

Addendum to the Sustainability Appraisal / Strategic Environmental Assessment Report for the Herefordshire Local Plan - Core Strategy

- 1.1 This is an Addendum to the Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) Report published in May 2014 alongside the Pre-Submission Publication of the Herefordshire Local Plan - Core Strategy.

Discounting of the 'no-road' option at Revised Preferred Options stage onwards

- 1.2 This Addendum has been prepared to address the detailed objection and supporting statements (329) to the Pre-Submission Local Plan – Core Strategy, which stated that “it should be considered whether, given the lower housing numbers at the Revised Preferred Options stage, the justification for discounting the no-road option is still valid and therefore whether it should have been assessed as a reasonable alternative at the Revised Preferred Options stage. As a minimum, information needs to be provided as to why the no-road option has been discounted at this stage”.
- 1.3 It is accepted that further explanation in the Final May 2014 SA Report could be provided as to the discounting of the no road option, given the reduction in housing numbers in Hereford between the Preferred and Revised Preferred Option stages of the plan. A subsequent report by Amey Nov 2012¹ (referred to in the Revised Preferred Options Background Paper and paragraph 2.58 of May 2014 SA Report) provides justification for continued discounting of the no road option by Herefordshire Council.
- 1.4 The Amey Nov 2012 Report states at paragraph 9.1.8 that “Overall, the results show that the increase in travel demand, as forecast by TEMPRO, is predicted to worsen the congestion within Hereford. Adding the additional trips associated with the reduced growth housing allocation will still exacerbate these congestion problems, leading to longer journey times and extensive queuing. Despite the reduction in the numbers of housing allocations and employment levels and inclusion of Sustainable Option Package 3 the problems of congestion within Hereford remain and results are comparable with previous growth point scenario options already tested in previous reports. Consequently in combination with sustainable transport measures there is a need to provide congestion relief in the form of a Relief Road despite the reduction in the number of dwellings and employment sites”.

Erratum

- 1.5 While assessing the SA/SEA implications of the Council’s Minor Changes to the Submission Local Plan, it has been noted that there is a minor error in the SA matrix for Policy M1 in relation to SA objective 13 (page 604), as the justification column refers to the effect being mixed for SA objective 13, but only the minor negative part of the score has been shown in the score column. The score for SA objective 13 within the SA matrix should have read “+/-?”. This same error occurs in Table 4.13 (page 83) of the May 2014 SA Report, and in Table 4 (page 14) of the Non-Technical Summary.

LUC

19th September 2014

¹ Hereford Relief Road Interim Forecasting Report Addendum: Reduced Housing and Employment Option (Amey, Nov 2012)