

**APPENDICES TO**  
**PROOF OF EVIDENCE**  
**OF**  
**DAVID ROBERTS IEng FIHE FCIHT**  
**ON BEHALF OF WAIN HOMES (NORTH WEST) LIMITED**

**DEALING WITH**  
**HIGHWAY, TRAFFIC AND TRANSPORT MATTERS**

**PROPOSED RESIDENTIAL DEVELOPMENT**  
**ON LAND AT A57 DINTING VALE, GLOSSOP**

**PINS REF: APP/H1033/W/24/3339815**

**SCP REF: DR/210087/D3**

**MAY 2024**

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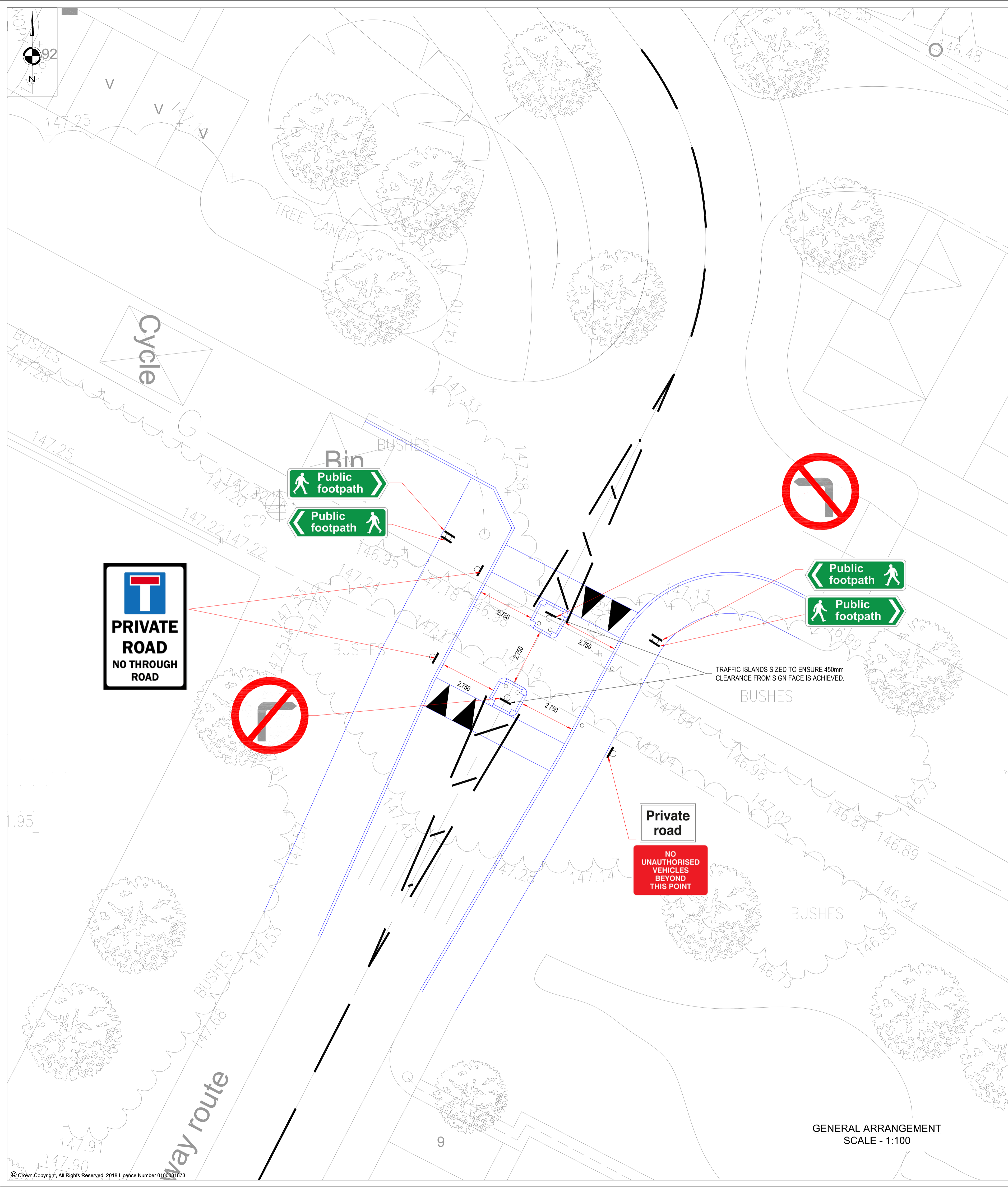
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## **APPENDIX**

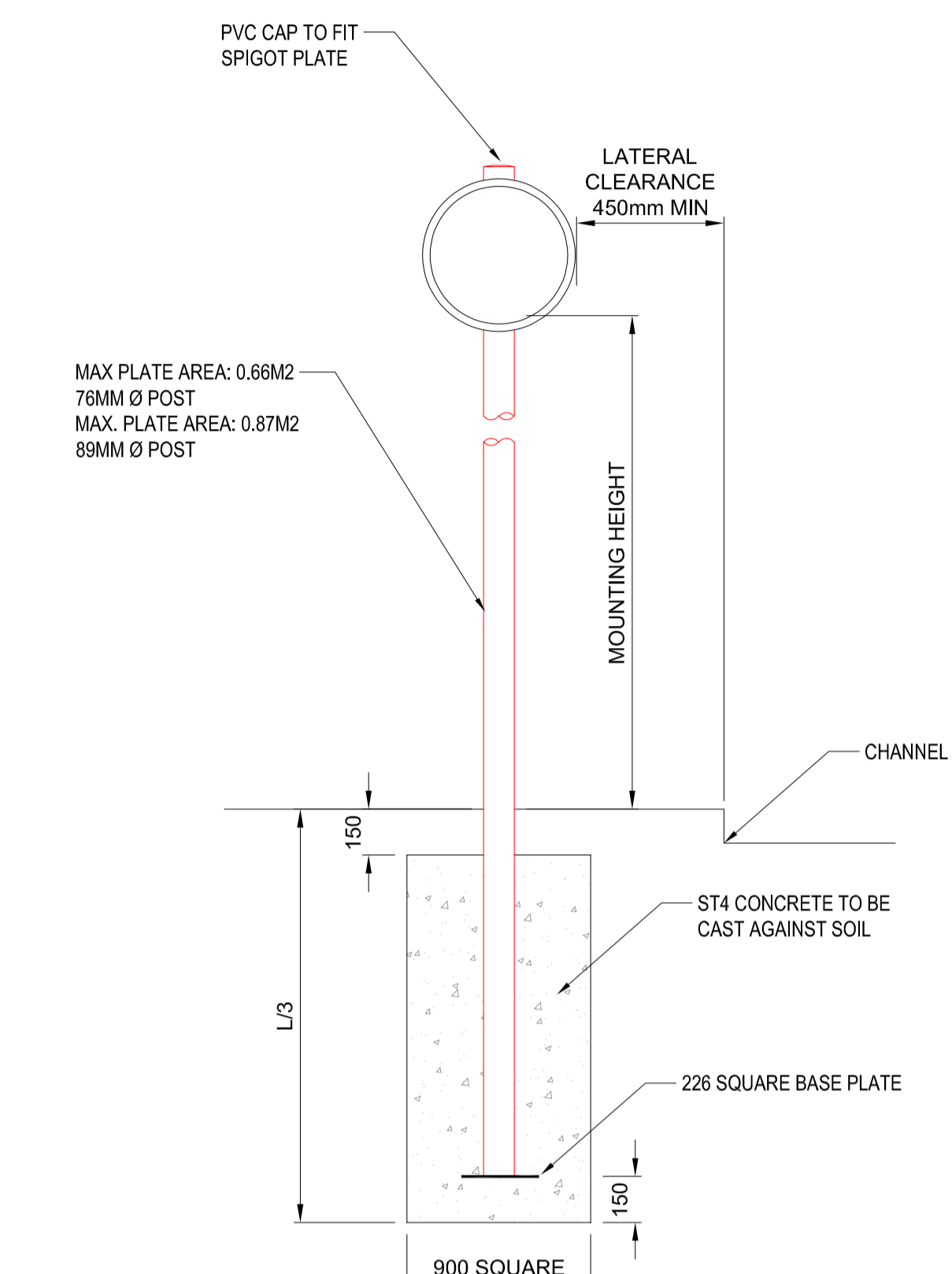
- 1 VEHICLE RESTRICTION SCHEME FOR ADDERLEY PLACE
- 2 STATEMENT OF RICHARD NICHOLAS DEALING WITH THE SITE ACCESS GRADIENT

**S|C|P**

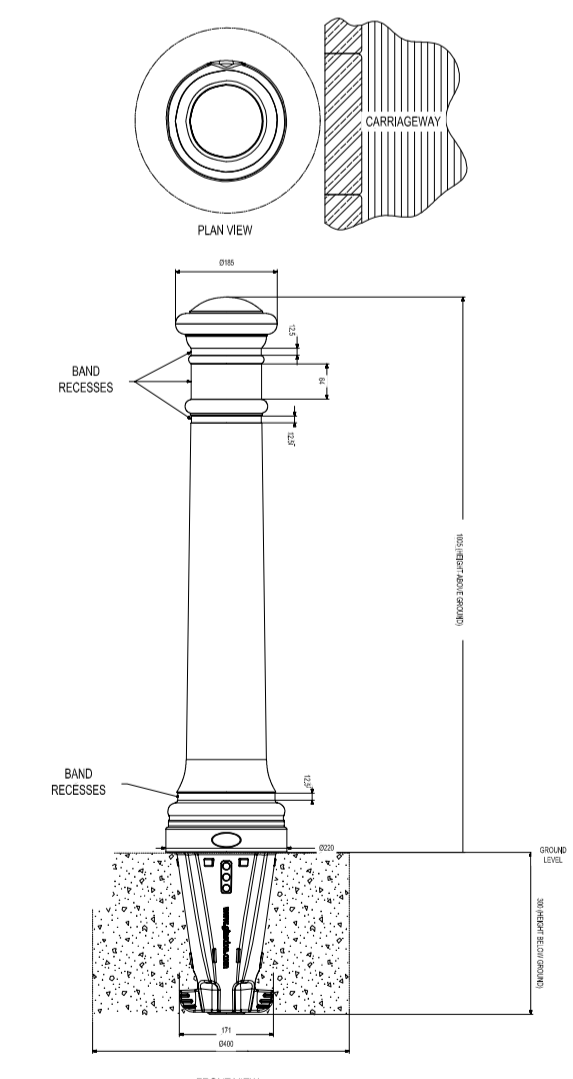
**APPENDIX 1**



GENERAL ARRANGEMENT  
SCALE - 1:100



MOUNTING SIGN DETAIL  
SCALE - 1:20



BOLLARD DETAIL  
SCALE - 1:20

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATED TO ORDNANCE DATUM NEWLYN (OD) UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATED TO ORDNANCE SURVEY NATIONAL GRID.
4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
6. THIS DRAWING HAS BEEN BASED UPON SURVEY/OS INFORMATION SUPPLIED BY A THIRD PARTY AND SCP SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
7. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
8. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY ADOPTABLE RESIDENTIAL ROAD SPECIFICATION AND STANDARD DETAILS.

REVISIONS

REV	DESCRIPTION	DATE	BY
A	FIRST ISSUE	08.04.24	JC



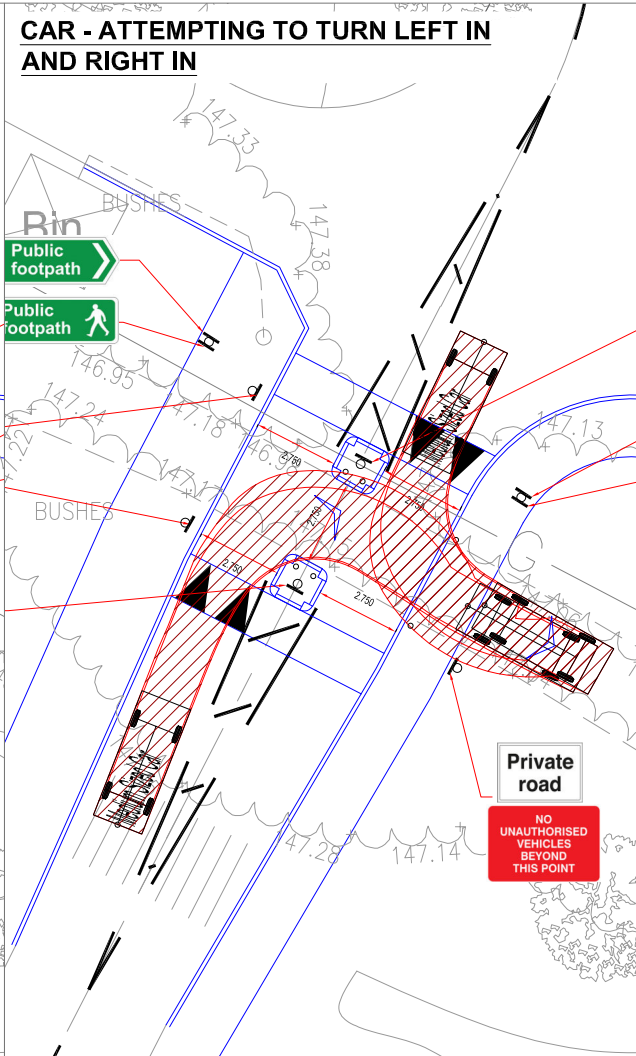
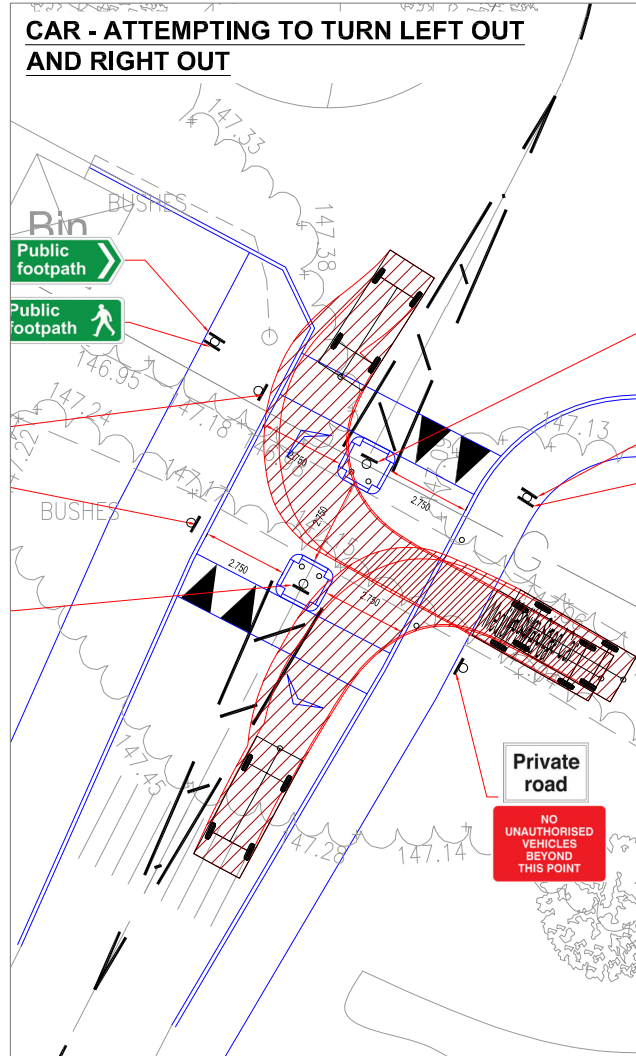
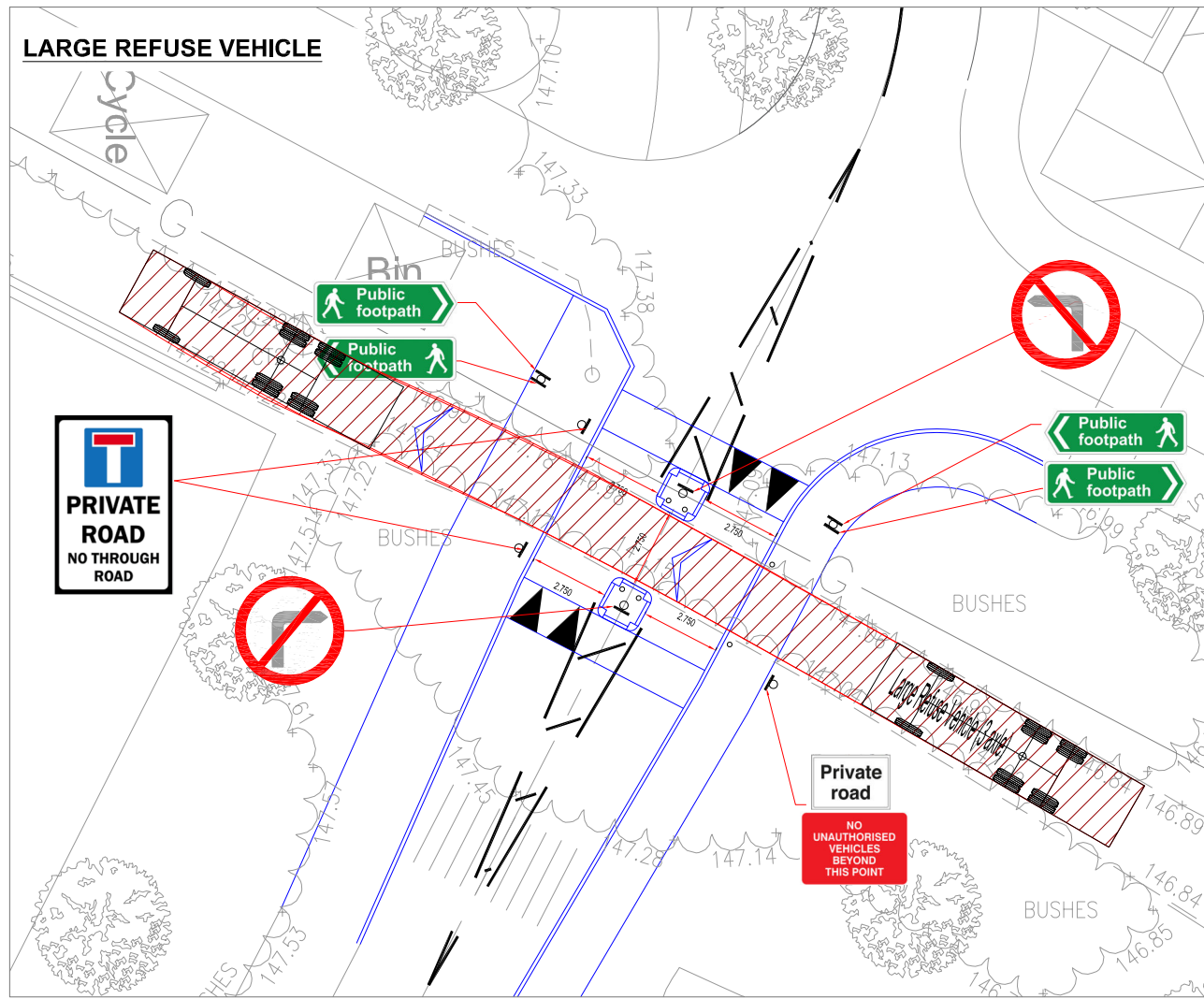
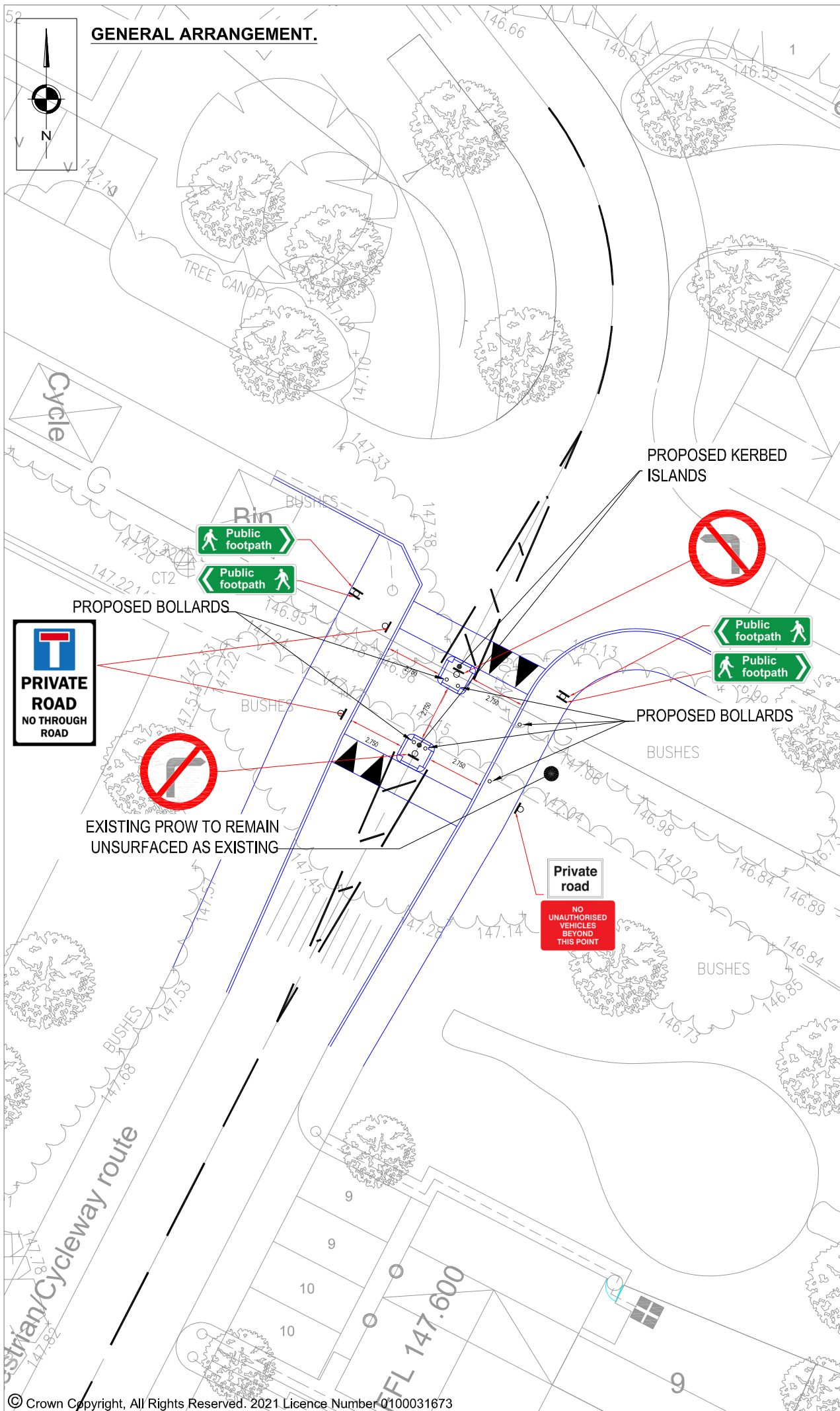
Client Name:  
**WAINSHOMES (NORTH WEST) LIMITED**

Project Title:  
**DINTING VALE, GLOSSOP**

Drawing Title:  
**GENERAL ARRANGEMENT**

Date:	08.04.2024	Drawn By:	JC
Scale:	AS STATED @ A1	Checked:	CT
Status:	PLANNING	Approved:	-

Drawing No.	SCP-210087-0000-001	Rev.	A
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**NOTES**

Medium sized Car  
 Overall Length 4.319m  
 Overall Width 1.686m  
 Overall Body Height 1.466m  
 Min Body Ground Clearance 0.228m  
 Max Track Width 1.591m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.042m

Large Refuse Vehicle (3 axle)  
 Overall Length 9.860m  
 Overall Width 2.450m  
 Overall Body Height 3.814m  
 Min Body Ground Clearance 0.366m  
 Track Width 2.450m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

**REVISIONS**

REV	DESCRIPTION	DATE	BY
A	- UPDATES TO LAYOUT	14.02.24	OP
B	- SITE LAYOUT UNDERLAID	15.02.24	LD
C	- GENERAL DRAWING UPDATES	03.04.24	LD
D	- GENERAL DRAWING UPDATES	09.04.24	BA

**SCP**

Transportation Planning : Infrastructure Design

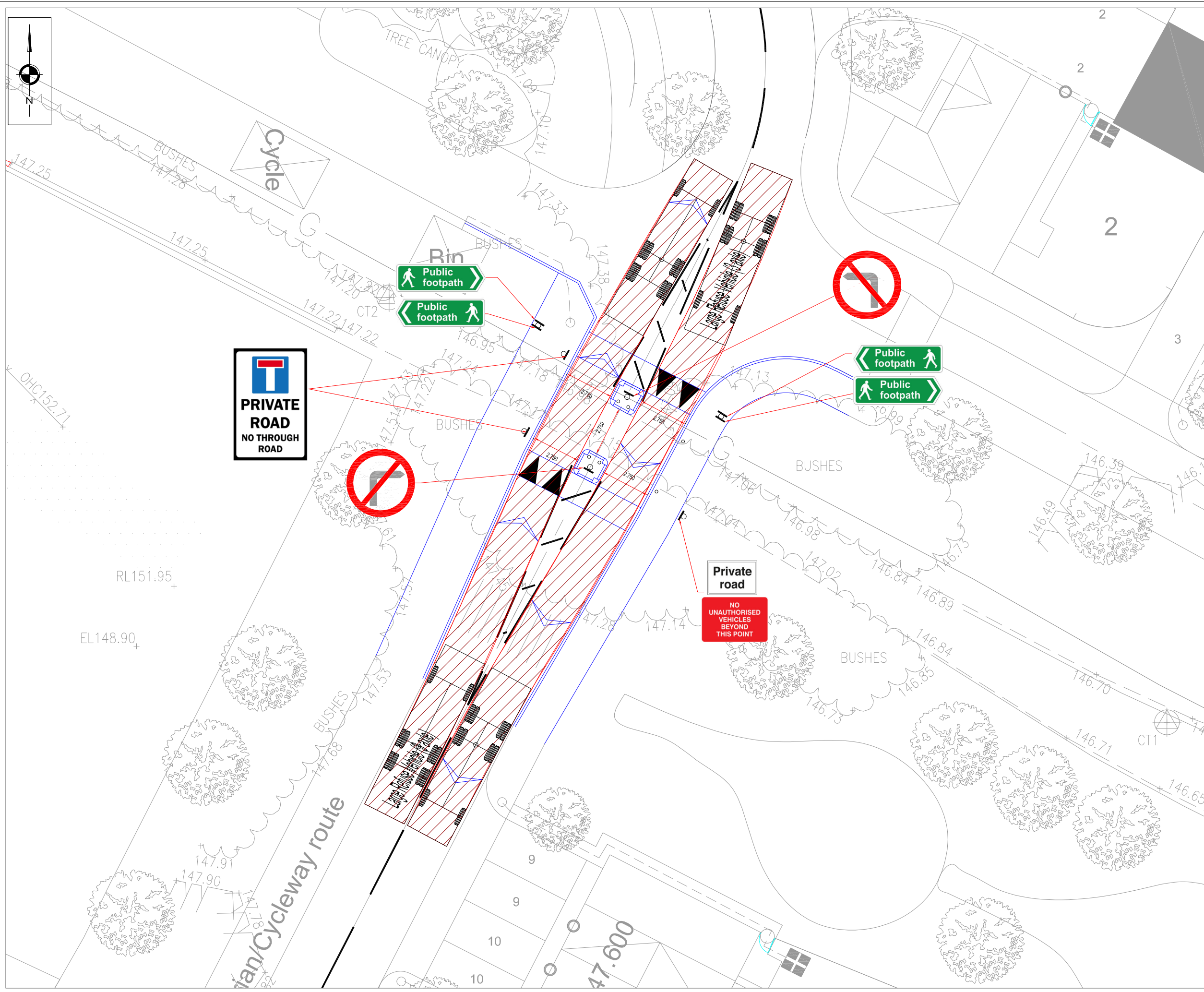
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:  
**WAINHOMES LIMITED**

Project Title:  
**DINTING VALE, GLOSSOP**

Drawing Title:  
**POTENTIAL PROW CROSSOVER DETAIL**

Drawn By:	BA	Date:	05/02/2024
Checked:	CT	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-
Drawing No.	SCP/210087/SK04	Rev.	D



**NOTES**

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

**REVISIONS**

REV	DESCRIPTION	DATE	BY
A	- UPDATES TO LAYOUT	14.02.24	OP
B	- SITE LAYOUT UNDERLAID	15.02.24	LD
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 www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:  
**WAINHOMES LIMITED**

Project Title:  
**DINTING VALE, GLOSSOP**

Drawing Title:  
**SWEPT PATH ANALYSIS -  
 LARGE REFUSE VEHICLE**

Drawn By:	BA	Date:	05/02/2024
Checked:	CT	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-
Drawing No.	SCP/210087/ATR03	Rev.	D

**S|C|P**

**APPENDIX 2**

17<sup>th</sup> May 2024

**DINTING VALE, GLOSSOP**  
**PINS REF: APP/H1033/W/24/3339815**  
**PLANNING REF. HPK/2022/0456**

**TECHNICAL NOTE 002 – PLANNING APPEAL: THIRD PARTY COMMENTS RELATING TO THE PROPOSED ACCESS ROAD GRADIENT**

**1.0 QUALIFICATIONS & EXPERIENCE - RICHARD NICHOLAS BENG(HONS) MSC MBA MCIWEM GMICE**

- 1.1 I am a Civil Engineer and I have been a Director of Betts Hydro Limited an Engineering Consultancy since 2015.
- 1.2 I have over 20 years of experience in the construction industry across a range of sectors including commercial, leisure, residential, healthcare, industrial, retail, utilities and energy. I have provided expertise on projects in the fields of road design, infrastructure design, tunnelling, flood risk, hydrology, hydrogeology, sustainable drainage, river modelling and nutrient neutrality.
- 1.3 I have a Bachelor of Engineering degree in Mechanical Engineering, Energy and the Environment, a Master of Science degree in Water, Energy and the Environment and a Master of Business Administration degree.
- 1.4 I am a member of the Chartered Institute of Water and Environmental Management (CIWEM) and a graduate member of the Institution of Civil Engineers (ICE).

I confirm that the opinions expressed in this Technical Note are my true and professional opinions and have been prepared in accordance with the requirements of my professional institute.

**2.0 THIRD PARTY CONCERNS**

- 2.1 The decision notice does not include reasons for refusal relating to the road gradient. However, this Technical Note has been produced to assist the Inspector in reviewing the matter as some third-party comments relate to the proposed access road gradient. This Technical Note is to be appended to the proof of Evidence prepared by Mr. David Roberts of SCP that addresses other matters relating to highways.
- 2.2 The third-party comments duplicate a comment originally raised by Derbyshire County Council (DCC) as Highway Authority in the planning application consultee comments dated 1<sup>st</sup> December 2022 (CD6.15). A Technical Note 001, prepared by Betts Hydro addressed this matter (CD2.7) and others in relation to flood risk raised by the Lead Local Flood Authority (LLFA). DCC's specific point relating to the access road gradient is as follows:  
-



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17<sup>th</sup> May 2024

*"Site Access Comment*

*The topographic survey and Geo-Environmental report confirm significant gradient at the site access of between 1 in 3 and 1 in 5. The DSP remains the Local design guide and requires 1 in 30 for the first 10m for a priority junction, it also applies different gradient for footways and cycleways, but in summary says 1 in 12 maximum. The application also needs to consider "inclusive mobility" and "LTN 1/20" both of which address key considerations to promote active travel and ensure that persons with protected characteristics are catered for."*

- 2.3 The position of the site access was dictated by the allocation of the site in the Local Plan. There are no other suitable frontages to a public highway that would be capable of serving the scale of development proposed.
- 2.4 The issue is that the existing immediate and steep gradient at the location of the proposed site access, which is locally as steep as 1 in 3 and are such that when a typical highway gradient is applied to the proposed access road (Road 1) and it cannot tie-in between the junction of Dinting Vale and the existing vehicular access crossing the site to the existing dwellings.
- 2.5 If Road 1 was at a gradient of 1 in 20 from the new junction with Dinting Vale, then it would be approximately 8 metres too low to tie-in with the existing levels at the existing vehicular access crossing the site serving the existing dwellings.
- 2.6 In addition, there is a private gas main under the existing vehicular access crossing the site and the cover to this asset needs to be maintained at approximately 1.2 metres.
- 2.7 Road 1 at a gradient of 1 in 20 would also result in a huge amount of 'cut' due to the existing topography and would result in the need for both retaining structures and extensive earthworks. There would also be a more significant impact on the woodland area and existing trees resulting in a further significant loss of trees.
- 2.8 It is proposed that there is a single length of road at a gradient of 1:10 from CH-20m to CH-176.226m (a length of 156.266m) with no accesses or junctions on this length. This road also has an initial gradient of 1:30 for 10m from the junction with Dinting Vale in accordance with the 6C's Highway Design guide. All other gradients of roads across the site are a max. gradient of 1:20.
- 2.9 Whilst it is desirable to achieve certain vertical alignment characteristics this is not always feasible due to site specific constraints, particularly topography. When the initial application information was submitted no longsection drawing was provided. This has now been provided (drg. ref.: HYD712-016-RevP02-Longsection-A1, CD6.17), and it is clear as to why it is necessary to have Road 1 at 1 in 10 for a portion of its length:
- (a) for the road levels to be able to tie-in to the existing access,
  - (b) to maintain sufficient cover to the gas main, and
  - (c) to minimise the impact on the woodland and minimise tree loss.



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2.10 This is not an unusual situation and a similar example of a scheme for 107no. dwellings located off Linglongs Road in Whaley Bridge (Planning Reference: HPK/2017/0247) has been identified where this approach was advocated. DCC's comments as Highway Authority on this particular application are included in CD6.18, key extracts are as follows: -

*"The topography of the site is challenging in terms of levels and will result in some street being steeper than what the County Council's design guide normally recommends for public highway users – the 6C's design guide recommends 1 in 20 for adoptable estate streets to encourage walking/cycling for all future highway users. However, this would clearly not be achievable on some parts of this site.*

*It is however, noted from the long section provided for road 1, that the chosen alignment results in a considerable amount of excavation between chainage 65m and chainage 200m – up to 3m in parts – this results in a street gradient of 1 in 10. Whilst not ideal for new estate street design the Highway Authority would find it difficult to resist given the general highway network topography in the vicinity."*

2.11 This Reserved Matters Application was approved by the Council on the 3<sup>rd</sup> of October 2018. The Appellant has followed the same approach in this instance with the main access road (Road 1). It also has ensured that there are no junctions or accesses off this length of carriageway to minimise risk. It will be noted that separation of the footway/cycleway from the road has been designed into the proposal with a planted margin and a pedestrian refuge provided with three benches located at intervals along this length of Road 1.

2.12 Consistent with the observation above by the highway authority whilst "not ideal" the gradient of 1:10 is necessary for a portion of Road 1 to tie-in to the existing private access road serving the current dwellings and to continue to provide the appropriate cover to the gas main running adjacent to this access. This gradient also reduces any excessive cut requirement. The proposal is nevertheless the best that can realistically be achieved consistent with the Local Plan requirement to take access in this location from the A57.

2.13 Even at a gradient of 1:10 there is significant embankment cut, but there is sufficient cover to the gas main. It should also be noted that at 1:10 the back of footway can be battered at 1:3 to existing levels within the site avoiding the need for any adoptable highway retaining structures and minimising the impact on the woodland area and trees. A Longsection of Road 1 has been prepared and shows clearly why the access gradient is being proposed, drawing ref.: HYD712-016-RevP02-Longsection-A1L (CD6.17), an extract is shown overleaf in figure 1.



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17th May 2024

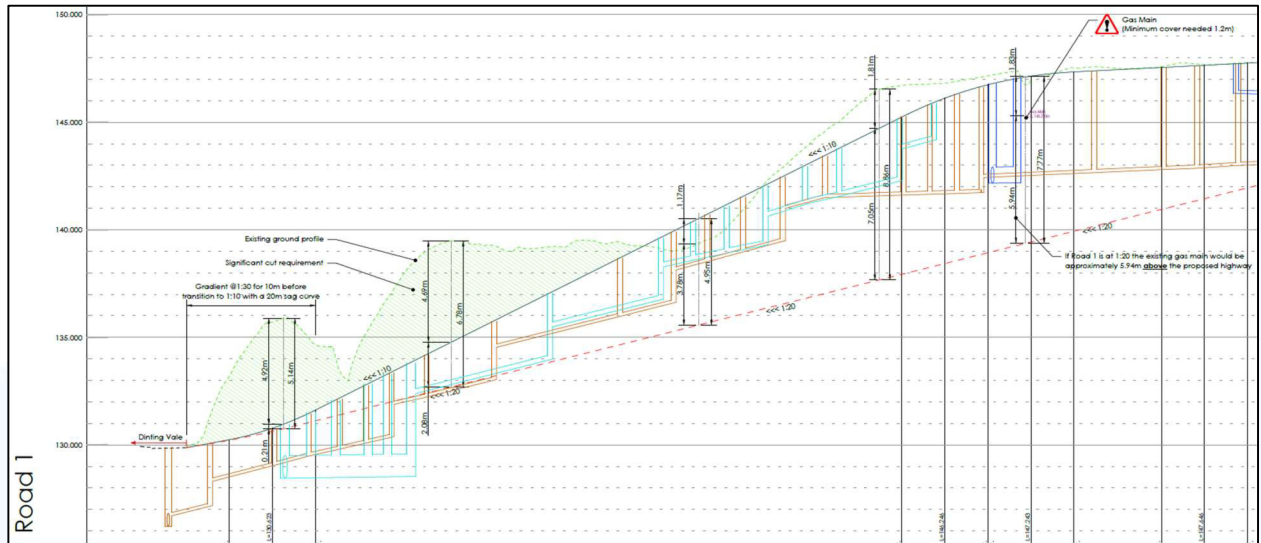


Figure 1 – Extract of Drg. Ref.: HYD712-016-RevP02-Longsection-A1L (see CD6.17)

- 2.14 During the discussions with DCC regarding options to improve accessibility it was investigated as to whether the footway could be provided at a gradient of 1 in 20, but separate to the road. This resulted in a significant adverse impact on the woodland area with tree loss and was considered unacceptable; this is shown on drawing 'WAI25-XX-BET-ZZ-XX-DR-C-0001-P01-Site entrance footway at 1 in 20', included in Appendix A.
- 2.15 DCC continued to identify their concern with regards to the levels in relation to the access road and footway/cycleway gradient in their correspondence to High Peak dated 6<sup>th</sup> July 2023, see CD6.16. DCC stated:  
*"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."*
- 2.16 It is my understanding that DCC as Highway Authority are not objecting to this appeal proposal following provision of the Road 1 Longsection drawing and the justification for the proposal. It will be noted that notwithstanding that the Council initially issuing a decision Notice containing a Highway reason for refusal this specific point was not a reason for refusal.
- 2.17 It would appear that third-parties have seen the DCC comments but may not have seen the previous Technical Note 001 by Betts Hydro responding to this, it is hoped that this technical note helps demonstrate the matter has been suitably addressed.



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17<sup>th</sup> May 2024



*Richard D. Nicholas*

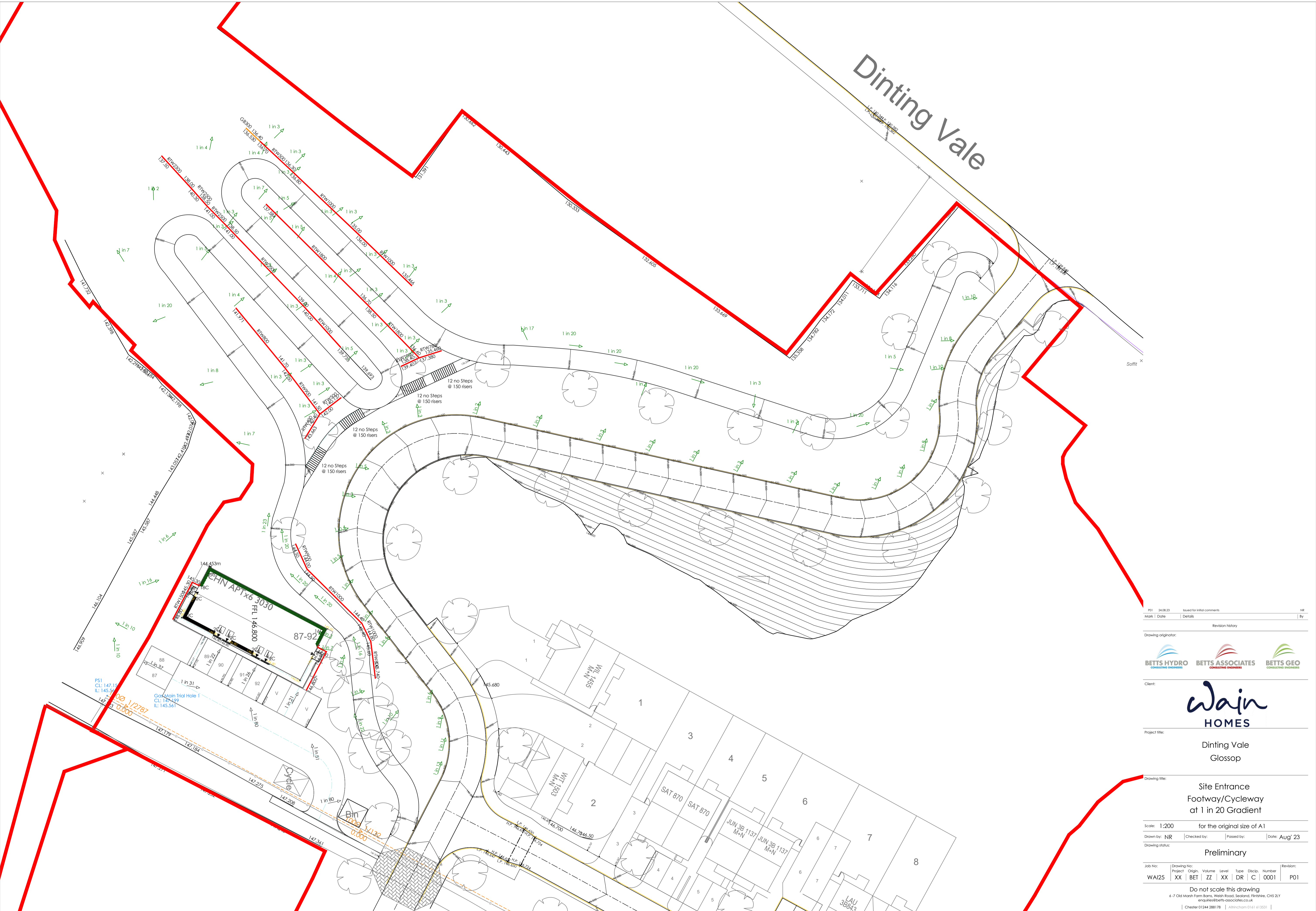
Richard Nicholas BEng(Hons) MSc MBA GMICE MCIWEM  
Director  
**BETTS HYDRO**

Enc. –

Appendix A – WAI25-XX-BET-ZZ-XX-DR-C-0001-P01-Site entrance footway at 1 in 20 gradient



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Flintshire CH5 2LY  
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P01 24.08.23 Issued for initial comments HR

Mark | Date | Details | By

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Revision history

Drawing originator:





Client: **Wain HOMES**

Project title: **Dinting Vale Glossop**

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Drawing title: **Site Entrance Footway/Cycleway at 1 in 20 Gradient**

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Scale: 1:200 for the original size of A1

Drawn by: N/R | Checked by: | Passed by: | Date: Aug'23

Drawing status: Preliminary

Job No:	Drawing No:	Project:	Origin:	Volume:	Level:	Type:	Disc:	Number:	Revision:
WAI25	XX	BET	ZZ	XX	DR		C	0001	P01

**Do not scale this drawing**  
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