EXAM04: Note regarding the upload of the Final Versions of Evidence Base Document NC01 Air Quality Input for Habitats Regulations Assessment AQC 2018 & Evidence Base Document TI02 Strategic Transport Network Assessment 2016 - Western Area

1. Introduction

1.1. We have just noticed that mistakenly the final versions of the above two evidence base documents had not been submitted and uploaded to the evidence base section of our website. To address this, we have now uploaded the final versions of the relevant documents to the relevant evidence base folder and to the Latest News section of the Local Plan Examination webpage with the filename clearly labelled with a '23 May 2019'. The previous versions of the documents have been removed.

1.2. This note sets out a summary of the key differences between the versions of the documents.

TI02 Strategic Transport Network Assessment 2016 - Western Area

1.3. For the Strategic Transport Network Assessment (Western Area) there are some differences in terms of text, phrasing and diagrams and additional transport impact conclusions and potential mitigation measures were included at the end but the actual data used in the model and results of the modelling are the same.

NC01 Air Quality Input for Habitats Regulations Assessment AQC 2018

1.4. For the Air Quality Input for Habitats Regulations Assessment the differences are all minor clarifications rather than any substantive alterations of content.

2. Summary of Differences

2.1. A summary of the key differences between the versions of the reports is set out below:

Summary of main differences between Strategic Transport Network Assessment 2016 [October 2015] - Western Area & Strategic Transport Network Assessment 2016 [January 2016] - Western Area

1. Proposed local plan development sites were renamed to opportunity sites.
2. The general caveats regarding opportunity sites were included.
3. Low, moderate and severe congestion was redefined as low, medium and high.
4. More information was included in relation to the TEMPro forecasts (para 4.2.6).
5. Junctions where the V/C was between 85% and 100% were added to the review of potential mitigation measures section 6.
6. Correction made to Para 5.3.14 regarding Junction 17 so that it corresponded with table 14.
7. Non-highway mitigation proposals were added (Section 6.10).
8. Conclusions and recommendations were added, where previous document did not include these. This includes suggestions regarding linkages between specific sites and mitigation measures.
9. Updated versions of Figures 2 and 3 so that the sites were not defined with distinct boundaries.

10. Revised traffic flow diagrams (Figures 4-9) which added a key identifying the junctions that were included in the Assessment (no change to traffic flow data)

Summary of main differences between Air Quality Input for Habitats Regulations Assessment AQC [March 2018] & Air Quality Input for Habitats Regulations Assessment AQC [April 2018]

2.2. None of the findings have changed, just the way in which the scenarios in relation to the traffic modelling data used are described and presented throughout the report. Additional explanation has been provided specifically in paragraphs 3.4-3.6 and footnotes 3 and 4 of the final document defining the scenarios (page 10 and 11 of the final report).