

A1 Birtley to Coal House

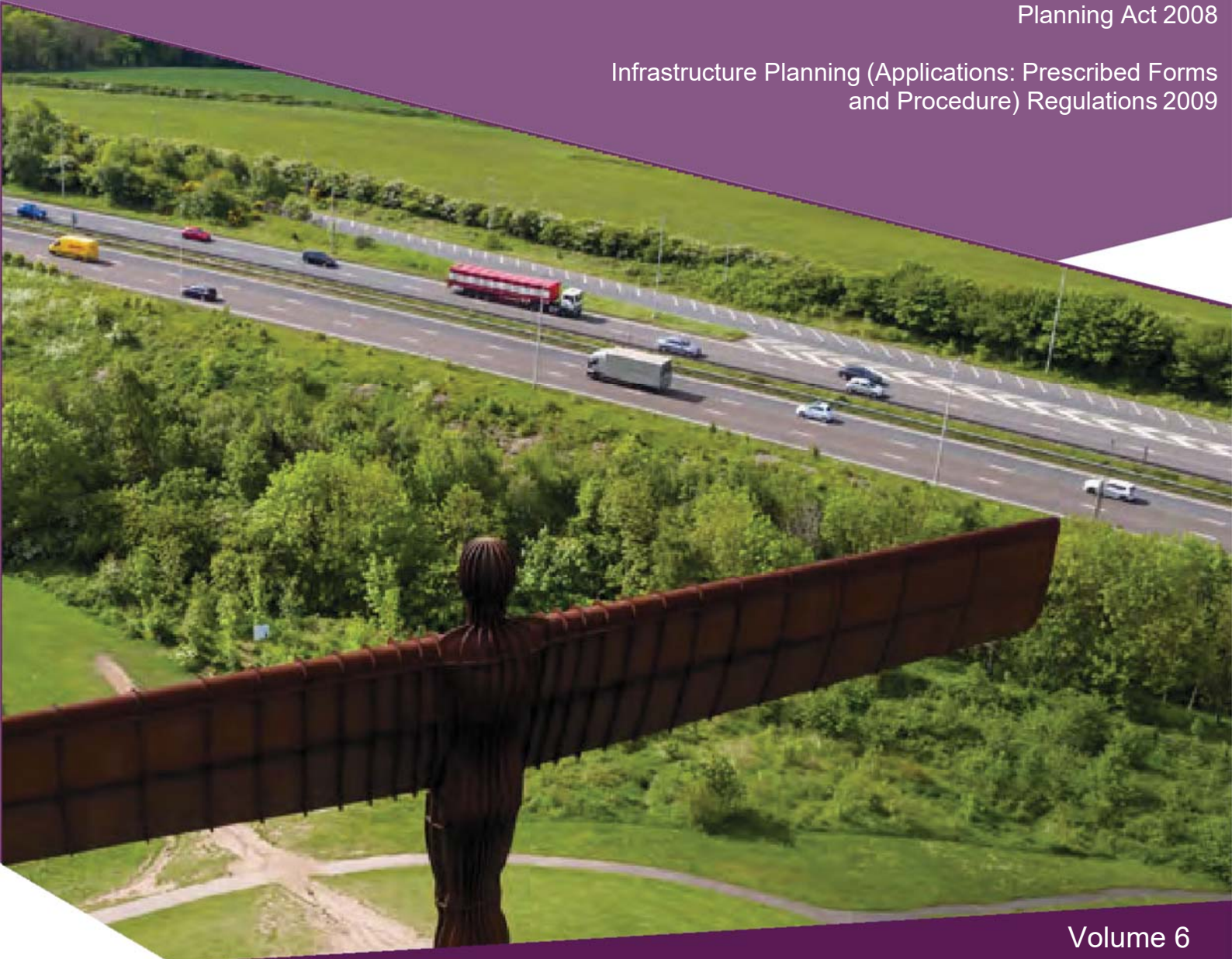
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 5.6 Model Methodology

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedures) Regulations 2009**

**A1 Birtley to Coal House
Development Consent Order 20[xx]**

**Environmental Statement -
Appendix**

Regulation Reference:	APFP Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/APP/6.3
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Version	Date	Status of Version
Rev 0	14 August 2019	Application Issue

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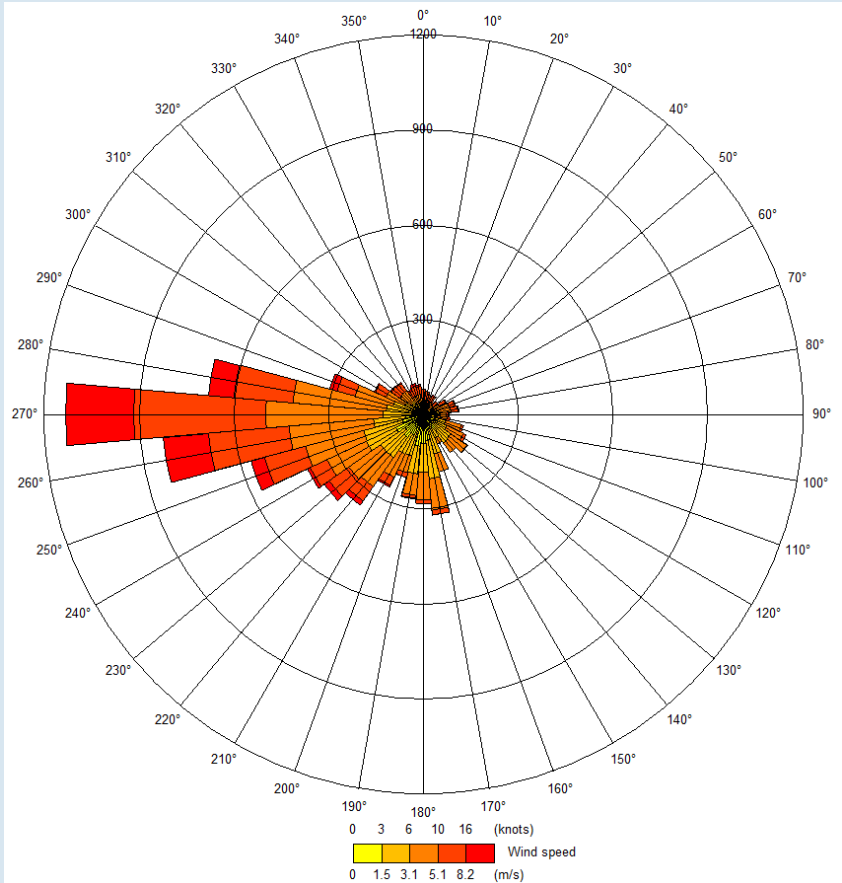
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MODEL METHODOLOGY

Table 6-1 – Model methodology

Parameter	Commentary
Dispersion Model	ADMS version 4.1.1.0
Traffic Data	Input to emissions model by period of the day AM Peak= 0700 – 1000; Inter Peak = 1000 – 1600; PM Peak = 1600 – 1900; Off Peak = 1900 to 0700.
Emissions	Time varying (AM, IP, PM, OP) following Interim Advice Note (IAN) 185 Speed Banded Emissions.
Road Geometry	All roads set to true road widths (kerb to kerb/edge of travelled lanes); road heights set to zero.
Meteorological data	<p>Newcastle Airport 2017</p>  <p>Roughness length set to 0.5 metres (Parkland/Open Suburbia) Minimum Monin-Obukhov Length – 30 metres</p>

Parameter	Commentary
Background Concentrations	From Defra 1km x 1km mapped datasets for 2017 and 2023, sector removed NO _x . Sectors removed are Motorways, Trunk Roads and Primary A-Roads within the 1km squares, depending on location
Receptors	As Appendix A.2 and A.3
Model Output	Annual mean NO _x
Post Processing	Verification based on NO _x /NO ₂ (see Appendix A.5) NO _x to NO ₂ conversion using Defra's calculator v6.1 Gap Analysis (following IAN 170, with LTTE6 factors)

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