

UTTLESFORD DISTRICT COUNCIL

PLANNING COMMITTEE

SUPPLEMENTARY LIST OF REPRESENTATIONS

30 April 2014

P.1 UTT/13/2060/OP – Land South and North of Thaxted Road Saffron Walden

No sup Reps to that which is included within the report.

P. 81 UTT/13/3467/OP – Land South of Radwinter Road Saffron Walden

- Updated Air Quality Technical Note which addresses the traffic sensitivity analysis undertaken and submitted. The use of the alternative traffic data does not affect the results of the Air Quality Assessment produced by REC.
- UDC Environmental Health has revised their comments outlining a minor amendment to wording regarding guidance on AQ. The second from last paragraph now should read:

“Recent government planning guidance in relation to air quality considerations states that development should only be refused on air quality grounds if the proposal would lead to significant deterioration in air quality. The assessment concludes that the impact would be small, using national significance criteria. The majority of committed development has been taken account of in the modelling, however if further committed development was included, total traffic would be greater.”

- Comments from ECC Highways Authority;

“The impact of this site on the highway network has been assessed through a Transport Assessment which provided details of trip generation, impact on key junctions, accident data and accessibility. The Highway Authority assessed the TA and asked the developer undertake further work to ensure that the underlying assumptions were robust and the outputs reasonable. A further TA addendum was submitted in respect of the application.

The proposed development is the northern third of the housing allocation south of Radwinter Road and East of Thaxted Road. In order for the impact of Local Plan Allocation in Saffron Walden to be mitigated a package of measures has been identified in the *Uttlesford Local Plan Highway Impact Assessment (Oct 2013 and March 2014)*. A key element of package is the provision of a link road between Thaxted Road and Radwinter Road, the purpose of this road is to provide an alternative route to the Thaxted Road/Radwinter Road junction thus relieving the congestion and air quality

issues there. Each of the three parcels of land will be required to deliver sections of the road as they come forward. In order for the road to perform its intended function it has to have the most direct alignment, for this application that is north south from the proposed access to the boundary of the site.

As there is no certainty as to when the middle section of the allocation will come forward this planning application proposes an access from Shire Hill Road. This will allow traffic to avoid the Thaxted Road junction and buses to access the site until the link road is fully implemented. Parking restrictions will be required on Shire Hill Road to support this.

In addition the Highway Authority requires the development to contribute to the mitigation package in the *Uttlesford Local Plan Highway Impact Assessment (Oct 2013)* in the form of capacity improvements within the town. As well as local improvements to bus services and infrastructure, contributions a cycleway to the station and a travel plan.

Assessment of the evidence put forward in the Transport Assessment concludes that the impact of the development can be mitigated, if the following conditions are met. Therefore the Highway Authority would not wish to raise an objection to the above application subject to the conditions outlined below.”

P. 121 UTT/13/2423/OP – Ashdon Road Commercial Centre Saffron Walden

No sup Reps.

Supplementary Representations cross referencing all 3 applications:

We Are Residents: Overview document submitted regarding the 3 applications dated 5 March 2014, above raising the following points;

- Each AQA submitted for the application contradicts other AQA and that produced by EEC;
- Also, AQA are produced on inadequate traffic information. Ridgeon’s and Kier applications have not be produced on a cumulative basis to take account of traffic generated by any of the other permitted or proposed developments, and the Manor Oak AQA uses the incorrect traffic data submitted by the other two Applicants;
- document summarises the main inconsistencies between the 3 AQAs;
- Those showed that the NO2 legal limits (annual mean concentrations) were exceeded at each of the following monitoring stations:

UT004 – YHA / High Street – level 47.51microg/m3;

UT005 – Thaxted Road / Radwinter Road junction – level 46.08 microg/m3;
and

UT028 – London Road / Debden Road – level 45.87microg/m3

- The NO2 annual mean concentrations have, with one exception in 2011, been breached at each of these junctions in every one of the last 5 years, and there is no sign of any improvement in pollution levels at any of these junctions;
- Each of the Proposed Developments will increase the traffic and queuing levels at each of the three junctions referred to above, and therefore can be expected to increase air pollution levels unless properly mitigated. No mitigation measures are proposed at any principal junctions in the Saffron Walden Air Quality Management Area other than for minor junction improvements at the Thaxted Road / Radwinter Road junction proposed as part of the Kier application.
- None of the Applications makes any allowance for the additional traffic which would be expected from any premises which were unused at the time of the relevant base traffic assessment – for example much of Shire Hill was empty at the time that the background traffic counts were performed;
- Each of the Applications has used unrealistic traffic flow forecasts, information on queuing and none are proposing works to the monitored junctions that need mitigating such as the London Road / Debden Road junction or the High Street where legal limit values are already breached and are forecast to worsen;
- The Applicants figures show that there would be significant traffic increases at key junctions.
- Applications are contrary to the NPPF.