.

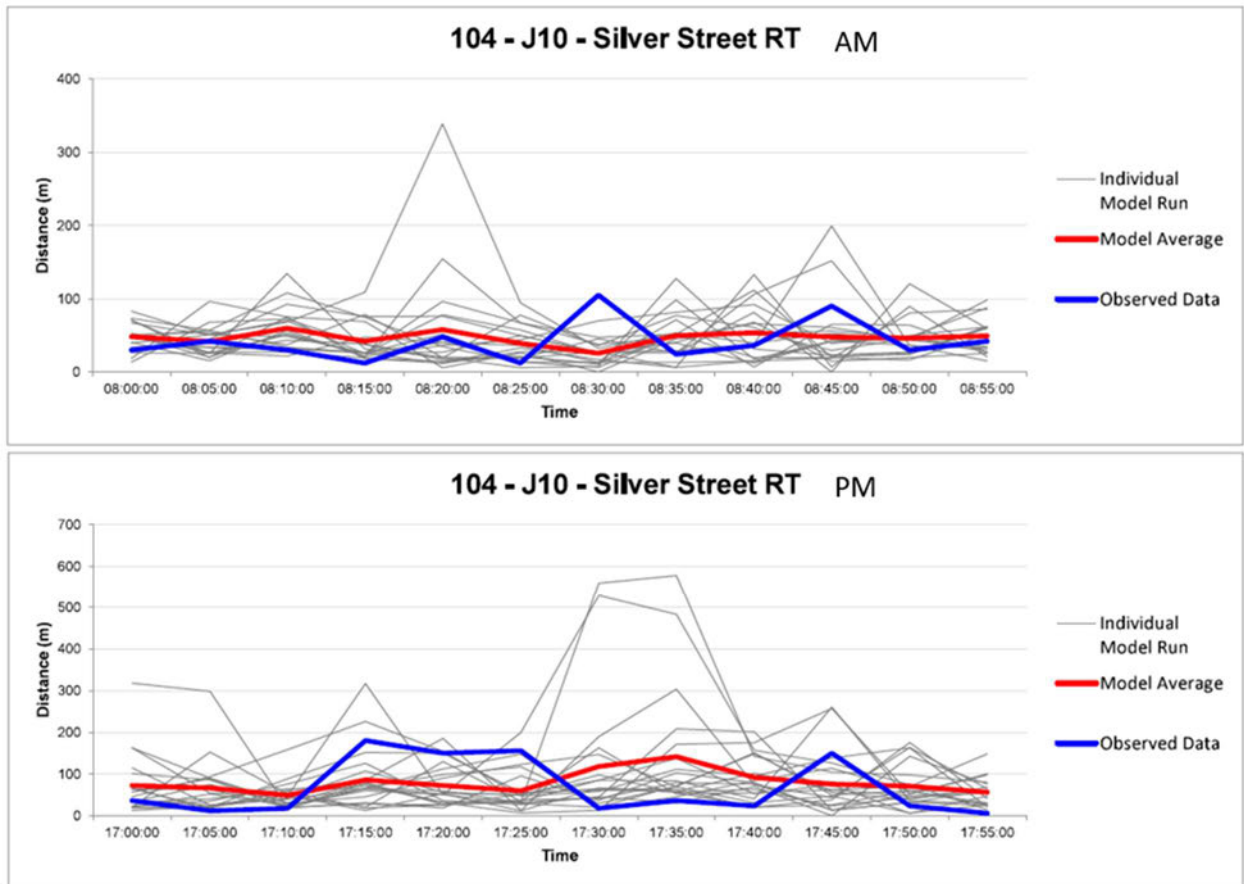
Figure 2 – Lower Street (S) Queue Comparison (Source – WSP Tech Note AppB)



2.28 Again, there is considerable variation shown for individual model runs and the smoothing effect of the averaging process can be clearly seen.

2.29 Results for Silver Street are shown in Figure 3 (next page).

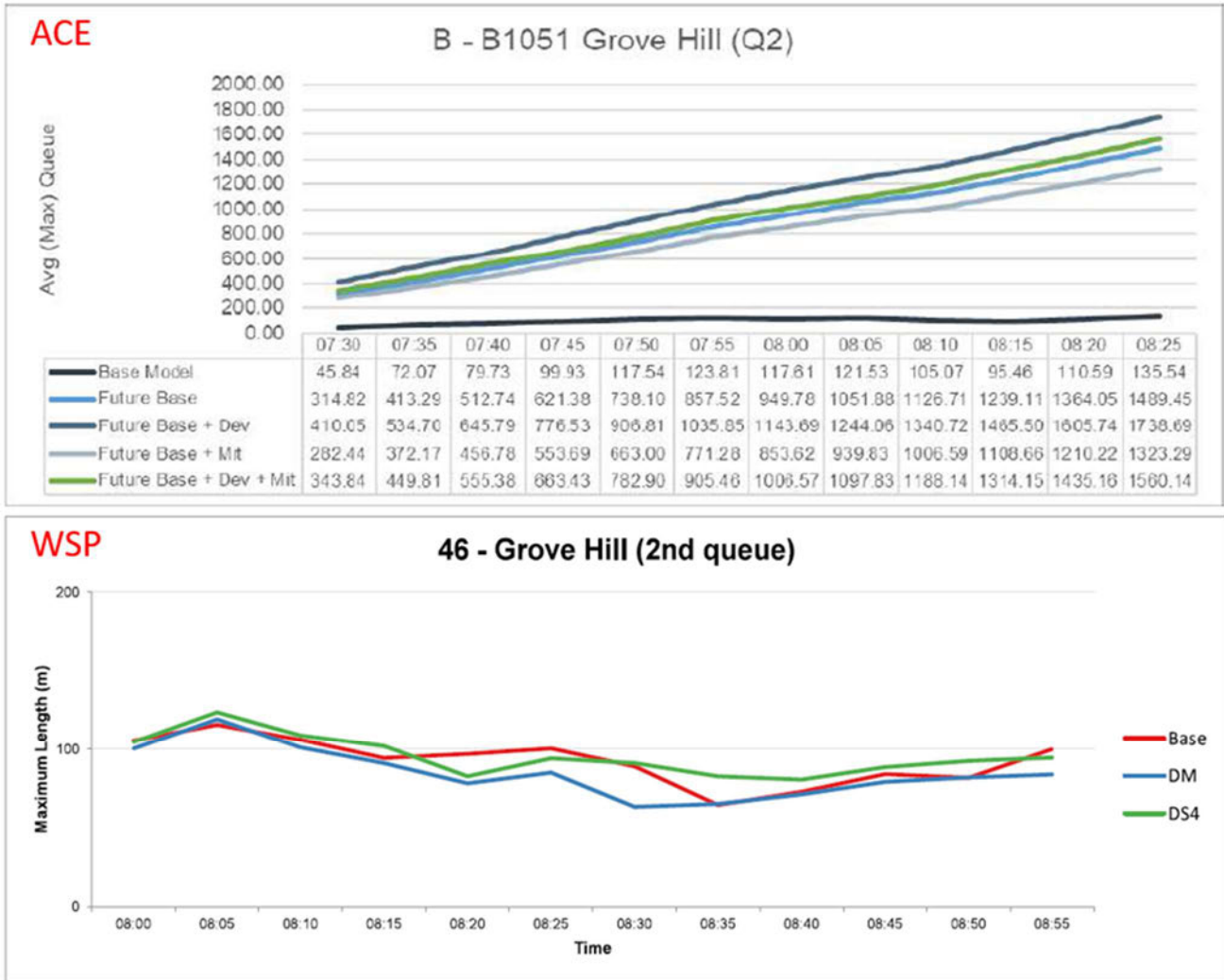
Figure 3 – Silver Street (S) Queue Comparison (Source – WSP Tech Note AppB)



- 2.30 The above results confirm that the 'modelled average' statistics relied on in the TA are a poor indicator of overall traffic conditions. The unstable traffic flow conditions that exist in Stansted Mountfitchet mean that queues and delays vary considerably day to day and hour by hour. This factor is not represented in the traffic modelling, which assumes ideal conditions, with steady state flows and 100% compliance with the driver behaviour 'rules' built into the model.
- 2.31 The limitations of the modelling outlined above, for the '2022 Base' case, carry through to the future year assessments. Tables 5-12 and 5-13 in the applicant's TA compare predicted queue lengths for the '2022 Base' and '2027 Baseline' (including committed development) scenarios. The tables show average maximum values; the same as the red line in Figures 1 to 3 above, but averaged over the whole of the peak hour.
- 2.32 The results indicate that the impact of committed development (982 new dwellings) is predicted to increase queues during peak hours by only 5 cars at the junctions throughout Stansted Mountfitchet by 2027. This appears optimistic given current traffic conditions and the scale of committed development; again confirming that the model does not adequately reflect the variable nature of traffic flow conditions and driver behaviours.

- 2.33 The results for the '2027 With Development' test scenario are presented in Tables 7-11 and 7-12 of the TA and show that the development is estimated to increase average maximum queues by up to 9 cars in the AM peak and 3 cars in the PM peak. Again, this suggests only limited incremental increases, but is again based on the model's assumed steady state flow conditions, absence of gridlock situations and ideal driver behaviour.
- 2.34 Similar comments apply to the sensitivity test results discussed in Section 7.7.3 and Appendix P of the WSP TA, where further incremental queuing of up to 12 cars is predicted.
- 2.35 The results from the WSP VISSIM model are starkly different from those presented in the Transport Assessment submitted in support of the proposed development of 130 dwellings on Land South of Henham Road (Ref S62A/22/0007). The consultant's acting for that site, Ardent Consulting Engineers (ACE), have also commissioned a VISSIM model for Stansted Mountfitchet and have undertaken a range of similar test scenarios, with and without committed development and the proposed 130 dwellings.
- 2.36 Samples of queue comparison data from the ACE model, for Grove Hill, Lower Street and Silver Street are presented alongside comparable data from the WSP model, in Figures 4 to 6 below.
- 2.37 Each consultant has used slightly different naming conventions for the various test scenarios as follows:
- ACE 'Base Model' (black) = WSP 'Base' (red)
 - ACE 'Future Base + Mitigation' (grey) = WSP 'DM' (Do Minimum) (blue)
 - ACE 'Future Base + Dev + Mitigation' (green) = WSP 'DS4' (Do Something 4) (green)
- 2.38 The proposed mitigation scheme referred to in the modelling is the introduction of a second vehicle queue detector at the top of Grove Hill. This is intended to improve the detection of vehicles in the secondary queue and is described in paragraph 6.68 of the ACE TA and paragraph 5.2.3 of the WSP TA. Neither TA provides any details as to how this has been incorporated into each of the two VISSIM models and, as shown in the following results, there are widely differing forecasts of the effects of the mitigation scheme.

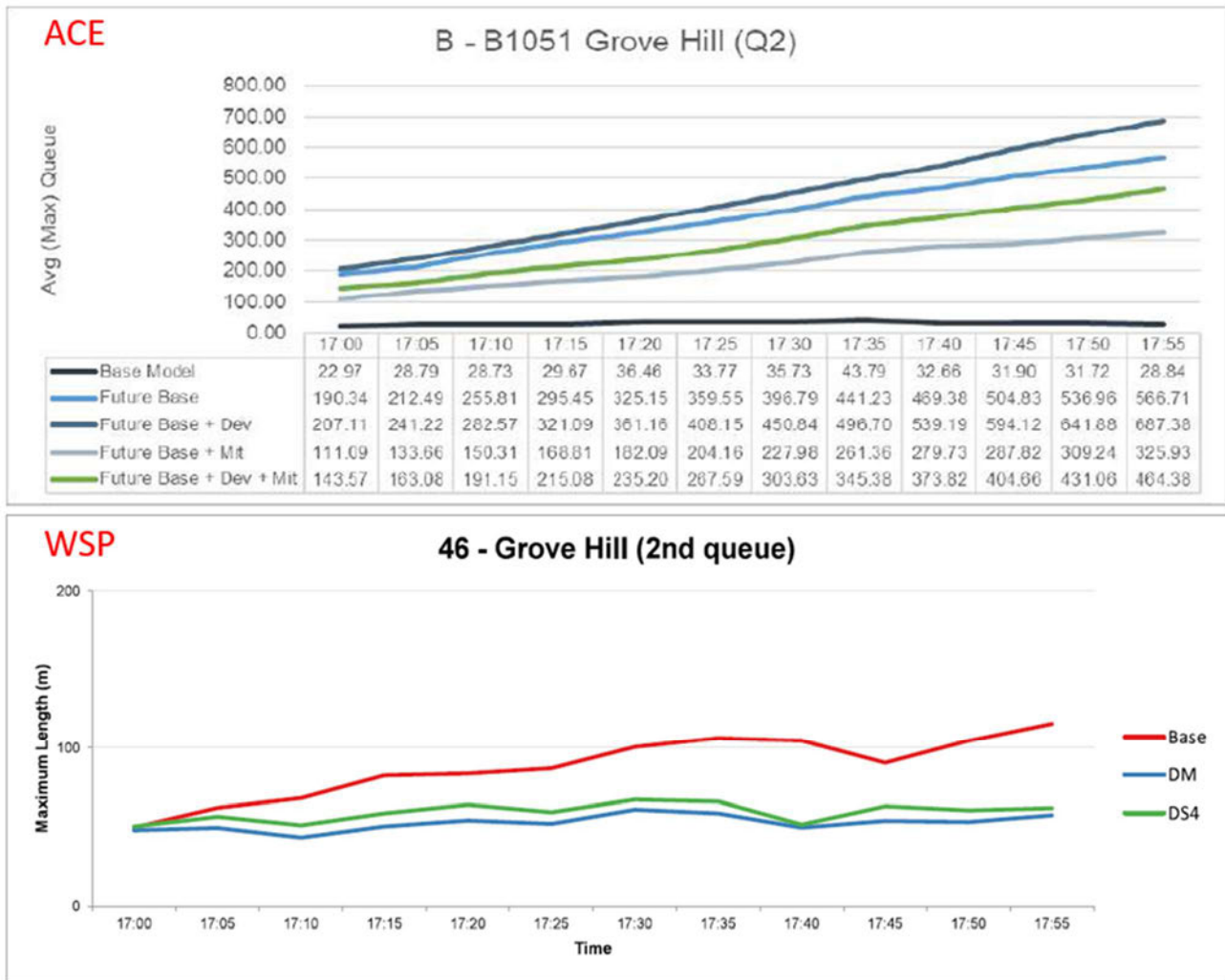
Figure 4 - Grove Hill (2nd Queue) Queue Comparison AM – ACE vs WSP VISSIM Models



2.39 In the above diagram the WSP model predicts average maximum queues of around 100m in all scenarios. The ACE model predicts similar values in the 2022 base case (135m), but with significant increases in the future baseline (1,323m) and future baseline plus development (1,560m).

2.40 Results for the PM peak are shown in Figure 5 (next page).

Figure 5 - Grove Hill (2nd Queue) Queue Comparison PM – ACE vs WSP VISSIM Models



2.41 The WSP results show a significant reduction in queuing in the PM peak in the future year scenarios relative to current 2022 Base conditions. This is presumably due to the inclusion of the proposed second queue detector in Grove Hill, although Figure 4 (previous page) appears to indicate it has little effect in the AM. In contrast, the ACE modelling shows no such improvement, with queues increasing despite the mitigation measures.

2.42 WSP predicts future year queues, including committed and proposed development, of around 50m whereas the ACE model predicts queues in the range of 325m to 464m.

2.43 A comparison of results for Lower Street is shown in Figures 6 and 7 (next page).

Figure 6 – Lower Street Queue Comparison AM – ACE vs WSP VISSIM Models

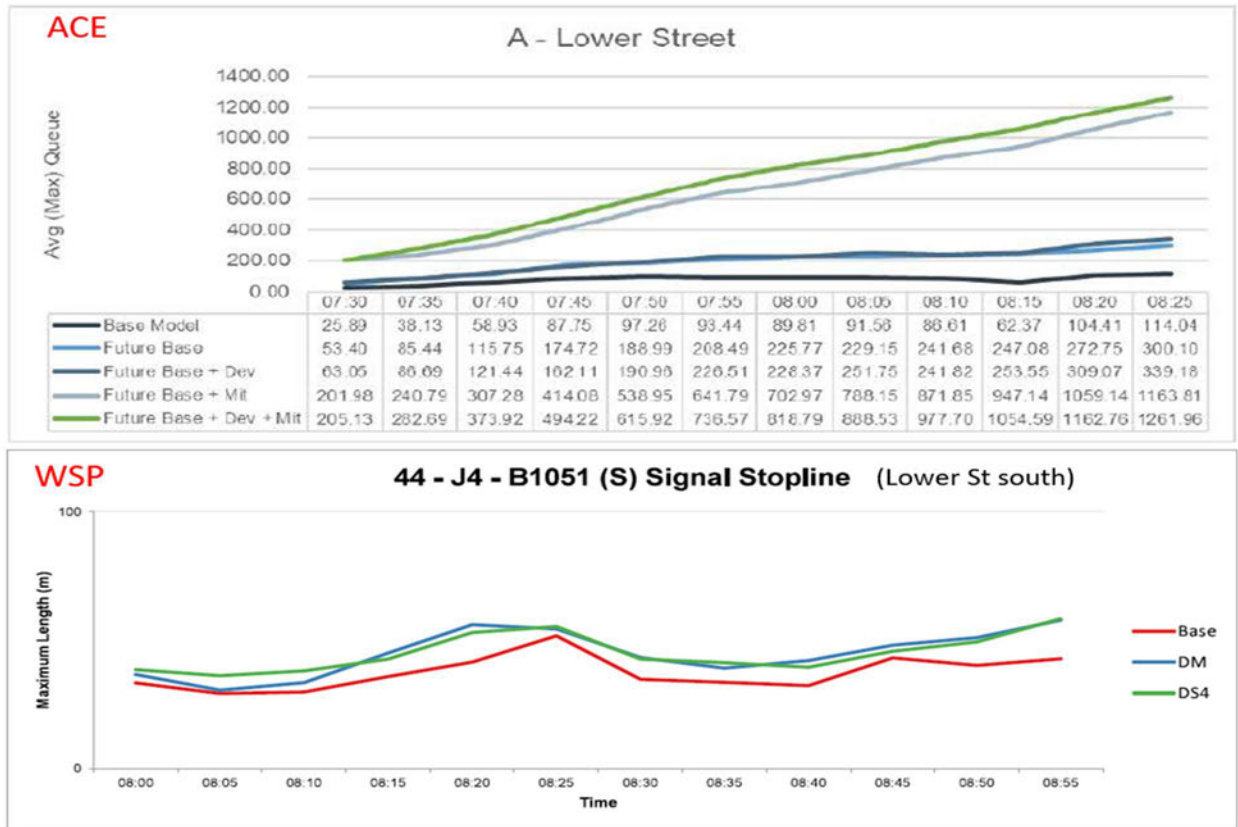
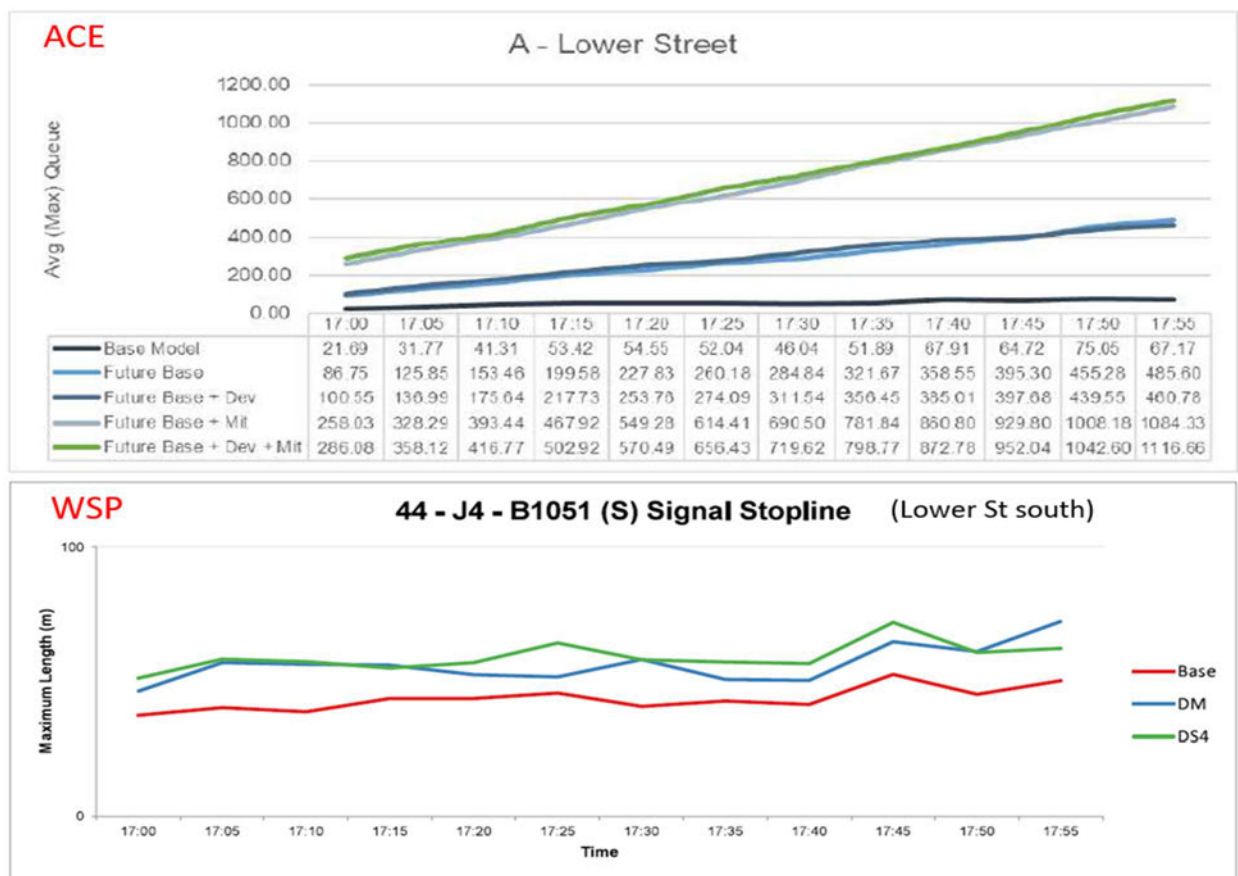


Figure 7 – Lower Street Queue Comparison PM – ACE vs WSP VISSIM Models



2.44 The pattern for Lower Street is similar to Grove Hill with the WSP model predicting queues well below 100m in both AM and PM peaks, unlike the ACE model which shows much higher queues, well in excess of 1 kilometre in Lower Street south. Results for Silver Street are shown below.

Figure 8 – Silver Street Queue Comparison AM – ACE vs WSP VISSIM Models

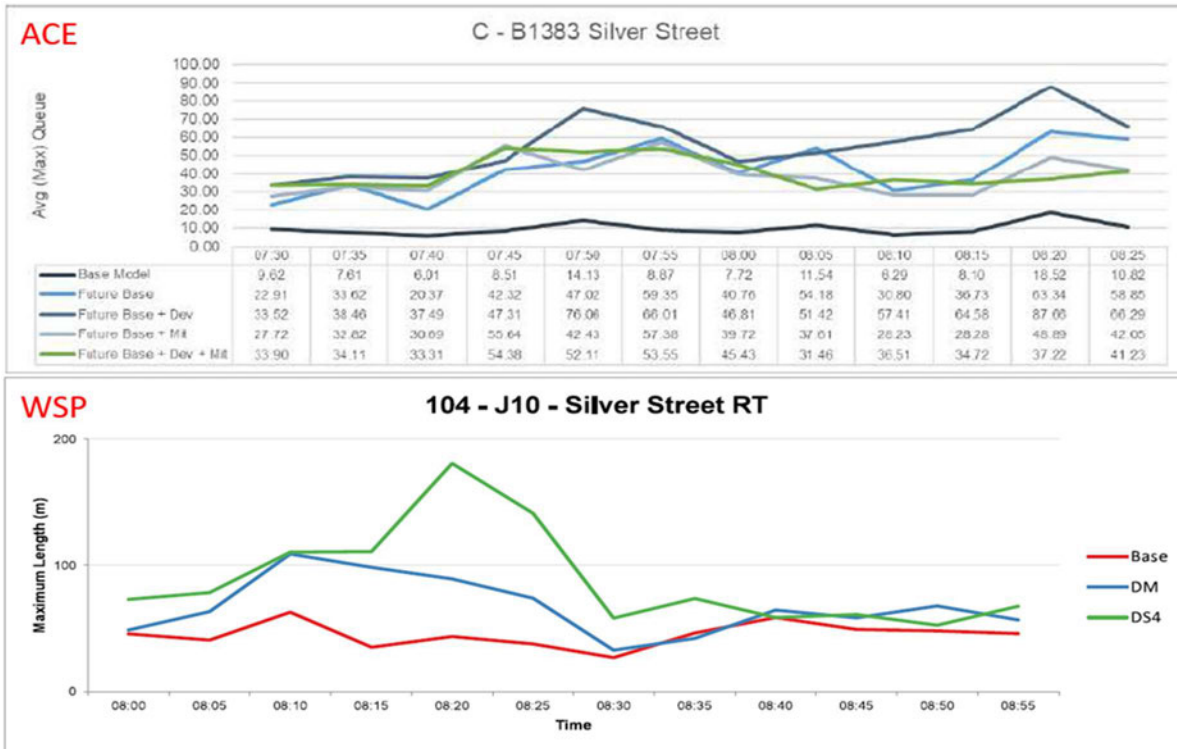
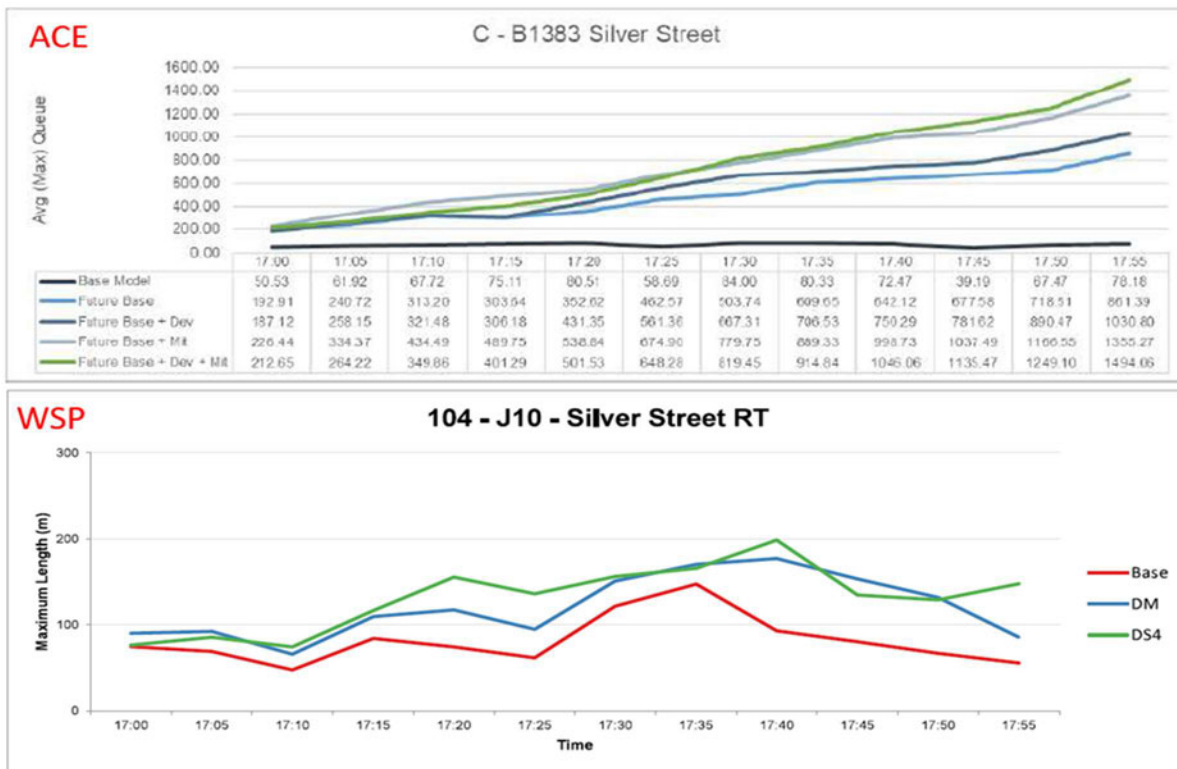


Figure 9 – Silver Street Queue Comparison PM – ACE vs WSP VISSIM Models



- 2.45 The results in Figure 8 show that the WSP model predicts an average maximum queue on Silver Street of around 180m at 08.20 compared with 37m in the ACE model (with development plus mitigation). The situation in the PM peak (Figure 9) is very different with WSP predicting a maximum queue value of 200m compared with 1,494m in the ACE model.
- 2.46 The above comparison between the two VISSIM models demonstrates huge variations despite using the same base year (2022) and the same future year (2027) and containing very similar levels of committed development (982 dwellings in the WSP TA and 787 dwellings in the ACE TA). Both models have been subject to calibration and validation checks, yet both perform very differently and produce widely varying forecasts of traffic conditions.
- 2.47 Whilst the above comparison focuses on queue length predictions the same pattern of widely varying and contradictory forecasts is evident in other metrics including journey times, delay statistics and average speeds. This highlights the difficulties of accurately replicating real life complex highway networks in traffic models and raises serious doubts over the reliability of the results.
- 2.48 Whilst VISSIM is accepted as the industry standard tool for such situations, the comparisons between the two models clearly demonstrate the vastly different outcomes that can result. For these reasons and the limitations described earlier in terms of the operating assumptions and compromises needed to enable the models to function, the outputs from the models must be treated with great caution and cannot be relied upon to give a true and full evaluation of future traffic impacts. In view of this the VISSIM model results should be afforded very little weight.
- 2.49 Given the long standing and ongoing traffic congestion problems in Stansted Mountfitchet it is self-evident that the cumulative impacts of committed development (982 dwellings) and the proposed development (200 dwellings) will be very significant. The addition of 130 proposed dwellings on Land South of Henham Road is also an important consideration in terms of cumulative impacts.
- 2.50 The National Planning Policy Framework states at paragraph 111 that ***“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”***. The Framework therefore recognises the need for cumulative impacts to be considered in decision making. In this case it is clear that the residual cumulative impacts arising from committed and planned developments in the Elsenham area are very significant and sufficient to trigger the threshold for refusal set out in the Framework.

3 TRANSPORT SUSTAINABILITY

- 3.1 Elsenham offers a limited range of local facilities and services including a Tesco Express, Post Office, Primary School, Recreation Ground and Doctors Surgery. Table 4-4 of the TA provides a list of estimated walking and cycling distances and journey times to these and other facilities in surrounding towns and villages. The table heading states that the distances are measured from the Phase 2 access point, on the site boundary. In reality residents' journeys will begin and end at their houses rather than the site boundary. Reference to the Illustrative Site Layout drawing submitted with the planning application (Carter Jonas Drg No J0045323_007 V3) indicates that an additional distance of approximately 300m will be needed to reach most houses.
- 3.2 Table 1 below, presents the WSP walk distances and times to local facilities in Elsenham alongside adjusted figures by SWTP increased by 300m to represent realistic walking distances from the centre of the development.

Table 1 – Walk Distances and Times to Local Facilities

Destination	WSP (from site boundary)		SWTP (from centre of development)	
	Walk Distance (km)	Walk Time (mins)	Walk Distance (km)	Walk Time (mins)
Recreation Ground	1.7	21	2.0	25
The Crown PH	0.9	11	1.2	15
Tesco Express	1.3	16	1.6	20
Elsenham Post Office	1.3	16	1.6	20
Elsenham Primary School	1.0	13	1.3	16
Elsenham GP Surgery	1.5	19	1.8	23

- 3.3 Guidance on acceptable walking distances to facilities can be found in section 4.4 of Manual for Streets (Department for Transport – 2007) which introduces the concept of “walkable neighbourhoods” when planning for new development. The document suggests a threshold of about 10 minutes’ walk, equivalent to about 800m as a reasonable walking distance.
- 3.4 Further guidance on acceptable walking distances is contained in the Institution of Highways and Transportation (IHT) document “Providing for Journeys on Foot” (2000), in particular Table 3.2 which sets out the following guidance for pedestrians without a mobility impairment.

IHT Providing for Journeys on Foot

Table 3.2 – Suggested Acceptable Walking Distances

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.5 The evidence from the above reference sources indicates that, for most journey purposes, 400m (approx. 5 mins) represents a desirable walking distance, with 800m (approx. 10mins) acceptable for most able-bodied people. However, Table 1 confirms that none of the facilities in Elsenham are within this range. All facilities except The Crown pub are beyond the preferred maximum 1,200m suggested by IHT. This means that, for most people, walking to these destinations is unlikely to be the preferred mode of travel.
- 3.6 It is also apparent that the facilities listed in Table 1 provide only a basic level of services and therefore future occupiers of the development will be reliant on travel to surrounding higher order settlements for the majority of their daily needs; including work, bulk food and non-food shopping, leisure, secondary and higher education. Locations regularly accessed by Elsenham residents include Bishops Stortford, Saffron Walden and Stansted Mountfitchet.
- 3.7 Travel options to these locations are limited. They are all beyond reasonable walking and cycling distance and the roads serving these destinations have no footways, lighting or dedicated cycling facilities, making them unsuitable and unattractive to pedestrians and cyclists for regular commuting, education or shopping journeys.
- 3.8 The No 7/7A bus service operates approximately every 2 hours from Monday to Saturday between Stansted Airport and Bishops Stortford via Elsenham. The journey from The Crown bus stop on Henham Road to Bishops Stortford taking approximately 45 minutes, or 32 minutes from the bus stops on Station road. Section 4.6 of the TA notes that the Henham Road bus stops are 1,200m from the centre of the site, well beyond the recommended maximum walking distance of 400m. The station Road stops are accessible within 550m but this requires access across the very high pedestrian bridge over the rail line.
- 3.9 The poor service frequency, limited route choice, long journey times and long walk distances to bus stops, make bus travel unattractive for most. This is reflected in the Census mode share data presented in Table 4-1 of the TA which confirms that bus travel only accounts for 1% of commuting journeys.
- 3.10 The presence of the rail station makes public transport travel a viable option for local journeys to Stansted Mountfitchet and Bishops Stortford; and for longer commutes to London and Cambridge. The Census data shows that this could account for 13% of journeys to work. However, despite this, the census data also shows that Elsenham residents remain heavily reliant on private car use, which accounts for 81% of journeys to work (76% car driver, 5% car passenger).

- 3.11 The above analysis shows that due to the lack of local facilities and the limited sustainable travel options serving the site, the use of the private car is likely to remain the main mode of travel for the vast majority journeys necessary to meet the daily needs of future occupants of the proposed development.
- 3.12 This heavy reliance on private car journeys brings the proposals into conflict with the aims of promoting sustainable development as set out in the National Planning Policy Framework.
- 3.13 Paragraph 110(a) of the Framework requires that ***“appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location”***. Paragraph 105 of the Framework acknowledges that opportunities to maximise sustainable transport will vary between urban and rural areas but also emphasises the requirement for ***“limiting the need to travel”*** and ***“offering a genuine choice of transport modes”***. Given the very limited range of services within walking and cycling distance and the limited public transport options, the proposal is heavily dependent on private car travel and therefore fails to comply with paragraph 110(a) and paragraph 105.

Appendix 1

Schedule of Completed Development

Completed Development

Development site	Permission date	Number of Units	UDC Reference
Elsenham			
The Orchard Station Road	10/08/2012	53	UTT/2166/11/DFO
Land South Of Stansted Road	05/02/2016	165	UTT/15/2632/DFO
The Old Goods Yard Old Mead Lane	07/02/2014	10	UTT/12/6116/FUL
Land at Alsa Leys	17/03/2014	6	UTT/13/2836/FUL
Land Adjacent Hailes Wood	23/07/2014	32	UTT/13/2917/FUL
Land north of Stansted Road	01/05/2015	155	UTT/14/3279/DFO
Hailes Wood	09/12/2015	3	UTT/15/1121/FUL
Land North Of Leigh Drive	14/11/2016	20	UTT/15/3090/OP
Elsenham Nurseries Stansted Rd	06/07/2017	42	UTT/17/0335/DFO
Elsenham Sub Total		486	
Henham			
Billy's Barn	01/09/2012	1	UTT/12/5299/FUL
Mill Road	01/12/2012	3	UTT/12/5180/FUL
Station Development	01/02/2014	10	UTT/12/6116/FUL
Field View	01/02/2014	16	UTT/14/0065/FUL
White House	01/05/2014	1	UTT/14/0725/FUL
Blossom Hill Farm	01/10/2014	21	UTT/14/2655/FUL
Caldicot	01/04/2015	1	UTT/14/1009/FUL
Goods Yard Old Mead Lane	30/07/2015	6	UTT/15/0362/FUL
Cott Moor	01/08/2015	1	UTT/15/1868/OP
Chickney Road	26/08/2015	2	UTT/15/2677/FUL
Henley's	01/11/2015	1	UTT/15/2686/FUL
Chickney Road	22/09/2016	9	UTT/16/1988/FUL
Wyndies Crow Street	01/05/2017	2	UTT/17/0447/FUL
Henham Sub Total		74	
Elsenham plus Henham Combined Total		560	

Appendix 2

Grove Hill Weight Limit Traffic Regulation Order

THE ESSEX COUNTY COUNCIL (B1051 GROVE HILL, STANSTED MOUNTFITCHET)
(WEIGHT RESTRICTION) ORDER 1987


124

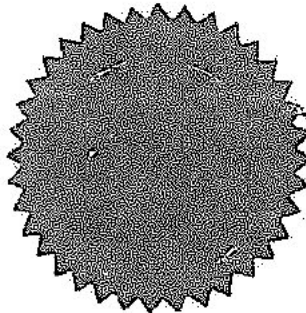
The Essex County Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1) and (3), 2(4) and 3(2) of the Road Traffic Regulation Act 1984 and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9, hereby make the following Order:-

1. Save as provided in Article 2 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause any heavy commercial vehicle having a maximum gross weight exceeding 7.5 tonnes to enter Grove Hill from Lower Street at Stansted Mountfitchet in the District of Uttlesford.
2. Nothing in Article 1 of this Order shall apply so as to prevent any person from causing any vehicle to proceed in the road specified in that Article if the vehicle is being used:-
 - (a) for the purpose of agriculture in connection with land adjacent to that road or in connection with the conveyance or haulage of timber felled upon that land;
 - (b) for fire brigade, police or ambulance purposes;
 - (c) in connection with any of the following operations, namely:-
 - (i) building or demolition operations,
 - (ii) the removal of any obstruction to traffic,
 - (iii) the maintenance, improvement or reconstruction of that road,
 - (iv) the laying, erection, alteration or repair in or on land adjacent to that road, of any sewer, or any main, pipe or apparatus for the supply of water, gas or electricity, or any telegraphic line as defined in the Telecommunications Act 1984; or
 - (d) in the service of a local authority or water authority in pursuance of statutory powers or duties.
3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Act or by or under any other enactment.
4. This Order shall come into operation on 16th November 1987 and may be cited as the Essex County Council (B1051 Grove Hill, Stansted Mountfitchet) (Weight Restriction) Order 1987.

Sealed with the Common Seal this 5th day of November One thousand nine hundred and eighty-seven

THE COMMON SEAL of the ESSEX)
COUNTY COUNCIL was hereunto)
affixed in the presence of:-)


Assistant Clerk of the Council



Appendix 3

Stansted Mountfitchet Photographs

STANSTED MOUNTFITCHET PHOTOGRAPHS



Grove Hill Signals Blocked



Traffic Queuing to Enter Grove Hill



Queue on Lower Street North (View North)



Queue on Lower Street North (View South)



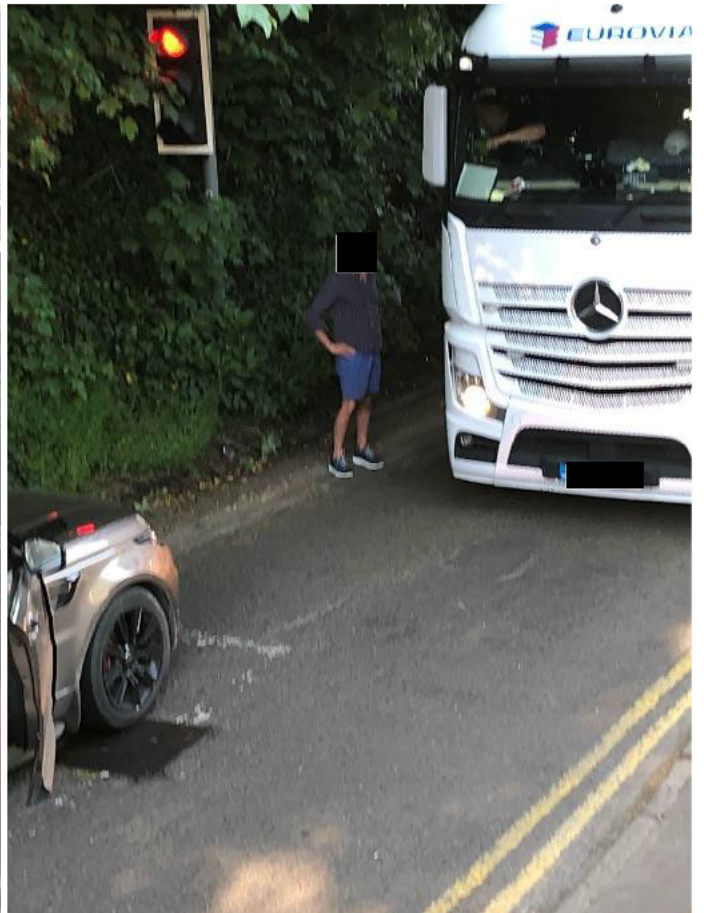
Queue on Lower Street South (View North)



Queue on Lower Street South (View South)



Traffic mounting footway (Grove Hill)



Road blocked at traffic signals (Grove Hill)



Road blocked at traffic signals (Grove Hill)



Exit from Grove Hill blocked by Lower St queue



Traffic mounting footway (Grove Hill)



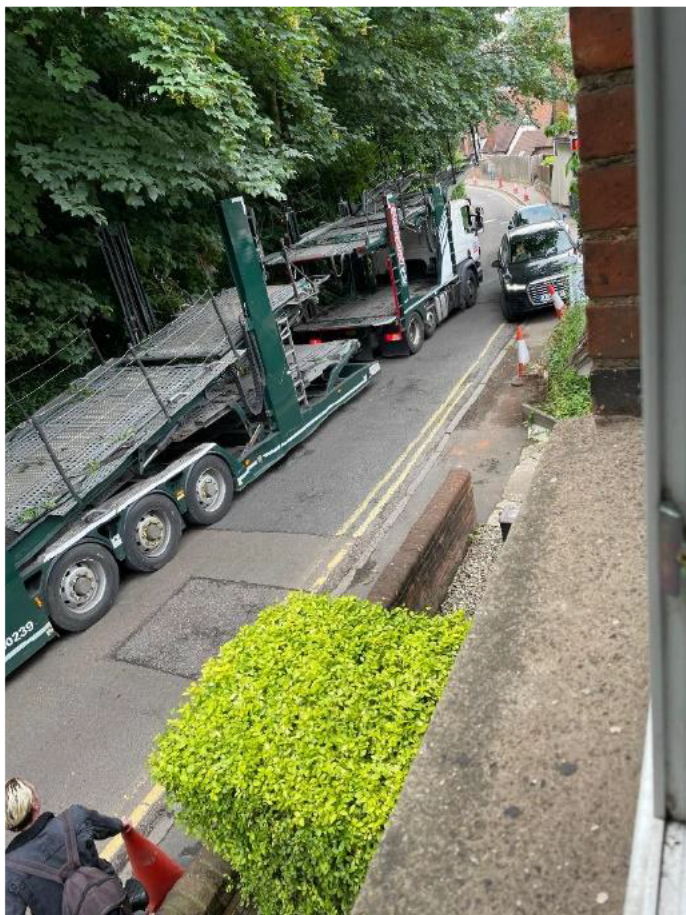
Traffic mounting footway (Grove Hill)



Traffic mounting footway (Grove Hill)



Traffic meets in signal-controlled section



Traffic mounting footway (Grove Hill)



Traffic mounting footway (Grove Hill)



Vehicle passing red light at Grove Hill signals



Vehicle passing red light at Grove Hill signals