

27th April 2010

Mr W Cockerell
Uttlesford District Council
Council Offices
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Saffron Walden
Essex
CB11 4ER

Dear Will

Proposed Development of Sainsbury's Saffron Walden - Revised Air Quality Predictions

We write following your email of 14th April 2010, which included your response to the revised air quality assessment that we sent to you on 5th March 2010. In particular, we write with regard to your comments on the potential impact of the development on the Air Quality Management Area (AQMA) at the Thaxted Road/Radwinter Road junction, and on annual mean nitrogen dioxide (NO₂) concentrations along Mount Pleasant, Peaslands Road and parts of Thaxted Road.

With regard to the former, the proposed development will actually reduce annual mean NO₂ concentrations within the AQMA at the Thaxted Road/Radwinter Road junction and improve air quality within the AQMA. It is also important to note that in the vicinity of the London Road/Debden Road junction your Table 2 shows that the increase in annual mean NO₂ concentrations due to traffic associated with the proposed development is between 1.5 and 2.6%, which is small.

With regard to congestion along Mount Pleasant and Peaslands Road, Savell Bird & Axon (SBA) has advised that parked cars are unlikely to materially influence levels of congestion along the Peaslands Road / Mount Pleasant Road corridor during the core supermarket trading hours due to the predicted increases in the flows along with existing parking patterns. The highest increases are predicted to occur on Peaslands Road in the vicinity of the junction with Thaxted Road where all of the houses have off-street parking. Increases along Mount Pleasant Road further to the west where the road narrows are predicted to be lower as traffic dissipates into the various side streets. There could be some *congestion on outside the Friends School on Mount Pleasant Road at the start (0815 – 0845) and end (1500 – 1530) of the school day when parents drop-off and pick-up children.* , As such, SBA has advised that apart from a relatively short period during the afternoon at the end of the school day there are unlikely to be any issues associated with parked cars that would materially affect the flow of traffic along the corridor.

SBA has estimated that there would be between 1 to 3 additional vehicles per minute each way along the corridor during the evening peak hour with the higher increase in flows occurring in the vicinity of the junction with Thaxted Road. This is not unexpected as it is closer to the store albeit that Peaslands Road is relatively wide in this location and the majority, if not all, of dwellings have off-street parking.

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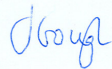
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The assessments in the SBA Addendum Transport Statement illustrate that queues are anticipated to form on the approaches to all of the junctions with the introduction of the signals. However, the assessments illustrate that the new signalised junctions would operate within capacity throughout the day and that any queues that do form would dissipate within the allocated green time. Conditions at the East Street/Radwinter Road/Thaxted Road signalised junction will improve with the proposed capacity enhancements with reduced levels of congestion and shorter queue lengths than existing.

Based on the above, we do not believe that parked cars or queuing traffic would lead to a increase in annual mean NO₂ concentrations at the Borough Lane/Debden Road junction or the Peaslands Road/Thaxted Road junction.

We hope that the above information is useful, and addresses your concerns. However, should you have any further queries please do not hesitate to contact the undersigned.

Yours sincerely



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