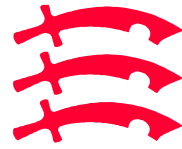


Your Ref: S62/2022/0012
Our Ref: HT/TPD /SD/KW/11091/2C
Date:-



Essex County Council

CC:



Paul Crick
Director for Highways and Transportation

To: Inquiries and Major Casework Team
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Recommendation of Refusal

Application No. S62/2022/0012

Site Location Land East of Station Road, Elsenham

Proposal Outline Planning Application with all matters Reserved except for the Primary means of access for the development of up to 200 residential dwellings along with landscaping, public open space and associated infrastructure works.

This application was accompanied by a Transport Assessment which has been reviewed by the highway authority in conjunction with a site visit and internal consultations. An assessment of the highway network in Stansted Mountfitchet was undertaken using a Vissim model. This was reviewed by Jacobs on behalf of the highway authority and the review is attached. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2021 and in particular paragraphs 110 – 112, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The application is an extension of planning application UTT/17/3573 for 350 dwellings. The additional 200 dwellings from this application will form a development of 550 dwellings. The highway authority would normally expect a development of this size to be served by a bus route through the site to ensure that all the dwellings were within 400m of a bus stop. The provision of a through route has been found not to be deliverable.

Key to the acceptability of this development to the highway authority is the cumulative, residual impact on Stansted Mountfitchet and Grove Hill in particular. A review of modelling has shown it to have deficiencies, until these are addressed the highway authority cannot safely assess the impact of the application on the network. The assessment of previous applications has shown that the mitigation secured through those applications while mitigating their impact did not show that there was spare capacity at the junctions and the restricted road network approaching Stansted Mountfitchet from the east and within the village mean that further mitigation is unlikely to be possible. The highway authority has received many

complaints about the operation of this junction is investigating the feasibility of schemes to reduce the number of HGVs using the junction. The possibility for the provision for alternative sustainable and active travel measures between the site and Stansted Mountfitchet is also limited by constrained layout of the network and any forecast increased queuing will have an impact on the reliability of bus services and the attractiveness of the route for cycling and walking. Therefore, it is essential to understand whether further traffic through the junction, in addition to the permitted schemes, is likely to exacerbate the problems currently experienced and cause a severe impact.

This application will cause an intensification of the use of the level crossing particularly by pedestrians as this development is closer to the crossing and residents will use it to access the village. It is noted that Network Rail has not commented on the application.

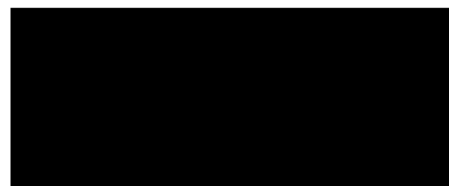
From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

1. The application does not adequately demonstrate the cumulative impact of the proposal on the capacity of the highway network.
 - a. A Vissim model of the impact on Stansted Mountfitchet has been provided as part of the transport assessment. This model has been reviewed by Essex County Council's term consultants and the following deficiencies in the modelling found.
 - i. The validation of the base model showed the journey times to be outside the acceptable threshold. It should be recognised that on a short model such as this the journey times should be within 15% of modelled time and cannot be accepted simply because they are under 60 second variation as would be the case in a larger strategic model.
 - ii. The observed journey times indicate that the eastbound direction in the AM is a lot faster than the westbound, while in the model they are very close. A similar issue is observed in the PM peak
 - iii. The journey time results show significant journey time improvements in the future year models compared to the base year model in both peak hours at Grove Hill south-west bound but the journey times and queues in the opposite direction only increase slightly. This does not fully reflect the results in the previous model that was provided for the appeal site to the south of the development. As the results without the committed mitigation have not been provided it is difficult to fully understand the impact.
 - b. A modelling review is attached to this response, the issues in the report should be addressed and the model rerun and submitted for the review by the highway authority.
 - c. The approved application from Land South of Vernon's Close UTT/20/0604 has been omitted from the committed development and should be applied to the traffic flows, in order to fully understand the cumulative impact of the development.
 - d. Hall Road/Cooper End Roundabout. The impact of Covid on the Stansted Airport has been significant, in order to understand the likely cumulative impact as the airport use returns to normal and then grows to permitted levels pre-covid flows should be assessed as a sensitivity test (these are available in previous applications assessed by WSP and others). Stansted Airport is highway authority for Coopers End roundabout so the applicant should liaise with them.
2. Clarification should be provided on the statement in the TA that a potential pedestrian and cycle access via Hailes Wood has been identified as providing an additional

connection to the Proposed Development (paragraph 4.5.36 and 7.2.7). There is no evidence within the application that this can be secured.

3. Table 4-4 provides distances to the and times for walking and cycling various destinations, from the access points. These should be provided from the centre of the site to provide a more realistic average distance that residents have to travel from the site.

Until this information is provided and can be assessed fully the proposal cannot be considered in in accordance with the Highway Authority's Development Management Policy DM15 adopted as County Council Supplementary Guidance in February 2011, and Gen 1 of Uttlesford District Local Plan Review (2005) and National Planning Policy Framework (2021) paragraph 111.



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pp. Director for Highways and Transportation
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