Technical Note

HaskoningDHV UK Ltd.
Water & Maritime

To:	Wain Homes (North West) Ltd
From:	EW
Date:	03 August 2023
Copy:	N/A
Our reference:	PC4629-RHD-ZZ-XX-ME-Z-0001
Classification:	Project related
Checked by	AM

Subject: **Dinting Vale - Air Quality Assessment Technical Note**

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1 Introduction

An air quality assessment (report reference: PC2304-RHD-ZZ-XX-RP-Z-0001) was produced on behalf of Wain Homes (North West) Limited to support the planning application for the site known as Land At Dinting Vale, herby referred to as the "Proposed Development" (planning reference: HPK/2022/0456). Following submission of the report, the A57 Link Roads scheme was granted a Development Consent Order. The Pollution Specialist Officer at High Peak Borough Council (HPBC) requested in December 2022 that the assessment incorporates the impact of the A57 Link Road on traffic levels through the study area. A number of other comments on the assessment methodology were also made.

A revised report was submitted incorporating the requests of the Pollution Specialist Officer and addressing their comments (report reference: PC4629-RHD-ZZ-XX-RP-Z-0001). The report incorporated a sensitivity test to assess the impact of the recently consented A57 Link Roads scheme which would affect traffic flows within the study area. Since submitting the revised report, the Pollution Specialist Officer at HPBC has sought additional clarification on the assessment methodology, as well as the traffic data used within the sensitivity assessment. This technical note addresses the Pollution Specialist Officer's comments received 13 July 2023, which are included in Appendix A and summarised in Table 1-1.

This Technical Note should be read in conjunction with the revised report (reference: PC4629-RHD-ZZ-XX-RP-Z-0001).

Table 1-1: HPBC response

Date / Document	Request*	Response
Email from the Pollution Specialist Officer dated 13 July 2023	**HPBC Request December 2022**: Consideration should be given to the effect of the A57 Link Road application which has been approved. **RHDHV Response March 2023**: Included as a sensitivity test and is considered in Section 5.2.2.1 The author notes "Benefits of the A57 Link Road include reducing congestion between Manchester and Sheffield, which encompasses Dinting Vale road located within the modelled study area, as well as reducing pollution for neighbouring properties. Despite the A57 Link Road reducing congestion in the local area, traffic speeds were kept the same in the sensitivity test scenarios to provide a conservative assessment". **HPBC Comment July 2023**: This is not an accurate statement with regard to Dinting Vale and Glossop. The A57 link road will increase congestion along the A57 in dinting vale, it does not in any way ease this congestion. This was discussed at great length in the inspectors report to the SoS section 5.2.91 in granting the order. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010034/TR010034-001752-Final%20Recommendation%20Report.pdf This statement appears to have been informed by the amended highways report which notes that they obtained traffic data flows for the A57 dinting vale from National Highways and notes several	The traffic data used within the assessment has been accepted by Derbyshire County Council Highways department, as per email received 18 July 2023 included in Appendix A.

Date / Document	Request*	Response
	reductions in traffic flow as a result of the A57. This though does not appear to have been supported with the actual traffic data or a reference (all data should be available via links in the above report). It is noted that the apparent decrease in traffic is linked to the AQ assessment which suggests that there will be a decrease at several receptor locations (or no change) as a result of the A57 in Glossop. Please the could the traffic data used in this assessment sensitivity test be clarified and validated.	
	HPBC Request December 2022: Inclusion of model input parameters, including clarity regarding traffic speeds (including justification for their use), topography (junction), model receptor locations/ heights/ use of the 'Advanced Street Canyon' module. **RHDHV Response March 2023**: Included in Section 3.4.1 Information on speeds was restricted to: • Traffic speeds were included in the air dispersion model as follows: o Small roundabouts and queues were modelled at 5km/h. Due to the known congestion within the study area, a speed of 5km/h was considered most appropriate at replicating the traffic conditions; o Speed data for free-flowing traffic conditions were obtained from national speed limits. **HPBC Request July 2023:** It is noted that this report appears to have been completed prior to the publication of the highways	Figures showing the speeds used for each modelled road link are included in Appendix B. In error it was not included in the revised report dated March 2023 that sections of study area known for experiencing congestion were included at a speed of 20km/h, as indicated on Figure 1.0 and 2.0 for the with and without development scenarios respectively. As acknowledged by the Pollution Specialist Officer, the report was issued before the Highways Technical Note was published, and therefore the average speeds recorded during the traffic count were not known at the time of undertaking the assessment. However, as the majority of the study area has been modelled using a lower speed than those recorded during the traffic count, it is considered that the assessment is robust.

Date / Document	Request*	Response
	technical note which includes information on for example traffic speeds. The 5km/h is agreed but the extent to which these were applied and where they were applied is not clear. The author notes (in explaining the setting up of the base the model) that the discrepancy between the actual data at HP21 (primary school) being higher than the modelled data is in part due to the bus stop and traffic lights meaning interrupted flow/ point sources emissions (…and this is hard to model). This is agreed in part will be interesting to see the speed attributed to this part of the road. There is also no indication that in the do something scenario, any possible changes in flows as a result of the junction to the new development have been considered – if there is no effects it should be noted. Will the change in the bus location affect flows and impact on receptors if moved closer to receptors? Again, the extent of where the free flowing traffic conditions were applied is not clear, it should also be noted that the updated traffic technical note undertook a speed count and noted seven-day average 85th percentile speeds of Northbound 28.7mph and Southbound 25.3mph not 30 mph. It would be better if this was represented graphically detailing exactly the areas where the differing speeds were applied	The speed attributed to the section of road adjacent to the bus stop has been modelled at a speed of 20 km/h. This is considered adequate to capture the emissions from the bus stop. In regard to the relocation of the bus stop, as the majority of Dinting Vale Road has been modelled at a speed of 20 km/h, it is considered the modelling is sufficiently robust to capture the relocation of the bus stop. As shown on Figure 2.0 in Appendix B, the access road to the Proposed Development has been modelled at a speed of 5 km/h. The 'with development' scenario therefore includes the predicted impact of the new junction at the adjacent existing receptors, as well as the future receptors within the Proposed Development. Given that Dinting Vale has already conservatively been modelled at a speed of 20 km/h, it is not considered the volume of traffic generated by the Proposed Development will have a significant impact on traffic speeds along this road link. It is therefore considered that the results of the modelling included in the report referenced PC4629-RHD-ZZ-XX-RP-Z-0001 are robust.
	HPBC Request December 2022: Consideration of the impact of the gradient of the access road.	Figures 3.0 and 4.0 in Appendix B show the gradients of the roads modelled in the with and without development scenarios. As shown in Figure 4.0, a road gradient of 10% was included in

Date / Document	Request*	Response
	RHDHV Response March 2023: Included in the 'with development' scenarios, as detailed in Section 3.4.1.4. "The main access road into the Proposed Development includes a single length of road at a gradient of 1:10. This was incorporated into the 'with development' scenarios to identify the impact on the adjoining residential properties (modelled existing receptors ER1 and ER2), as requested by the Pollution Specialist Officer. The impact of the gradient on road traffic emissions was calculated using the latest version of the Emission Factor Toolkit (EFT), in accordance with Defra guidance in LAQM.TG (Defra, 2022). **HPBC Request July 2023:** Again it would be better if this was represented graphically detailing exactly the areas where either the gradient was applied (and what gradient was chosen – as agreed by the HA)	the with development scenario. As detailed in the revised air quality assessment, there is only a single length of road with a gradient of 1:10. The access road has an initial gradient of 1:30 for 10m from the junction with Dinting Vale, and all other gradients are a max. gradient of 1:20. Therefore, the assessment is considered robust.

* The structure of the responses from the Pollution Specialist Officer have been amended to aid the readers understanding of the comments received. The original email is included in Appendix A.

Appendix A: Stakeholder Consultation

From: Steven Gunn-Russell <Stevengr@whitepeakplanning.co.uk>
Sent: Thursday, July 13, 2023 9:48 AM
To: Nick Brookman <Nick.Brookman@houriganplanning.com>
Cc: Niall Mellan <Niall.Mellan@houriganplanning.com>; Marc Hourigan <Marc.Hourigan@houriganplanning.com>; Haywood, Ben <ben.haywood@highpeak.gov.uk>
Subject: HPK/2022/0456 - Dinting Vale - Environmental health (Air Quality)

Hi Nick,

A promised I have sought clarification regarding the Air Quality objection – please see the consultee response below for your attention.

Kind Regards,
Steven

Steven Gunn-Russell
BA (Hons), DipTP, MRTPI
Senior Planning Consultant

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T: 0845 410 0117
DDI: 0845 034 7321
M: 07706 325799
W: www.whitepeakplanning.co.uk

North Wing, Second Floor, Lynnfield House, 249 Church Street, Altrincham WA14 4DZ

From: Christopher Humphreys <Christopher.Humphreys@highpeak.gov.uk>
Sent: Thursday, July 13, 2023 9:42 AM
To: Steven Gunn-Russell <Stevengr@whitepeakplanning.co.uk>
Subject: RE: HPK/2022/0456 - Dinting Vale - Environmental health

Dear Steven,

At the present time, Environmental Health is unable to consider removing the objection in terms of air quality impacts in relation to the above planning application until further clarification is provided on the following:

An updated AQ assessment (dated 28 February 2023) has been provided by the

applicant

It understood that the DCC HA still have outstanding concerns regarding the transport assessment/ Technical Note. This is fundamental to the AQ assessment and it is therefore difficult to accept a report that is not yet accepted by the HA as a likely reflection of the impact on the Highway.

In addition to the above concern, clarification is sought on the responses given by the applicant below in response to our previous concerns:

- *Request:* Consideration should be given to the effect of the A57 Link Road application which has been approved.
  Response: Included as a sensitivity test and is considered in Section 5.2.2.1
  The author notes "Benefits of the A57 Link Road include reducing congestion between Manchester and Sheffield, which encompasses Dinting Vale road located within the modelled study area, as well as reducing pollution for neighbouring properties. Despite the A57 Link Road reducing congestion in the local area, traffic speeds were kept the same in the sensitivity test scenarios to provide a conservative assessment".

  This is not an accurate statement with regard to Dinting Vale and Glossop. The A57 link road will increase congestion along the A57 in dinting vale, it does not in any way ease this congestion. This was discussed at great length in the inspectors report to the SoS section 5.2.91 in granting the order. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010034/TR010034-001752-Final%20Recommendation%20Report.pdf

  This statement appears to have been informed by the amended highways report which notes that they obtained traffic data flows for the A57 dinting vale from National Highways and notes several reductions in traffic flow as a result of the A57. This though does not appear to have been supported with the actual traffic data or a reference (all data should be available via links in the above report).

  It is noted that the apparent decrease in traffic is linked to the AQ assessment which suggests that there will be a decrease at several receptor locations (or no change) as a result of the A57 in Glossop.

  Please the could the traffic data used in this assessment sensitivity test be clarified and validated.

- *Request:* Inclusion of model input parameters, including clarity regarding traffic speeds (including justification for their use), topography (junction), model receptor locations/ heights/ use of the 'Advanced Street Canyon' module.
  Response: Included in Section 3.4.1
  It is noted that this report appears to have been completed prior to the publication of the highways technical note which includes information on for example traffic speeds.

Information on speeds was restricted to :

- Traffic speeds were included in the air dispersion model as follows:
  - Small roundabouts and queues were modelled at 5km/h. Due to the known congestion within the study area, a speed of 5km/h was considered most appropriate at replicating the traffic conditions;
  - The 5km/h is agreed but the extent to which these were applied and where they were applied is not clear. The author notes (in explaining the setting up of the base the model) that the discrepancy between the actual data at HP21 (primary school) being higher than the modelled data is in part due to the bus stop and traffic lights meaning interrupted flow/ point sources emissions (…and this is hard to model). This is agreed in part will be interesting to see the speed attributed to this part of the road.

  - There is also no indication that in the do something scenario, any possible changes in flows as a result of the junction to the new development have been considered – if there is no effects it should be noted. Will the change in the bus location affect flows and impact on receptors if moved closer to receptors?
- and,
  - Speed data for free-flowing traffic conditions were obtained from national speed limits
    Again the extent of where the free flowing traffic conditions were applied is not clear, it should also be noted that the updated traffic technical note undertook a speed count and noted seven-day average 85th percentile speeds of Northbound 28.7mph and Southbound 25.3mph not 30 mph.

It would be better if this was represented graphically detailing exactly the areas where the differing speeds were applied

- *Request*: Consideration of the impact of the gradient of the access road.
  Response: Included in the 'with development' scenarios, as detailed in Section 3.4.1.4.

  "The main access road into the Proposed Development includes a single length of road at a gradient of 1:10. This was incorporated into the 'with development' scenarios to identify the impact on the adjoining residential properties (modelled existing receptors ER1 and ER2), as requested by the Pollution Specialist Officer. The impact of the gradient on road traffic emissions was calculated using the latest version of the Emission Factor Toolkit (EFT), in accordance with Defra guidance in LAQM.TG (Defra, 2022).

Again it would be better if this was represented graphically detailing exactly the areas where either the gradient was applied (and what gradient was chosen – as agreed by the HA)

- *Request*: Further clarification around the model validation given the

difference between actual monitored results and predicted baseline
Response: The modelled receptors included within the comparison were not in the same location as the diffusion tube sites included within the verification process, which is the reason for the discrepancy. The modelled receptor locations have therefore been amended to allow for a like-for-like comparison. A revised comparison between the monitored results and the predicted baseline is included in Section 4.4.1. – This is generally accepted subject to the comments above

Kind regards,

Christopher Humphreys
Pollution and Environment Officer
Environmental Heath
Staffordshire Moorlands District Council & High Peak Borough Council

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From: Steven Gunn-Russell <Stevengr@whitepeakplanning.co.uk>
Sent: Friday, July 7, 2023 6:35 PM
To: EHealth Consultation <EHealth.Consultation@highpeak.gov.uk>
Subject: HPK/2022/0456 - Dinting Vale - Environmental health

Hi Christopher Humphreys,

Thank you again for your recent comments in response to the above development application. The applicant has now submitted a set of amended plans/documents.

You will be aware that this application is subject to a PPA and the council needs to be in a position to confirm its likely recommendation next Wednesday. I would therefore be grateful if you could please have a look and provide updated consultee comments back to me by the close of Tuesday 11th July 2023 or sooner if possible.

Please use the link below to access the further documents (Cover Letter and Annex 1 are attached).
2023-07-07 Submitted

These will be uploaded separately on the application webpage in due course.
http://planning.highpeak.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=257670

Kind Regards,
Steven

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DDI: 0845 034 7321
M: 07706 325799

From:	Glen Donaldson (Place)
To:	Nick Brookman
Cc:	Steven Gunn-Russell; planningcomments@highpeak.gov.uk
Subject:	FW: Dinting Vale HPK/2022/0456 - Transport
Date:	18 July 2023 16:01:45
Attachments:	image003.png

Hello Nick.

I thought the meeting was beneficial and as promised, the following information should enable you to fully understand the direction the County Council is heading in terms of Active Travel, so please pass on the information to all the relevant parties, but firstly point 3 (see below) can be removed as I note the information required is within the submitted TN dated April 2023 and is acceptable by the County Council.

- The second cycling and walking investment strategy GOV.UK (www.gov.uk),
- ciht shared streets
- cycle-infrastructure-design-ltn-1-20
- working Together to Promote Active Travel A briefing for local authorities.
- inclusive mobility a guide to best practice on access to pedestrian and transport infrastructure.
- inclusive-transport-strategy.
- Building Car Dependency 2022.

PRoW email address: ETC.PROW@derbyshire.gov.uk

I have included (bcc'd) the Flood and structure team members in this email so they are aware you wish for them to contact you to discuss the drainage and possible gas pipe protection structure.

I will also discuss with Steve Hawley if the Draft Highway Design Guide can be sent to you before it has been approved.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council
County Hall | Matlock | Derbyshire | DE4 3AG

Tel: **01629 535544** | Ext: **35544**

E-mail:: ete.devcontrol@derbyshire.gov.uk

CONTROLLED

From: Glen Donaldson (Place)
Sent: 06 July 2023 15:43
To: planning@highpeak.gov.uk
Cc: Steven Gunn-Russell <Stevengr@whitepeakplanning.co.uk>
Subject: Dinting Vale HPK/2022/0456 - Transport

Hello

After having an internal meeting with the relevant colleagues at the County Council on 5 July 2023, the following highway concerns we identified:

1. Levels:

The submitted Technical Note (TN) dated May 2023 references approved planning application HPK/2017/0247 however back in November 2022, the pre-application discussions identified the levels as being an issue with significant level concerns at the site access and within the site as a whole. The County Council at the time assessed the site access at 1 in 3 (the geo-environmental report refers to the site being 1 in 3 to 1 in 5), but at that stage there wasn't a proposed gradient identified within the TA ,D and A statement or application as a whole.

So HPK/2017/0247 will not be taken as an example as I was not involved with the application and the Highway Officer has left the County Council so discussions cannot take place regarding the specific reasons for the departure from the Highway Design Guide (6C's) which at that stage required:

'Longitudinal gradients: • 1:100 - flexible surfacing minimum. • 1:80 - block surfacing minimum. • 1:20 - maximum (For the majority of cases. Refer to LHAs for allowances in site specific areas). • 1:30 - maximum at junctions for the first 10m of the side road. Vertical curves (only necessary where changes in gradient occur due to crests and sags): • To be calculated based on formula: L = KA. • L = length of vertical curve (m). • 10m - minimum for streets with a design speed of 20mph or less. • 25m - minimum for streets with a design speed of more than 20mph. • K = constant. • 1.0 - minimum for streets with a design speed of 20mph or less. • 4.0 - minimum for streets with a design speed of over 20mph. • A = algebraic difference of the gradients expressed as a percentage.'

The Highway Design Guide is also being updated and although in draft form at this time, it has not departed from the 1:20 for all streets, but consideration given to 1:12 with the road gradient into junctions should be set at 1:20 (5%) for the first 10m.

I am also aware of the requirements of the 'Inclusive Mobility' DFT 2022 which States: '*Generally, pedestrian environments should be level, which means that there should be no*

gradient in excess of 1 in 60. Effort should be made to ensure that the route is smooth, since even small dips or gaps in paving points might present a hazard such as to people who use a stick or a crutch. If a level route is not feasible, then gradients should not exceed 1 in 20. (A slope steeper than this is generally defined as a 'ramp'). Even if a pedestrian route has no slopes in excess of 1 in 20, it is important that there are level sections, or 'landings', at regular intervals. This is to provide people with an opportunity to rest; where possible accessible seating should be provided on such landings. A level landing should be provided for every 500mm that the route rises. The length of each landing should be equal to at least the width of the ramp'

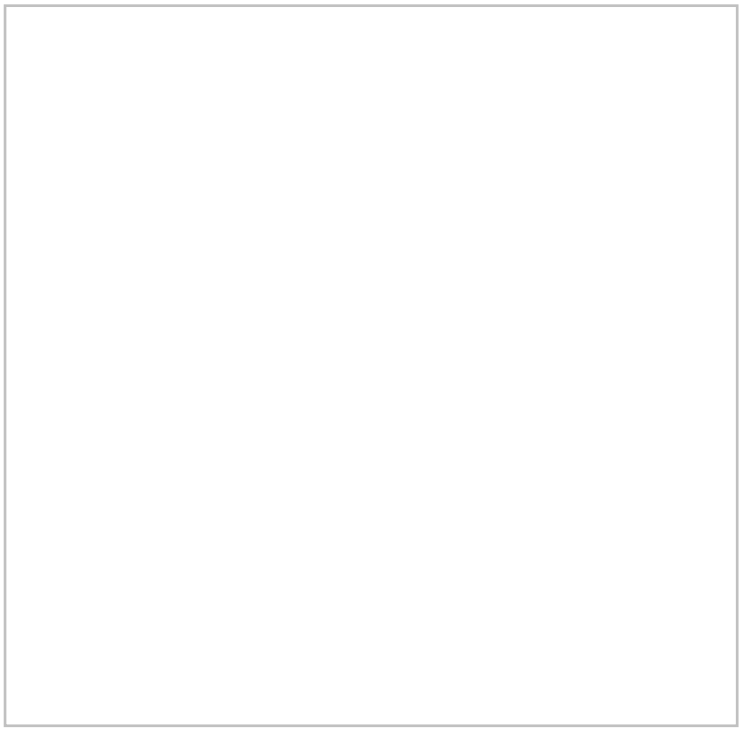
LTN/120 states: '*5.9.7 Unlike motor traffic, human physiology means that people can cycle steep gradients that are fairly short but are not capable of maintaining high levels of effort for longer distances. Cycle routes should therefore, where possible, be designed in such a way that the steepness and maximum length of longitudinal gradients meets the requirements of Table 5-8'* with Table 5-8 having a maximum gradient of 5% (1:20).

The County Council must be mindful of all highway users, so the levels must be reassessed and conform with the 1:20 requirement.

2. PRoW:

It is noted that the Internal road crosses a PRoW (see attached copy of PRoW and extract from submitted layout drawing Rev G below), so the following information is required:

a. Has the applicant been in contact with the County Council PRoW section
b. What is the grey feature below?
c. What legal access rights does the PRoW have?
d. What measures have been put in place for the prevention of development traffic using PRoW?
e. Is the approximate location of Cycle and/or Pedestrian routes shown in submitted Design and Access Statement being put forward a PRoW?



3. Pre-application discussion actions included:

a. Traffic speeds on A57, road safety analysis, evidenced visibility splay, local parking evidence, implications of A57 DCO, revised trip rates, further analysis of mini roundabout and consideration of refuse vehicles and apart from a mention in the Design and Access Statement (D&AS) section 5.1 which does not show any vehicle tracking, the submitted documents do not provide any information of the requested.

4. Cycle/pedestrian Link:

It is noted that Sustrans have provided a response which highlights:

'The proposed route, whilst welcome, does not provide the same level of connection/extension. New residents will therefore have no connection to the wider sustainable transport network. The developer and High Peak are urged to consider how this can be resolved as part of this application / contributions. Residents health and well-being are paramount and this includes connections to the wider sustainable transport network, and the inclusion of equestrian provision. The Technical Note does not provide any drgs to show the revised sustainable transport option'.

The County Council note the lack of connectivity is also an issue (see attached TP response) and since 2017 there has been a pandemic, government emphasis has changed regarding road hierarchy and the National Planning Policy Framework (NPPF) 2021 has also altered from the 2019 version and the relevant changes are:

- 'Changes to wording of paragraph 11a from "plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change" to "all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align

growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects'

- Paragraph 72 of the 2019 version has changed to paragraph 73 in the 2021 version and now includes "…and facilities (including a genuine choice of transport modes)"

In summary:

b. Resubmission of a revised document which acknowledges that targets should be set once the initial residential travel survey baseline figures are established. A 10% gross target reduction in SOV should then be set. This replaces the use of the 2011 dataset and the 'no change' SOV target proposed.
c. Confirmation that access arrangements for all to the site can be reasonably achieved in accordance with current accessibility guidelines. This includes, amongst others, regulation widths, gradients and resting places along the main access road.
d. Provision of walkways to all dwellings.
e. No information provided regarding the interface with public highway at each end for cyclists/pedestrians.

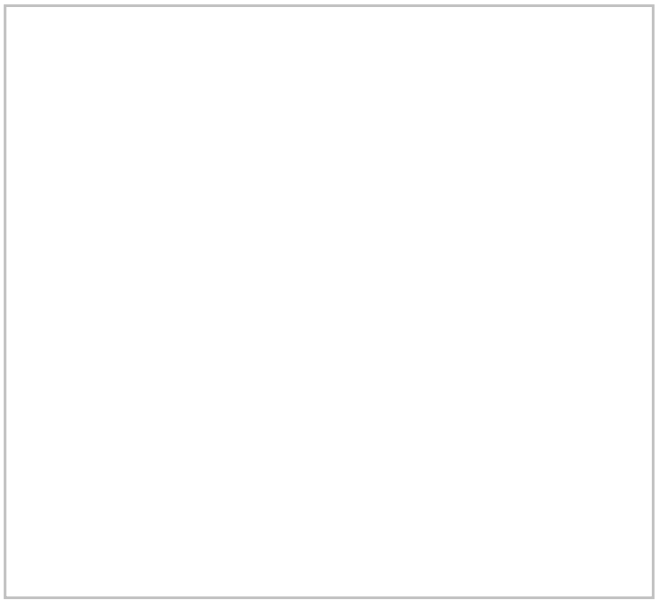
It should be pointed out that the site is in close proximity to a proposed Key Cycle Network (KCN) route which is also part of the Trans Pennine Trail and the Pennine Bridleway. This has clear potential to take trips to the development off the highway and facilitate safe and sustainable trips to local destinations. As a minimum, the link to this route should be safeguarded; wherever possible a developer contribution should be secured to provide the link.

See attached KCN with the thin orange line is the link, the thick orange line is the proposed KCN route beneath Dinting Viaduct.

In the event of a S106, the Travel Plan Monitoring fee is £1,265.00 pa x five years, total £6,325.00.

5. Trees in footway:

Submitted drawing layout Rev G shows trees at the entrance which are beyond the proposed adopted highway so does this conform to the requirements of NPPF 131 and (see extract from layout Rev G below) the trees seem to have been placed within the footway which is an obvious highway safety issue as they will reduce the width of the footway and impede all highway users.



6. Parking provision:

Although no specific guidance regarding the placing of parking spaces in close proximity to each other within the existing (a) Design Guide (6C's), updated (b) Design Guide/Standard Advice which are both in draft form and HPBC (c) where the following is provided:

a. States: '*Off-street car parking shall be designed for convenient access to frontages. Wherever possible, off-street car parking shall be directly overlooked by the property which it serves for security reasons and to encourage users to utilise the facilities provided. Parking provisions that are not overlooked are strongly discouraged*'
b. States: '*All car parking should be provided off-street. Provision must be made to enter and exit in a forward gear on roads with high levels of vehicle flow. In/out drive arrangements are only permitted where space allows for manoeuvring within the site and does not rely on the use of both accesses, full visibility is required at both accesses. Car parking spaces must be delineated to maximize occupancy and courteous behaviour, which may not otherwise be achieved through errant parking*' and '*Parking spaces dimension shall be 2.4m x 4.8m. For dwelling houses an addition 0.9m width should be applied to give extra space for egress by less mobile persons as suggested by Homes for Life. Where the parking space is in front of a garage the space length should be increased to 6m to allow space for the garage door to be opened.'*
c. Mentions bay sizes and amount, but no design options.

However, looking at layout drawing Rev G:

a. Off-street parking should be provided at a level to satisfy your own Authority's standards, each space being of 2.4m x 4.8m which should be increased in length to 6.5m where a space is in front of a garage. Single garages with minimum internal dimensions of 3m x 6m and any double garages 6m x 6m minimum dimension with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc.
b. The size of the bays has not been provided.
c. Plots 60 to 62 may be an issue as they will be reversing in or out of the bay on a bend in the road.
d. No parking space sight lines have been shown.

e. The creation of one long dropped kerb to access the cluster of parking spaces could be a highway safety issue in terms walking or cycling over a long distance before passing the row of vehicles.

The County Council would wish to see the highway issues addressed prior to determination, however, should the LPA be minded to approve the application in its current form we would be grateful if the LPA could reconsult the Highway Authority so that consideration can be given to formulating appropriate Conditions/Notes which can be recommended to be appended to any consent issued.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council
County Hall | Matlock | Derbyshire | DE4 3AG

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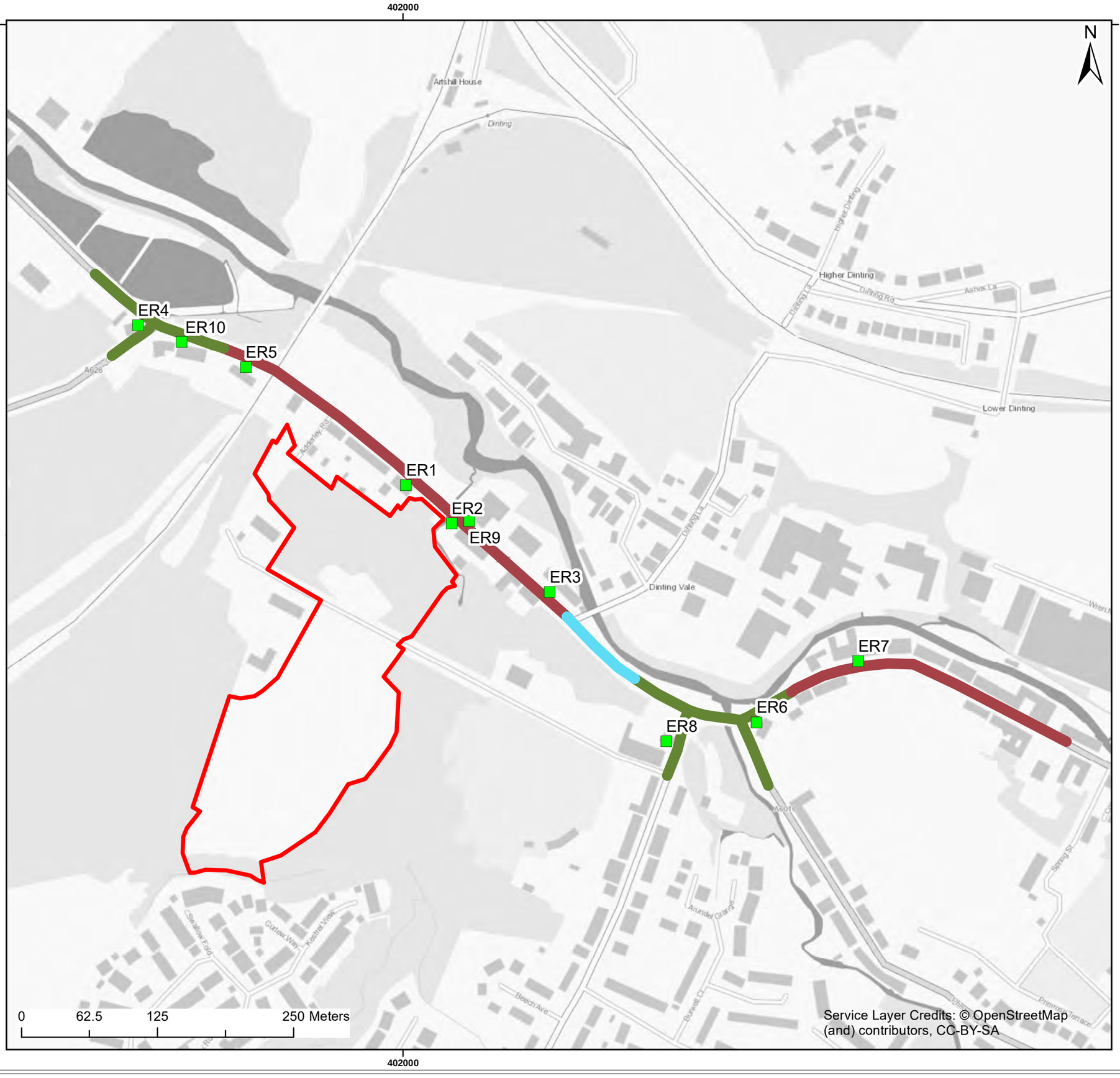
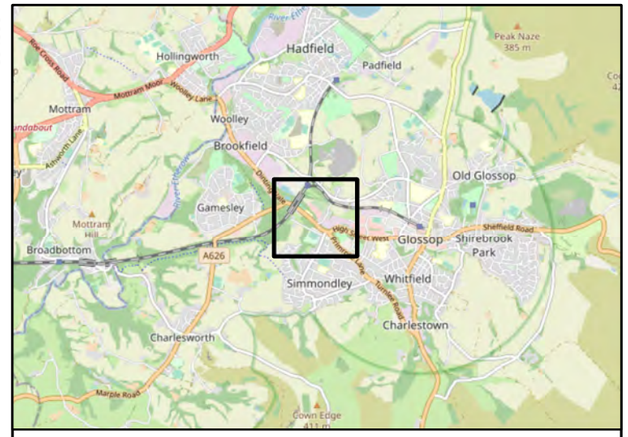
E-mail:: ete.devcontrol@derbyshire.gov.uk

Appendix B: Figures





Legend:

- Red Line Boundary
- Modelled receptors

Modelled Speed (km/h)

- 5
- 32
- 48

Client:	Project:
Wain Homes (North West) Ltd	Dinting Vale

Title:

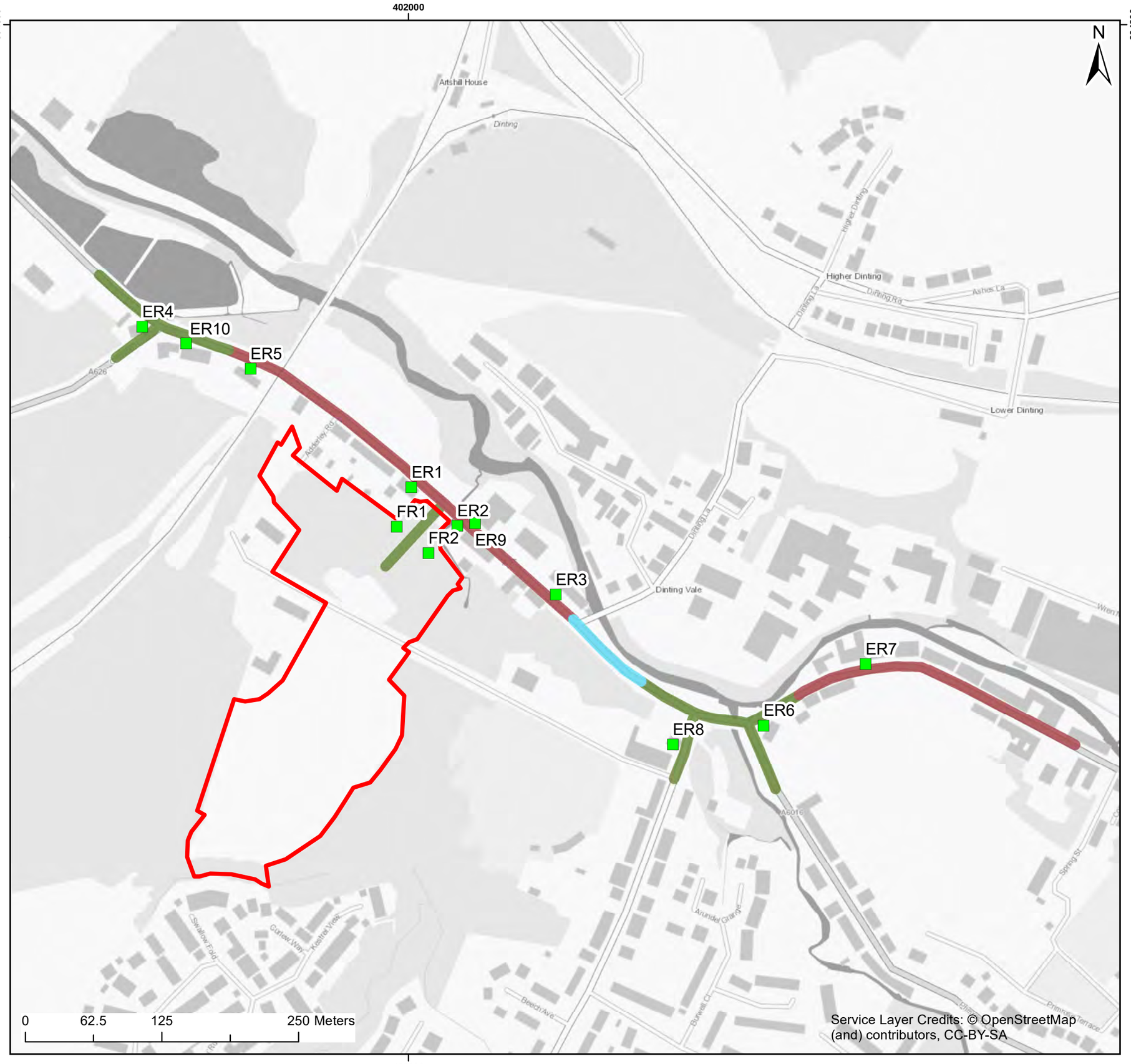
Modelled Road Speeds - Without Development

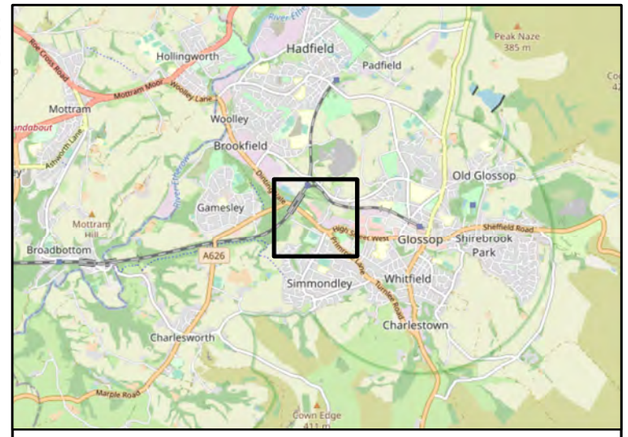
Figure:	Drawing No:
1.0	PC4629-001-001

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	02/08/2023	EW	SM	A3	1:3,500

Co-ordinate system: British National Grid

ROYAL HASKONINGDHV
INDUSTRY & RENEWABLES
2 ABBEY GARDENS
GREAT COLLEGE STREET
LONDON
SW1P 3NL
+44 (0)20 7222 2115
www.royalhaskoningdhv.com





Legend:

- Modelled receptors
- Red Line Boundary

Modelled Speed (km/h)

- 5
- 32
- 48

Client:	Project:
Wain Homes (North West) Ltd	Dinting Vale

Title: Modelled Road Speeds - With Development

Figure:	Drawing No:
2.0	PC4629-001-002

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	02/08/2023	EW	SM	A3	1:3,500

Co-ordinate system: British National Grid

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402000

Artshill House

Dinting

Higher Dinting

Dinting Ln

Dinting Rd

Ashes La

Lower Dinting

A626

Adderley Rd

Dinting Vale

A6016

Spring St

Primrose Terrace

Beech Ave

Bowland Rd

Service Layer Credits: © OpenStreetMap (and) contributors, CC-BY-SA

ER1

ER2

ER3

ER4

ER5

ER6

ER7

ER8

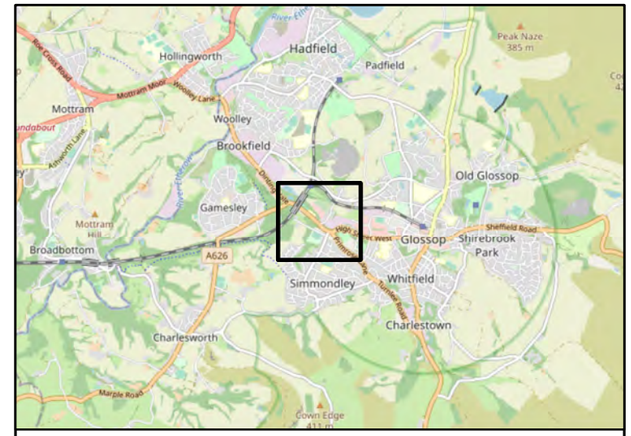
ER9

ER10

N

0 62.5 125 250 Meters

402000



Legend:

- Modelled_receptors_wo_Dev
- Red Line Boundary

Road Gradient (%)

- 0

Client:	Project:
Wain Homes (North West) Ltd	Dinting Vale

Title:

Modelled Road Gradients - Without Development

Figure:	Drawing No:
3.0	PC4629-001-003

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	02/08/2023	EW	SM	A3	1:3,500

Co-ordinate system: British National Grid

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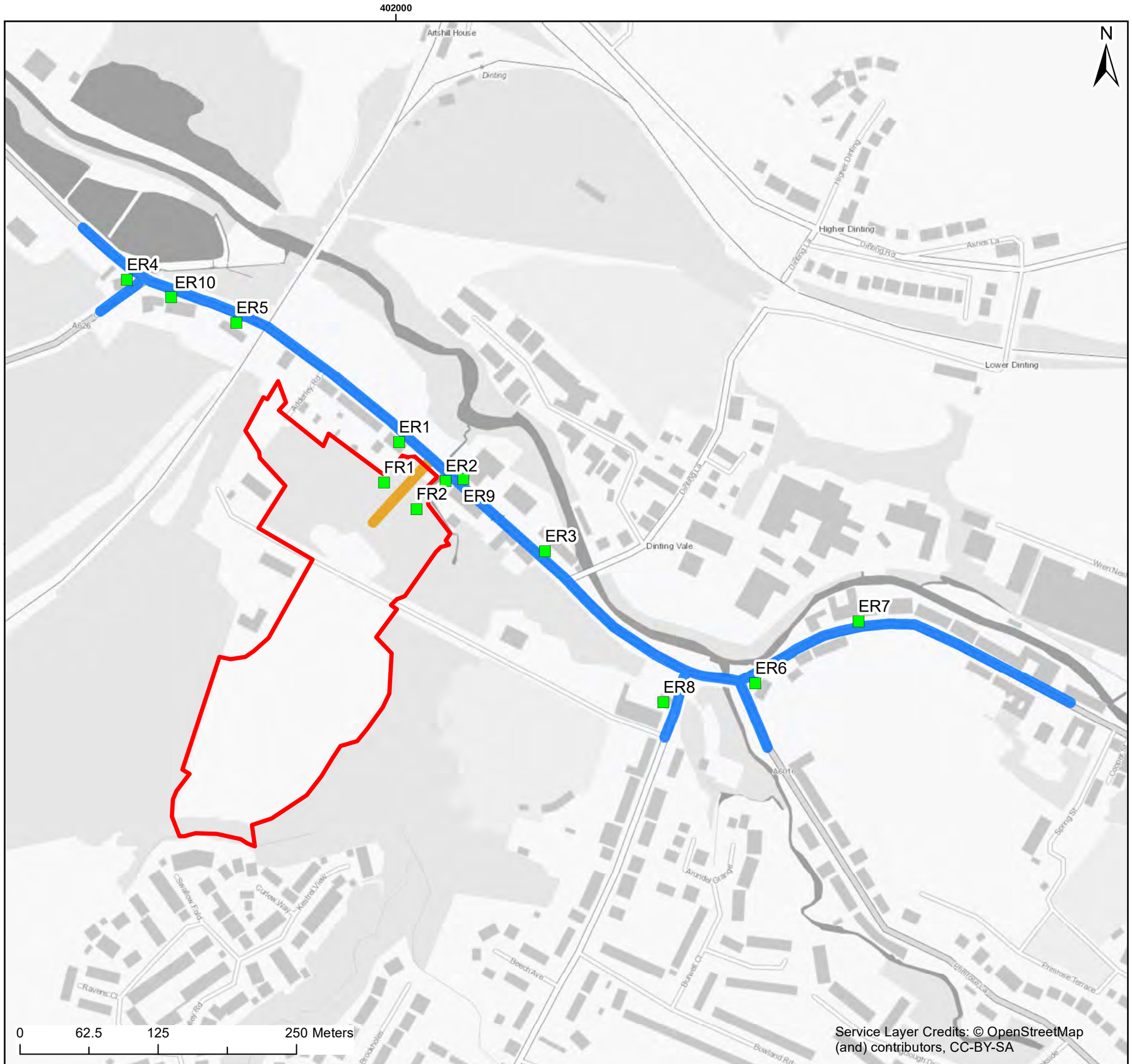

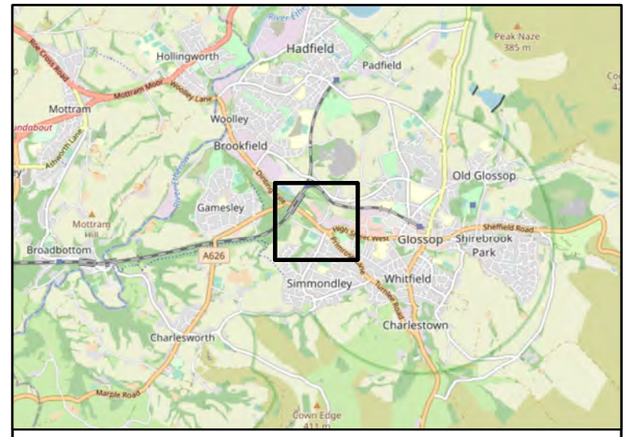

Legend:

- Modelled receptors
- Red Line Boundary

Road Gradient (%)

- 0
- 10

Client:	Project:
Wain Homes (North West) Ltd	Dinting Vale

Title:

Modelled Road Gradients - With Development

Figure:	Drawing No:
4.0	PC4629-001-004

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	02/08/2023	EW	SM	A3	1:3,500

Co-ordinate system: British National Grid

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