

The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
Bristol
BS16PN



Sharefirst My Journey to School 20029723

Deadline 11 - Comments on Written Submissions for Deadline 10
A57 Link Roads TR010034

Dear Sirs,

I am writing to thank both the Case Team and the Applicant for the comprehensive clarification received by [Sharefirst My Journey to School](#) relating to outstanding queries at Deadline 9. Unfortunately I had misunderstood the Examination Process regarding timings for publication of a written report of observations by the Planning Inspectorate from the Unaccompanied Site Inspection to Dinting and opportunity for the community to respond. The Case Team has corrected me to confirm output from the visit will be considered in the review of written submissions which takes place once the Examination has closed. Interested Parties will be notified of progress of the review.

Regarding modelled traffic flow forecast increases from Glossop Spur Road along the A57 corridor towards Dinting and onwards towards Glossop and Snake Pass (being drawn unrestrained from the Strategic Road Network), my current understanding is that the traffic forecast modelling also indicates that there is a greater risk of increase in the forecast displacement of traffic from the main road network to unsuitable alternative roads across the wider area without the Scheme, than with the Scheme. Please can the Applicant correct me if this is not the case?

Looking locally and specifically to the A57 corridor from Glossop Spur Road towards Dinting and onward travel to Glossop and Snake Pass, the Applicant has since confirmed that the optimisation of traffic signal timings at A57/Shaw Lane is included in the DS scenario, despite being located outside the dDCO boundary. The traffic increases forecast are not sufficient to trigger additional mitigations as part of the Scheme, and local authority experts in traffic planning agree the traffic model used is suitable and appropriate for the purpose intended to help support a sustainable planning balance.

Looking at air quality assessment, National Highways (NH) comments in the section in the NH document 9.72 Addendum to the Statement of Common Ground with High Peak Borough Council, The Use of Multiple Monitoring Surveys in Model Verification on Page 12 on the small data set available from air quality monitoring at Dinting Vale AQMA compared to other air quality monitoring sites, which creates greater uncertainty regarding the AQ assessment for Dinting Vale. National Highways identifies that expanding the data set around Dinting can help determine a more robust

AQ Assessment. **SMJTS** additionally contends that a more robust AQ assessment informed by an expanded data set in the area may potentially have a bearing on design for the Scheme.

SMJTS remaining questions relating to air quality and other topics at Deadline 11 are listed in the table below:

Topic	Question to:	SMJTS query
Air quality at Dinting Vale AQMA	High Peak Borough Council (HPBC)	<p>In Highways England document 9.72 Addendum to the Statement of Common Ground with High Peak Borough Council, Page 12 The Use of Multiple Monitoring Surveys in Model Verification there is recognition by the Applicant that the data set for air quality monitoring at Dinting Vale AQMA is small compared with other air quality monitoring sites.</p> <ul style="list-style-type: none"> • Please can High Peak Borough Council explain why this may be the case? • Whilst the Air Quality (AQ) assessment that has been conducted appropriately uses the data available, the Applicant has identified an opportunity to improve confidence in the AQ assessment for the Dinting zone and Dinting Vale AQMA by expanding the data set available. Is there any reason why this may not be carried out as part of the Scheme?
Weight restrictions for HGV's on Snake Pass	Derbyshire County Council (DCC)	<p>As a local community we have observed new weight restriction signs of 7.5T imposed on Snake Pass whilst repair works were being carried out in light of recent rainfall and land slippages. Please can DCC advise if new weight restrictions are likely to be a temporary measure or permanent change to road use, and have businesses been consulted on potential impacts?</p>
Flood Risk Assessment	Environment Agency (EA), Derbyshire County Council (DCC), Local Lead Flood Authority (LLFA) and High Peak Borough Council (HPBC)	<p>The Flood Risk Assessment (FRA) considers Environment Agency data in order to identify sources of flooding and include an allowance for climate change in assessment of flood risk. The local Strategic Flood Risk Assessment (SFRA) such as carried out by Tameside Metropolitan Borough Council (TMBC) is also consulted to assist assessment of flood risk and inform design.</p> <ul style="list-style-type: none"> • Is there a similar SFRA document available for the area of the dDCO covered in High Peak, perhaps held within DCC, LLFA or HPBC? • In the documentation the EA latest flood incident data refers to October 2019. Please can the EA summarise flood risk data from Woolley Bridge along Brookfield and the A57 corridor towards Dinting and Glossop, which as a local community we should be aware of, particularly in light of proposed housing development around A57?
Glossop Transport Hub	Derbyshire County Council (DCC)	<p>Further to the successful bid for government funding by DCC of the Bus Service Improvement Plan (BSIP), please can DCC indicate priority level for setting up a Glossop Transport Hub, and timings in relation to the A57 Link Road Scheme?</p>

Yours sincerely,

Carole Hallam

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