

Appendix 1 - Copy of BFC/NE response (from e-mail)

From: Julie G [REDACTED]
Date: Thursday, 3 December 2020 at 14:18
To: [REDACTED] James [REDACTED] (Basingstoke)" [REDACTED]
Subject: [EXTERNAL] RE: Air quality modelling for the Warfield Neighbourhood Plan

Hi James

Thank you for your email and updated note. We have taken a look internally and discussed this with NE and have the following comments:

- NE has confirmed that the use of a 10km radius of Warfield Parish is the zone of influence they normally wish to be considered in HRA-related modelling exercises.
- We are concerned that you are restricting your modelling to A & M category roads. In your work, please can you explain the rationale by which roads are being included/excluded? Roads other than A and M category roads pass in close proximity to the TBH SPA and the Windsor SAC (e.g. the B383 and Drift Road run along the edge of the SAC; the B3022 runs through the SAC; the B3430 and the B3348 run alongside the SPA). Further, your initial analysis (set out in your letter) identifies that the B3022 is a likely commuter route from the site and is adjacent to broadleaved woodland; and you previously propose to model a transect next to this road. Also, our Guidance Note for Air Quality Assessments in Bracknell Forest 2020-21 does not limit the assessment to A and M category roads only.
- If your AQ modelling shows AQ exceedances on of parts of the Thames Basin Heaths SPA which also have the Thursley, Ash, Pirbright Chobham SAC designation, will the effect on the integrity of the SAC also be taken into account?

I hope you find this useful. Please ask if you have any further questions.

Best regards

From: [REDACTED] James [REDACTED] (Basingstoke) [REDACTED]
Sent: 24 November 2020 09:26
To: Julie [REDACTED]
Subject: RE: Air quality modelling for the Warfield Neighbourhood Plan

Dear Julie

Further to our discussions earlier in the year, I can confirm that the site promoter's transport consultants – Stantec – have been in liaison with the Council Highways team to agree use of the

Bracknell Transport Models. We can confirm that both Windsor Forest & Great Park SAC and Thames Basin Heaths SPA will be included in the modelling.

The next step is therefore involve using the Bracknell Forest strategic transport model to model the alone and 'in combination' effects of the Hayley Green site on both European sites and running the results through an air quality model to determine the effect this would have on NOx and nitrogen deposition along the relevant links within 200m of both European sites. The analysis will follow the guidance that was attached to your email of 07/07/20, titled 'Air Pollution Effects on Habitats Sites Guidance Note for Air Quality Assessments in Bracknell Forest 2020-21. V1.1' and the air quality analysis will reference the steps in the Natural England document 'Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001)'. The traffic modelling will extract relevant data for A & M category roads (i.e. those most likely to be materially affected by development) that pass within 200m of the Thames Basin Heaths SPA and Windsor Forest & Great Park SAC within a 10km radius of Warfield Parish. A 10km radius has been chosen because our experience dealing with Natural England in the local area (Marc Turner and colleagues) is that this is the zone of influence they normally wish to be considered in HRA-related modelling exercises.

I am providing the attached updated note for the record, to confirm the approach we are to take. Since we are following your advice on this matter, we assume you are content with the approach but please do not hesitate to get in touch with any questions.

James