Proposed Residential Development: Hogshaw, Buxton

Air Quality Screening Assessment

1. Background

1.1. Barratt Homes Manchester ('BHM') has submitted a planning application to High Peak Borough Council ('HPBC') for the residential development of an area of land at Hogshaw, Buxton[1].

1.2. A consultation response to the application had been received from the Pollution Specialist Officer, Environmental Health[2]. The response states:

'In relation to the above application Environmental Health is submitting a holding objection to the proposals on the grounds of air quality impacts from the proposals. Within the community engagement assessment, the applicant states that "the application is below the quantum of development at which an AQ assessment would normally be required".

The location of the development is in close vicinity to Fairfield Road where air quality objectives are being or likely to be breached and there are concerns that the proposal could therefore have an adverse impact.

The applicant is required to provide justification to support their conclusion that an air quality assessment is not required in the form of an air quality screening assessment.

Where the applicants statement cannot be supported or justified, an air quality impact assessment with details of suitable mitigation to avoid any adverse impacts will be required to be produced and submitted prior to determination of the application'.

1.3. BHM has accordingly instructed Smith Grant LLP (SGP) to undertake the required Air Quality Screening Assessment (AQSA) for submission with the planning application.

1.4. This following AQSA has been prepared with reference to the Planning Practice Guidance provided in relation to air quality[3] under the National Planning Policy Framework (NPPF)[4] and

[1] High Peak Borough Council, planning reference HPK/2023/0192; submitted May 2023
[2] Correspondence form Pollution Specialist Officer, Environmental Health, Staffordshire Moorlands District Council & High Peak Council, re: HPK/2023/0192, e-mail dated 04 July 2023
[3] Ministry of Housing, Communities and Local Government, Planning Practice Guidance: Air Quality, issued March 2014, last updated 1st November 2019
[4] Ministry of Housing, Communities and Local Government, National Planning Policy Framework, issued, March 2012, last updated 20 December 2023

follows the frameworks described in Institute of Air Quality Management (IAQM) guidance in relation to planning and air quality[5] and construction dust emissions[6].

1.5. The assessment considers the potential aerial emissions associated with the proposals and likely impacts and effects on human health and ecological sites. In preparing this assessment SGP has reviewed available information on the current and proposed development, the site setting and local air quality information.

1.6. It is noted the original application submission was for 116 dwellings. The application is now to be reduced in size to 99 dwellings. For full details on the revision reference should be made to the planning application documentation.

2. Site Details and Setting

2.1. The proposed development site is located in Fairfield on the north-eastern outskirts of Buxton as shown below in Figures 1a / 1b and Appendix A.

Site Details

2.2. The site details are:

Table 1: Site Details

Site Location	Land at Hogshaw, Fairfield, Buxton, Derbyshire SK17 7HN
National Grid Reference	406600, 374400
Local Authority	High Peak Borough Council (HPBC)
Site Area	5.4 hectares
Nature of Current Site	Mainly fields, some areas with trees and vegetation
Proposed Development	Construction of up to 99 dwellings and associated landscaping and infrastructure[1]

1: Original planning application was for 116 dwellings and infrastructure. To be revised to 99 dwellings.

2.3. The Site currently comprises open agricultural land accessed via farm tracks and paths.

Existing Site Setting

2.4. The existing surrounding land is of mixed-use. To the immediate east lies Nunsfield Farm and associated buildings (understood to currently operate as a farmer's supply shop), a golf course, and St. Peter's Church and cemetery. To the immediate west of the Site lies an area of woodland and open land, which forms part of the 'Railway Land at Hogshaw' Local Wildlife Site (LWS). The

[5]Institute of Air Quality Management (IAQM), (2017), *Land-use Planning & Development Control: Planning for Air Quality*. v1.2.
[6]Institute of Air Quality Management (IAQM), (2016), *Guidance on the Assessment of Dust from Demolition and Construction,* v1.1

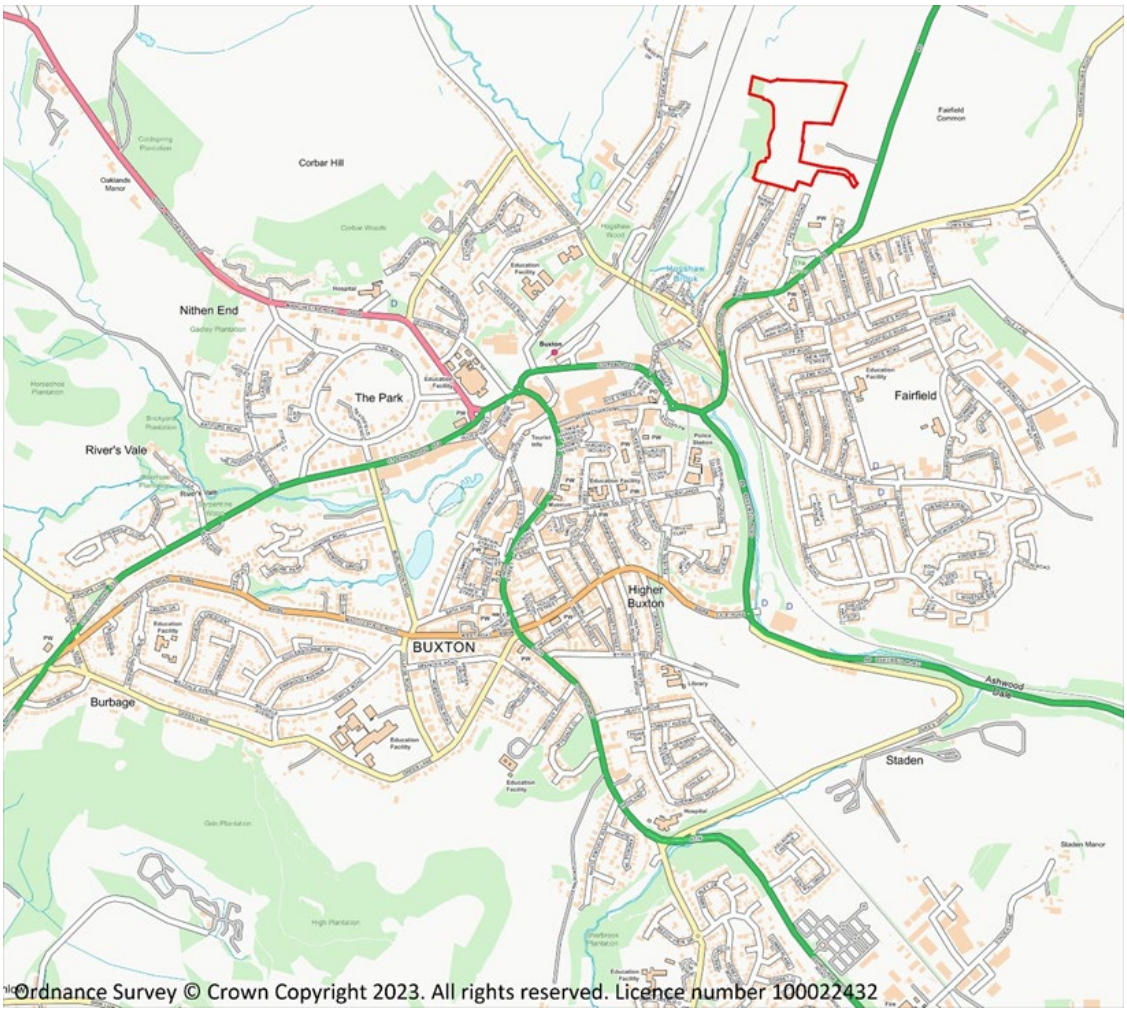
LWS extends into the western part of the Site itself. To the north are open agricultural fields and to the south the residential development of Buxton.

Future Site Setting

2.5. The Site forms part of a wider residential and employment allocation area to the northeast of Buxton. The Site is to be accessed via a new roundabout (Fairfield Common Roundabout) that has been recently constructed on the A6 to the east to provide the initial stretch of access to these areas. Planning permission for the roundabout was granted by Derbyshire County Council (DCC) in July 2020 (planning ref: CON/2020/0010) and construction was completed early 2023.

Figure 1A: Site Location

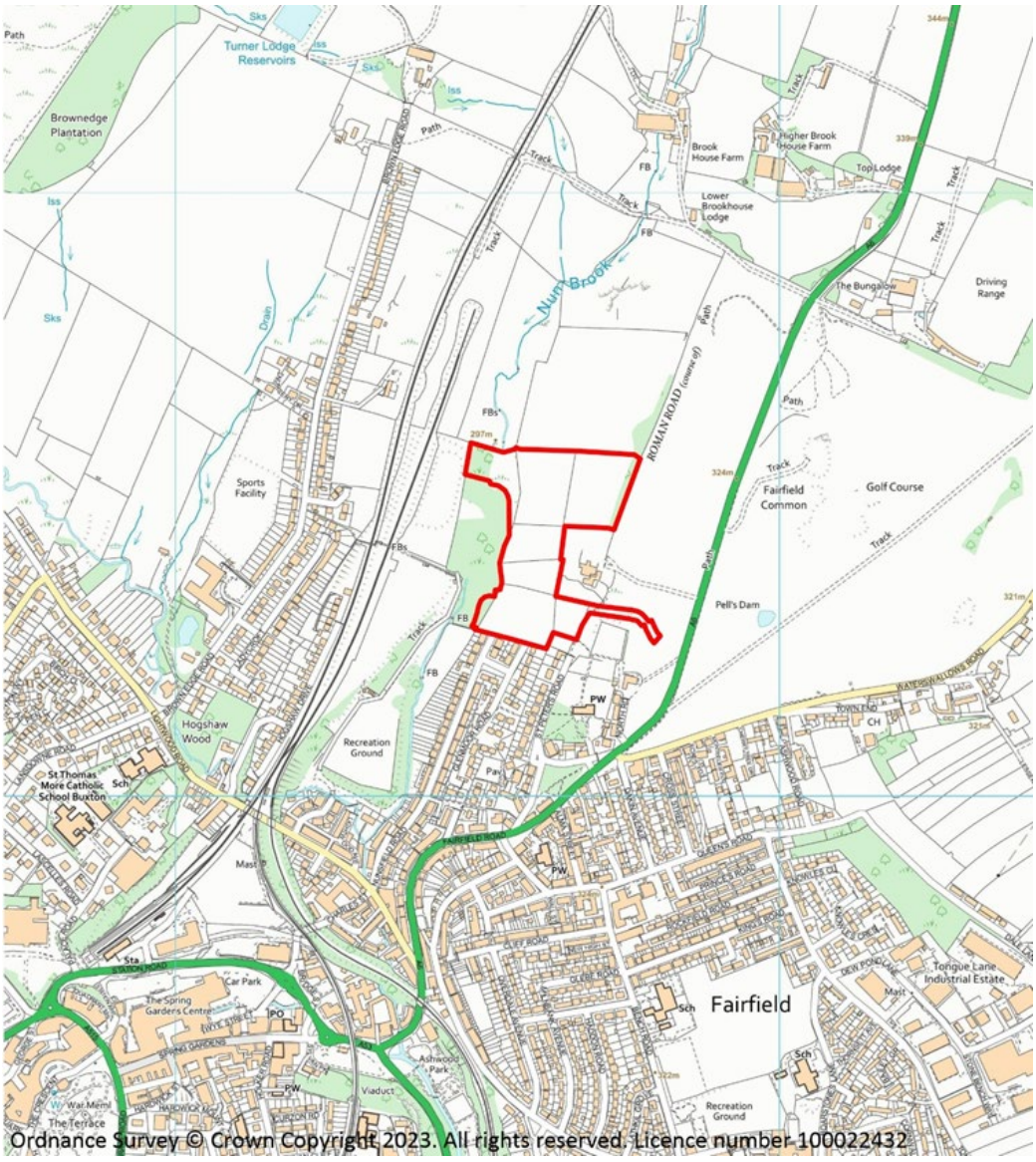
(base plan prior to construction of the Fairfield Common Roundabout)



(note: see planning application documentation and Appendix A for actual application boundary)

Figure 1B: Site Location

(base plan prior to construction of the Fairfield Common Roundabout)



(note: see planning application documentation and Appendix A for actual application boundary)

Nature Conservation Sites

2.6. Several statutory designated nature conservation sites have been identified within 2km of the proposed development. These are shown in Figure 2 and detailed in the table below.

2.7. As noted above a LWS extends into the western part of the Site.

Table 2: Designated Nature Conservation Sites within 2km

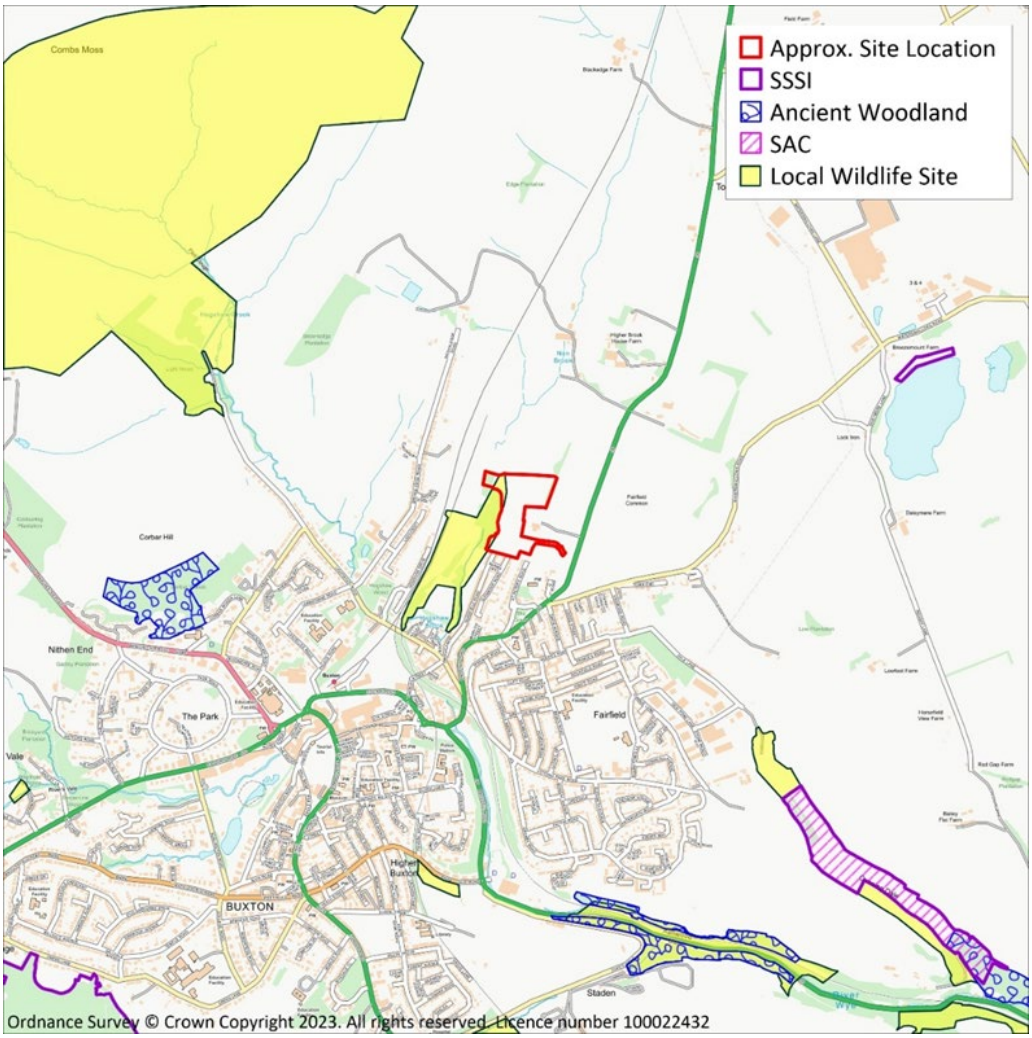
Name	Designation	Distance & Orientation from Site
Statutory Designated Sites		
International		
Peak District Dales	SAC	1.3km SE

Name	Designation	Distance & Orientation from Site
South Pennine Moors[1]	SAC	2.6km W
Peak District Moors (South Pennine Phase 1)[1]	SPA	2.6km W
National		
The Wye Valley	SSSI	1.3km SE
Waterswallows Quarry	SSSI	1.4km NE
Non-Statutory Designated Sites		
Railway Land Hogshaw	Local Wildlife Site	Extends onsite
Corbar Woods	Ancient Woodland	1.1km W
Ashwood Dale South	Ancient Woodland	1.4km S

[1]Overlapping designations
SSSI: Site of Special Scientific Interest
SAC: Special Area of Conservation
SPA: Special Protection Area

Figure 2: Nearby Nature Conservation Sites

(base plan prior to construction of the Fairfield Common Roundabout)



3. Proposed Development

3.1. Proposals are for the construction of 99 housing units and associated infrastructure. The proposed layout plan[7] is included in Appendix A.

3.2. Vehicular access / egress is to be via an access road connecting to the newly built roundabout on the A6 (Fairfield Common Roundabout).

4. Local and Background Air Quality Review

4.1. The existing local air quality has been assessed through a review of available background data and reports prepared by HPBC. These reports summarise the air quality monitoring carried out by HPBC in fulfilment of its' Local Air Quality Management (LAQM) duties. The most recent available report is the 2023 Annual Status Report[8] which details the available air quality monitoring data until the end of 2022 and shows the locations of Air Quality Management Areas (AQMAs).

Air Quality Management Areas (AQMAs)

4.2. As of 2022 HPBC had declared two Air Quality Management Areas (AQMAs) within its' administrative area. These had both been declared due to exceedances of the long-term UK air quality objective (AQO) for nitrogen dioxide (NO_2). These are located in Tintwistle and Dinting Dale and neither are located in the vicinity of the proposed development or local road network.

4.3. However, following the recording of relatively high annual mean NO_2 concentrations due to traffic emissions along the A6 Fairfield Road in Buxton, HPBC identified the need for a Detailed Assessment of this area[7] and announced it was seeking to declare a third AQMA during the summer 2023 encompassing this stretch of road[9]. HPBC has advised this AQMA has now been declared[10]. This AQMA No3: Fairfield Road covers a section of the A6 about 320m south of the proposed development as shown in Appendix B and Figure 3.

Local Air Quality Monitoring

4.4. HPBC undertakes ambient air quality monitoring across its' area, utilising both automatic (continuous) and non-automatic (passive diffusion tubes) monitoring facilities. None of the automatic analysers are located within Buxton. Several of the diffusion tube locations are however located within the town, with all lying within 2km of the Site. These monitoring locations are detailed in Table 3 below and shown in Figure 3.

[7] Barratt Homes Manchester, Hogshaw Nunsfield, Planning Layout, H8797-BAH-XX-XX-DR-U-203001, 11.06.24, rev 2
[8]High Peak Borough Council, 2023 Air Quality Annual Status Report, (ASR), July 2023
[9] High Peak Borough Council, https://www.highpeak.gov.uk/article/3883/Fairfield-Road-Buxton-Summer-2023; accessed 10th October 2023
[10] E-mail from Christopher Humphreys, Pollution and Environment Office, Environmental Heath, Staffordshire Moorlands District Council & High peak Borough Council, to K hawkins, Partner, Smith Grant LLP, dated 11th October 2023

Table 3: Monitoring locations within Buxton

Tube ID	Location Name	Grid Reference	Type	Distance & Orientation from Site
HP33A/B[1]	135 Fairfield Road (Lamp Post)	406600 373951	Roadside	300m S
HP41A/B[1]	22 Fairfield SB	406405 373760	Roadside	530m S
HP42A/B[1]	52 Fairfield NB	406402 373898	Roadside	400m S
HP43[1]	101 Fairfield (SB)	406451 373920	Roadside	365m S
HP44[1]	Bulls Head Fairfield NB	406607 373973	Roadside	280m S
HP65	Brooklyn Place, Fairfield Road NB	406340 373595	Roadside	705m S
HP64	Spring Gardens NB	406314 373597	Roadside	710m S
HP13	8 Granby Rd, Buxton	406582 373422	Roadside	830m S
HP66	5-Ways, High Street	405767 372970	Roadside	1.5km SW
HP67	5-Ways, Dale Road	405813 372942	Roadside	1.5km SW
HP50	Buxton - London Road	405959 372781	Roadside	1.6km SW

Data as presented in the 2023 High Peak Borough Council ASR
[1]Located within the newly declared AQMA No 3: Fairfield Road

4.5. The monitored annual mean NO_2 concentrations for the years 2017 to 2022 at these locations are provided in Table 4.

Table 4: Annual mean NO_2 concentrations at diffusion tubes within Buxton

Tube ID	Annual Mean NO_2 Concentration (µg/m^3)					
	2017	**2018**	**2019**	**2020[2]**	**2021[2]**	**2022[2]**
HP33A/B[1]	-	**48.2**	**45.4**	33.8	39.1	37.3
HP41A/B[1]	-	-	**44.4**	34.1	35.4	36.8
HP42A/B[1]	-	-	**50.3**	36.5	**43.7**	**45.5**
HP43[1]	-	-	34.0	26.5	27.3	29.6
HP44[1]	-	-	36.2	30.6	36.6	**40.7**
HP65	-	-	-	-	-	26.2
HP64	-	-	-	-	-	27.1
HP13	12.5	13.8	13.8	10.8	11.3	10.8
HP66	-	-	-	-	-	25.8
HP67	-	-	-	-	-	23.0
HP50	-	-	-	21.3	23.7	24.5

Data as presented in the 2023 High Peak Borough Council ASR
Highlighted cells indicate exceedances of the UK long-term AQO of 40 µg/m^3
[1]Located within the newly declared AQMA No 3: Fairfield Road
[2]Concentrations recorded in 2020 and 2021 expected to be affected by the implications of the Covid -19 pandemic.

4.6. Monitoring locations HP33, HP41, HP42, HP43 and HP44 are all located along the stretch of the A6 Fairfield Road between the Fairfield Common roundabout (and proposed site access) and the town centre. Annual mean NO_2 concentrations were above the long-term AQO at locations HP33, HP41 and HP42 in 2019. Concentrations were substantially reduced in 2020 and 2021 at these

locations consistent with expectations due to the impact of the Covid-19 pandemic on traffic movements[11], although are noted to have remained above the AQO at HP42 in 2021 and close to the AQO at HP33. HP33 and HP41 are each reported as being within 0.2m of residential facades and HP42 within 3.1m of the residential façade.

4.7. In 2022 concentrations at HP33 and HP41 remained lower whereas those at HP42 and HP44 were higher than 2020/2021 and were above the AQO.

4.8. Locations HP64 and HP65 were established in 2022 to provide increased coverage of Fairfield Road into the town centre. Annual mean NO_2 concentrations at both locations in 2022 were well below the AQO.

[11] COVID-19: Following the outbreak of a global pandemic of the Coronavirus disease 2019 (COVID-19) due to the SAR-CoV-2 virus, the UK Government declared several restrictions on non-essential travel and movement during March 2020. Various restrictions remained in place during 2020 and 2021 with resulting implications on transport movements across the UK.

Figure 3a: Nearby Air Quality Features - Buxton

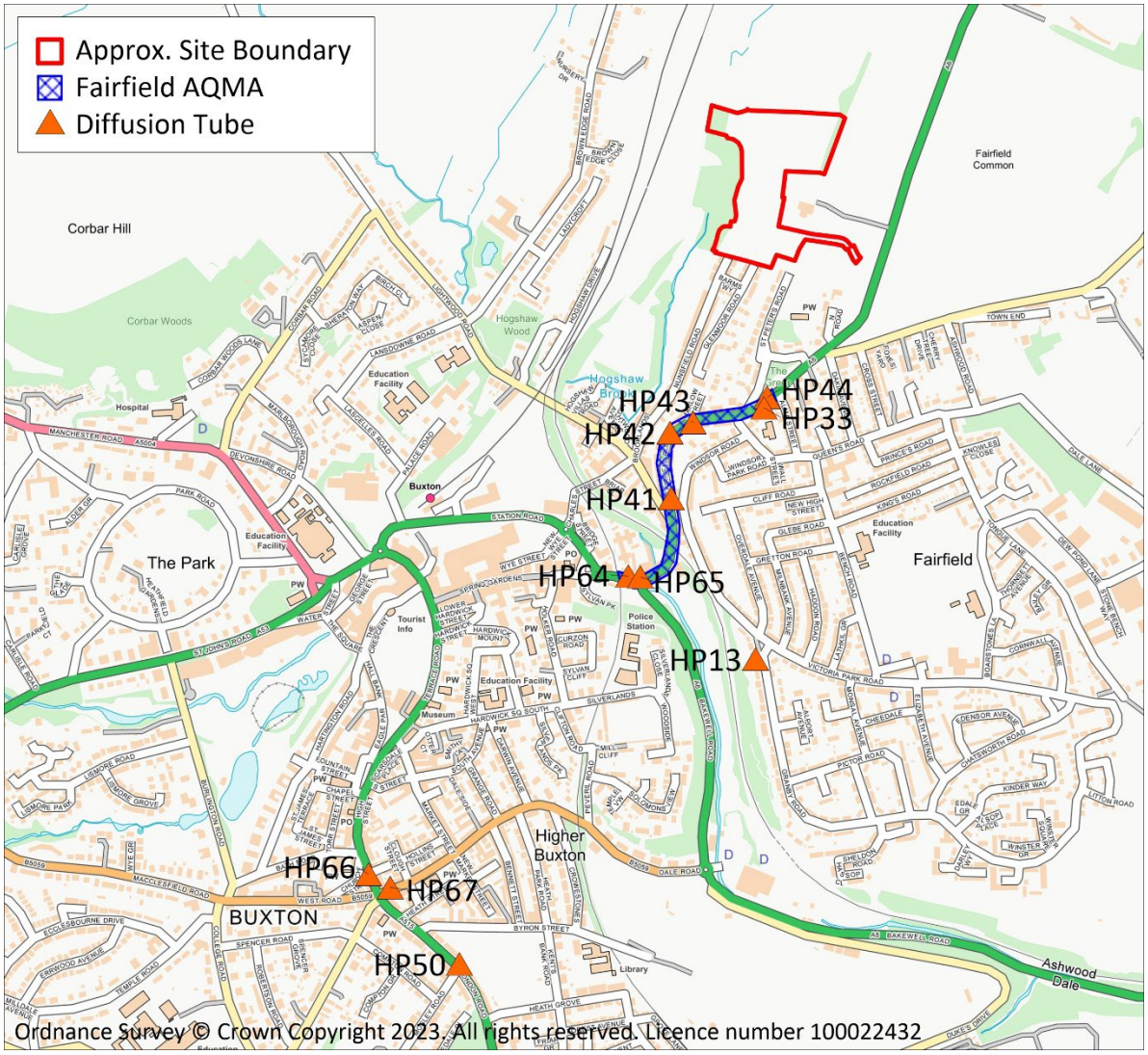
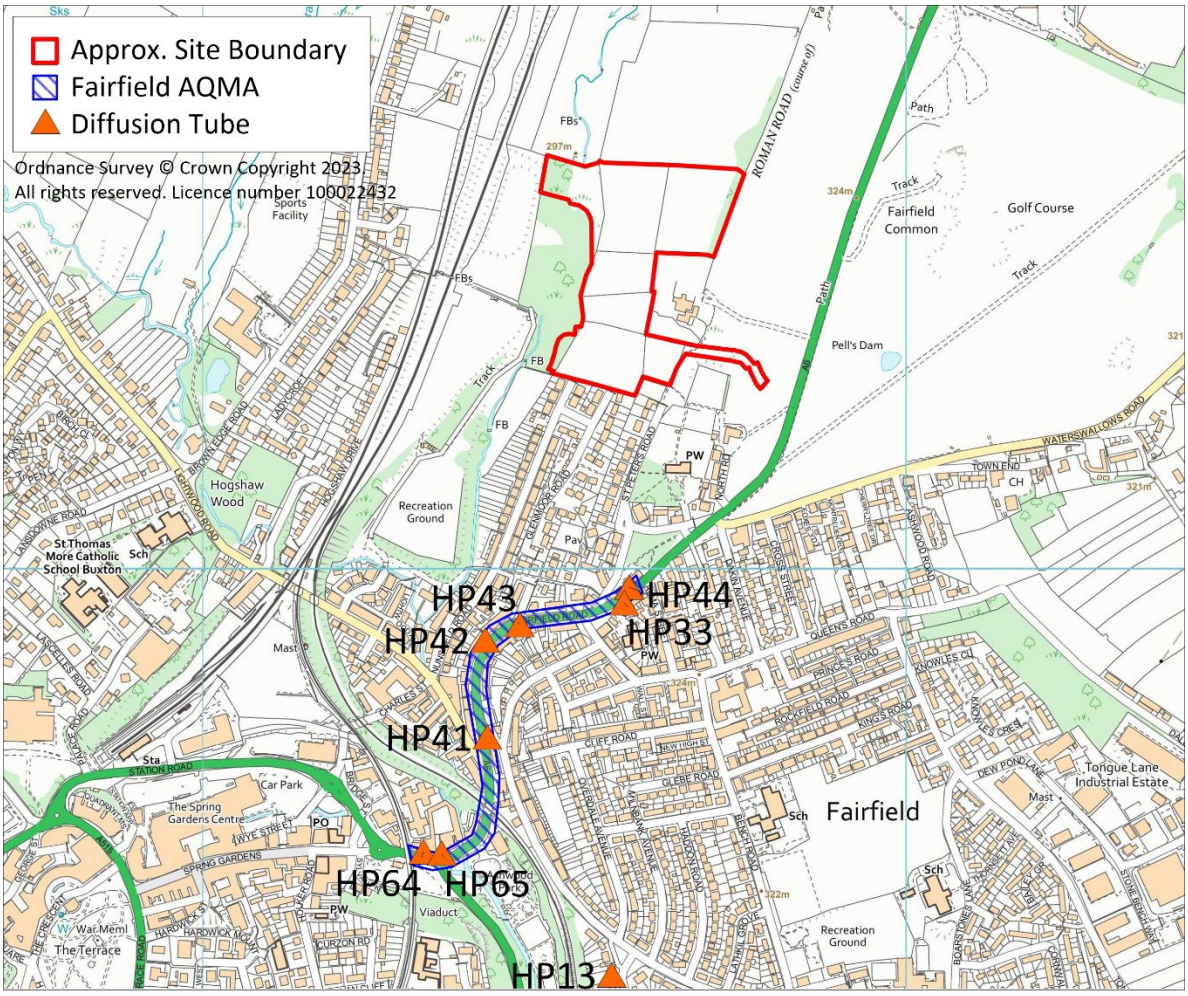


Figure 3b: Nearby Air Quality Features – Fairfield Road



Predicted Background Air Quality Data

4.9. Defra provides predicted background air quality data for key pollutants on a 1km-by-1km grid basis across the UK. The current predicted data is based on 2018 ambient monitoring and meteorological data[12].

4.10. The average annual mean background concentrations of the principal pollutants of interest, NO_2, NO_x, PM_{10} and $PM_{2.5}$, for the grid squares in which the Site and immediate surroundings are located for 2024 and a future year (2029) are summarised below in Tables 4 and 6.

[12]The projections in the 2018 LAQM background maps are based on assumptions which were current before the Covid-19 outbreak in the UK. In consequence these maps do not reflect short or longer term impacts on emissions in 2020 and beyond resulting from behavioural change during the national or local lockdowns.

Table 5: Predicted Background Air Quality Data[1] – Nitrogen Oxides

Grid Square	Location	Predicted Pollutant Concentrations (µg/m^3)			
		NO_2		NO_x	
		2024	2029	2024	2029
406500 374500	Site	6.74	6.13	8.61	7.78
406500 373500	South of Site; proposed Fairfield AQMA	8.56	7.67	11.10	9.88
AQAL[2]		40		30 (v)	
%AQAL (Site)		16.9	15.3	28.7	25.9

1: data downloaded from Defra website on 15th July 2024
2: AQAL – Air Quality Assessment Level; established long-term UK air quality objective (as annual mean)
v – established for the protection of vegetation

Table 6: Predicted Background Air Quality Data[1] – Particulate Matter

Grid Square	Location	Predicted Pollutant Concentrations (µg/m^3)			
		PM_{10}		$PM_{2.5}$	
		2024	2029	2024	2029
406500 374500	Site	9.32	9.17	5.85	5.74
406500 373500	South of Site; proposed Fairfield AQMA	11.25	11.09	6.69	6.58
AQAL[2]		40		20	12[3]
%AQAL (Site)		23.3	22.9	29.3	47.8

1: data downloaded from Defra website on 15th July 2024
2: AQAL – Air Quality Assessment Level; established long-term UK air quality objective (as annual mean)
3: Interim target of 12 µg/m^3 for 2028
v – established for the protection of vegetation

4.11. The background pollutant concentrations in the locality are all predicted to be below the relevant long-term objectives. It should be noted that the Defra projections above are based on assumptions which were current before the Covid-19 outbreak in the UK[10]. As a result, they do not reflect short or longer-term impacts on emissions in 2020 and beyond resulting from behavioural change during the national or local lockdowns.

4.12. No particular activities, other than road traffic and agricultural work, have been identified in the locality that may be expected to impact the local air quality. The recent construction works of the Fairfield Common Roundabout may have temporarily given rise to fugitive dust although would have been subject to dust management measures.

5. Air Quality Screening Assessment

5.1. Introduction

5.1.1. The key issues requiring consideration with regards to the proposed development and air quality are considered to be:

- construction phase: potential for construction activities to result in adverse impacts due to particulate matter (disamenity dust and PM_{10}); and
- operational phase: potential impacts of traffic generated by the development on local air quality and any nearby sensitive receptors;
- operational phase: potential for existing local air quality to impact the proposed new development.

5.1.2. These aspects are considered in turn below.

5.2. Construction Activities

5.2.1. Demolition, earthworks and construction activities can result in the generation of fugitive dust (particulate matter). This can result in dis-amenity impacts due to dust deposition and human health impacts due to elevated PM_{10}. Dust deposition can also result in impacts on ecological receptors. The degree of potential dust generation during construction is primarily dependent on the scale of the works and HGV movements.

5.2.2. The proximity of the existing Nunsfield Farm and residential properties to the south to the Site is noted. The potential for dust related impacts arising from construction activities can however be readily controlled and mitigated through the implementation of standard dust management techniques. The requirement for such measures can be specified through a planning condition requiring provision of an appropriate Construction Dust Management Plan (CDMP). This is broadly consistent with a consultation response advice from the Environmental Protection Team which requested the inclusion of the following condition in any granted planning permission:

'CDD01B - CONSTRUCTION AND DEMOLITION – DUST

No activity hereby permitted shall cause dust to be emitted beyond the site boundary so as to adversely adjacent residential properties and/or other sensitive uses and/or the local environment. In the event dust is caused to escape the site boundary the activity shall be stopped until sufficient dust suppression has been undertaken to prevent further escape. There shall always be the appropriate means and sufficient water resources on site for dust suppression. These should be made available for inspection when required by officers of the Local Planning Authority'.

5.2.3. No additional measures above and beyond those that would be incorporated within a standard CDMP are deemed necessary. Recommended standard measures include, but are not limited

to, the following:

- as an over-riding requirement, should winds carry visible dust towards the Site boundaries, and particularly to the east and south, the operations giving rise to the dust in that part of the Site should be modified or suspended until more suitable conditions pertain, or until effective dust control measures are implemented;
- restriction of haulage to designated haul routes; preparation of haulage routes with compacted stone or other similar material; regular inspection and maintenance of good running surfaces;
- setting an appropriate Site speed limit,
- dust suppression by regular spraying with clean water in dry conditions,
- inspection and cleaning of vehicles leaving Site, through provision of a wheel wash area, equipped with a high-pressure hose and an adequate water supply near the Site entrance,
- cleaning of any trackout or other deposits from the adjacent highways.
- maintenance of a suitable supply of clean water for dust suppression purposes with dust suppression to be implemented through regular spraying of the haul routes, stockpiled material and any freshly exposed earthworks;
- minimisation of drop heights during tipping and loading; loading and tipping in the lee of existing structures and stockpiles; and,
- effective staff training in respect of the causes and prevention of dust.

5.2.4. With the implementation of these and other standard measures the risks of adverse impacts due to construction dust would be negligible.

5.3. Vehicle Exhaust Emissions

Screening Assessment

5.3.1. The IAQM guidance on air quality and planning[5] provides the following indicative criteria for proceeding to an Air Quality Assessment (AQA) for a planning application:

- **where within, or close to, an AQMA**: results in a change of LDV flows of more than 100 Annual Average Daily Traffic (AADT) and / or HGV flows of more than 50 AADT;
- **where distant from an AQMA:** results in a change in LDV flows of 500 AADT and / or HGV flows of more than 100 AADT.

5.3.2. Such an AQA may taken the form of a ‘Simple’ or ‘Detailed’ Assessment. This will be dependent on site-specific circumstances such as the proximity of any relevant receptors to any affected roads.

5.3.3. The project transport consultants, SCP Transport Planning Consultants, have advised SGP that the development for 99 dwellings is expected to result in an additional 438 two-way LDV

movements to / from the Site (as AADT). These would be distributed on the wider local road network from the A6 Fairfield Comon Roundabout as summarised below and shown in Figure 4.

Table 6: Predicted Development-Related Traffic Movements (as 2-Way AADT)

Road Link	Road Name	2-Way AADT[1] (LDVs)	Comments
1	A6 North of Dale Road, Dove Holes	+142	Outside new AQMA
2	Dale Road, Dove Holes	+8	Outside new AQMA
3	A6 South of Station Road / Dale Road, Dove Holes	+164	Outside new AQMA
4	Station Road, Dove Holes	+14	Outside new AQMA
5	Site access / Fairfield Common Roundabout West	+438	Outside new AQMA
6	A6 North of Site Access / Fairfield Common Roundabout	+164	Outside new AQMA
7	Fairfield Common Roundabout East	+54	Outside new AQMA
8	A6 South of Site Access	**+219**	Will extend to within new AQMA
9	A53 Station Road	+128	Outside new AQMA
10	A6 Fairfield Road	**+219**	Within new AQMA
11	A6 Bakewell Road	+92	Outside new AQMA

1: Highlighted cells indicate above IAQM indicative threshold indicating need for an AQA

5.3.4. The development-related traffic movements to / from the Site access off the Fairfield Common Roundabout are below the IAQM indicative threshold of +500 AADT (where distant from an AQMA). This newly constructed roundabout is set-back from any relevant receptors and these additional movements would not be expected to result in any significant adverse impacts due to vehicle exhaust emissions.

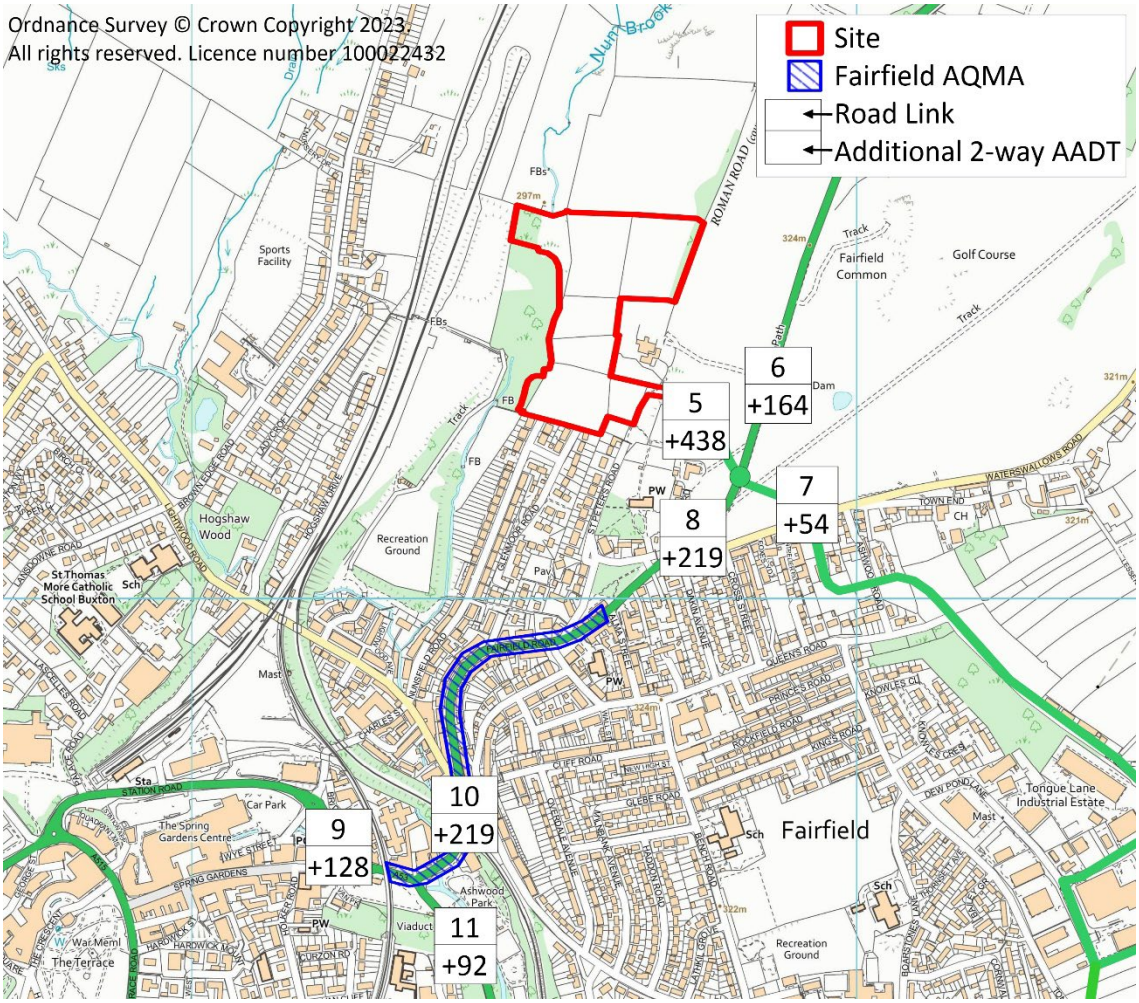
5.3.5. The development-related movements on the local road network to the north of the Fairfield Common Roundabout are well below the indicative thresholds.

5.3.6. The development is however expected to result in +219 2-way AADT on the stretch of the A6 Fairfield Road between the Fairfield Common Roundabout and the A6 / A53 junction in Buxton to the south. This therefore encompasses the newly declared Fairfield AQMA. These movements are above the +100 AADT indicative threshold. There are several residential properties located along this stretch of road and monitoring data for 2022 reported on-going exceedances of the UK long-term AQO at two locations. This is discussed further below.

5.3.7. Separate guidance is provided by Natural England (NE) in relation to vehicle exhaust emissions

and ecological sites and is re-iterated in IAQM guidance[13]. Where the total vehicle flow change by 1,000 AADT or more where an ecological receptor is located within 200m of the affected road then further assessment in relation to ecological receptors is required. The development-related vehicle flows are well below +1,000 AADT and no further assessment is required with regards to potential impacts from the additional vehicle movements on any nature conservation sites.

Figure 4: Development-Related Traffic Movements on Local Road network



Further Assessment

5.3.8. As noted above the Site forms part of a wider residential and employment allocation area. The planning application for the recently constructed new Fairfield Common Roundabout was supported by an Air Quality Assessment[14] (hereafter referred to as the '2020 Roundabout AQA') which was undertaken to determine the potential air quality effects of the proposed roundabout. This considered both the impacts and effects of the redistribution of local traffic due to the proposed roundabout itself and the associated new link road to Waterswallows Road, and of the

[13] Institute of Air Quality Management, A guide to the assessment of air quality impacts on designated nature conservation sites, version 1.1, May 2020
[14] AECOM, Hogshaw Roundabout, Buxton, Air Quality Assessment, HOG-AEC-XX-XX-RP-AQ-00001, 28 May 2020

additional traffic associated with the allocated developments it would provide access to. The assessment took into account the proposals by HPBC to consider declaration of the AQMA on Fairfield Road.

5.3.9. The 2020 Roundabout AQA was undertaken through atmospheric dispersion modelling of vehicle exhaust emissions for several scenarios, of which the following are of relevance to this AQA:

- Future year (2030) without the proposed scheme *(where the 'proposed scheme' is the roundabout and link road to Waterswallows Road)*;
- Future year (2030) with the proposed scheme;
- Future year (2030) with the proposed scheme and with the allocated developments (Hogshaw, Waterswallows and Granby Road).

5.3.10. The 2020 Roundabout AQA therefore incorporated an assessment of additional traffic potentially associated with the Land at Hogshaw site, as well as the other allocated sites. The traffic data contained within the 2020 Roundabout AQA (Appendix C: Traffic Data) indicates that the allocated developments would result in an additional 2,343 AADT on the stretch of Fairfield Road between Waterswallows Road and Queens Road in the town centre in 2030 (assuming construction of the roundabout itself). The Proposed Development under consideration in this assessment would only provide a proportion of these additional flows.

5.3.11. The 2020 Roundabout AQA included an assessment of the potential changes in pollutant concentrations at several modelled receptor points along this stretch of Fairfield Road, including the stretch that now falls within the AQMA. The maximum predicted change in annual mean NO_2 concentrations due to the roundabout scheme and allocated developments, compared to without the scheme, was +1.9 µg/m^3 at modelled receptor point R11 (located within the AQMA). With a resulting total concentration of 26.6 µg/m^{3,} well below the AQO, the resulting impacts at this receptor were described as *negligible*. Impacts at all other receptors were also considered to be *negligible*.

5.3.12. These results are consistent with expectations of on-going reducing annual mean NO_2 concentrations due to improvements in emission technologies and evolution of the UK vehicle fleet with increased take up of low emission vehicles.

5.3.13. The subsequent committee report[15] in respect of the planning application states the following in relation to air quality:

[15] Derbyshire County Council, Regulatory – Planning Committee, 6 July 2020, re: application Code NO: CD1/0220/76

'The EHO provided comments in relation to the impact on air quality and has raised no objection, in principle, subject to submission of an Air Quality Assessment.

The applicant has, since the receipt of initial comments, provided an Air Quality Assessment and the EHO has been re-consulted. The EHO does not object to its findings or the application as proposed and provides the following comments:

"HPBC are in the process of declaring an AQMA [Air Quality Management Area] on Fairfield Road, for the exceedance of the annual mean nitrogen dioxide (NO 2). The EHO was concerned that the presence of the proposed scheme and associated developments may adversely affect the air quality in the proposed AQMA. As such, an air quality assessment was requested in support of the application. The key conclusions of the report are accepted by the EHO that the impact on air quality as a result of the proposal would not be significant, neither would the impact of the proposed scheme combined with that of the allocated developments."

5.3.14. The EHO therefore accepted the findings of the 2020 Roundabout AQA for the roundabout planning application, which included assessment of the impacts associated with the additional traffic that would be generated by the allocated development to be served by the roundabout.

5.3.15. Planning permission was subsequently granted for the scheme on 8 July 2020[16] with no conditions included in relation to vehicle exhaust emissions and air quality. As noted above the roundabout is now built out.

5.3.16. As noted above the Proposed Development itself only forms a proportion of the wider allocated developments that were considered in the 2020 Roundabout AQA. This assessment took into the proposals to consider an AQMA along Fairfield Road and concluded the potential impacts from the combination of the redistributed traffic **and** the additional allocated development traffic were negligible. It can therefore be reasonably concluded that the potential impacts from the additional traffic from the Proposed Development would be negligible and have been previously assessed.

Mitigation

5.3.17. The planning application for the Proposed Development has been supported by a Transport Assessment[17] and Travel Plan[18]. The Travel Plan sets out the developer's commitment to reducing the number of vehicular trips generated by the development and identifies the key principals which will be developed further as part of the full travel plan. This will assist in the transition to sustainable travel and uptake of low emission vehicles.

[16] Derbyshire County Council, Decision Notice, CD1/0220/76, dated 8 July 2020.
[17] SCP, Proposed Residential Development, Hogshaw Farm, Buxton, Transport Assessment, Ref: LB/220650/TA/4, July 2024
[18] SCP, Proposed Residential Development, Hogshaw Farm, Buxton, Travel Plan, Ref: LB/220650/TP/5, July 2024

6. Conclusions and Recommendations

6.1. Proposals are for construction of 99 houses with associated infrastructure.

6.2. Information on the expected operational trip generation of the Proposed Development has been provided and reviewed. An AQMA has recently been declared by HPBC along a stretch of Fairfield Road between the Site access and Buxton town centre due to on-going exceedances of the long-term UK AQO for NO_2. The expected additional vehicle movements along this stretch of road are above screening thresholds that are provided to indicate the need for some form of air quality assessment.

6.3. It is noted however that the Site is allocated in the Local Plan for residential development and the newly completed Fairfield Common Roundabout was constructed specifically to provide access to the local sites in this area, including the Site itself. The 2020 Roundabout AQA undertaken in relation to the roundabout planning application included assessment of the potential impacts associated with emissions from the additional traffic from the allocated sites as well as redistributed traffic arising from the roundabout construction. This assessment therefore included consideration of additional traffic from development of the Site itself. This 2020 Roundabout AQA did not predict significant adverse impacts from the additional traffic movements on Fairfield Road, including within the AQMA.

6.4. The additional traffic generated by the Proposed Development would only form a proportion of the additional traffic generated by the allocated sites and assessed within the 2020 Roundabout AQA. It can therefore be concluded that the additional traffic from the Proposed Development would not result in significant adverse impacts.

6.5. The planning application is supported by a Travel Plan which will assist in the transition to sustainable travel and uptake of low emission vehicles.

6.6. Any fugitive dust impacts during the construction phase of the development can be readily minimised through standard management practices and design implementation of a construction dust management plan incorporated within a Dust Management Plan (DMP) within a wider Construction and Environmental Management Plant (CEMP).

6.7. On the basis of the above, no significant adverse impacts that would preclude the granting of planning permission on air quality grounds have been identified. No further assessment or consideration of air quality issues is deemed necessary.

Prepared on behalf of Smith Grant LLP by:

Name:	**Signature:**	**Date:**
K. Hawkins, Partner BSc MSc MIAQM MEnvSci CEnv		15.07.24

APPENDIX A:

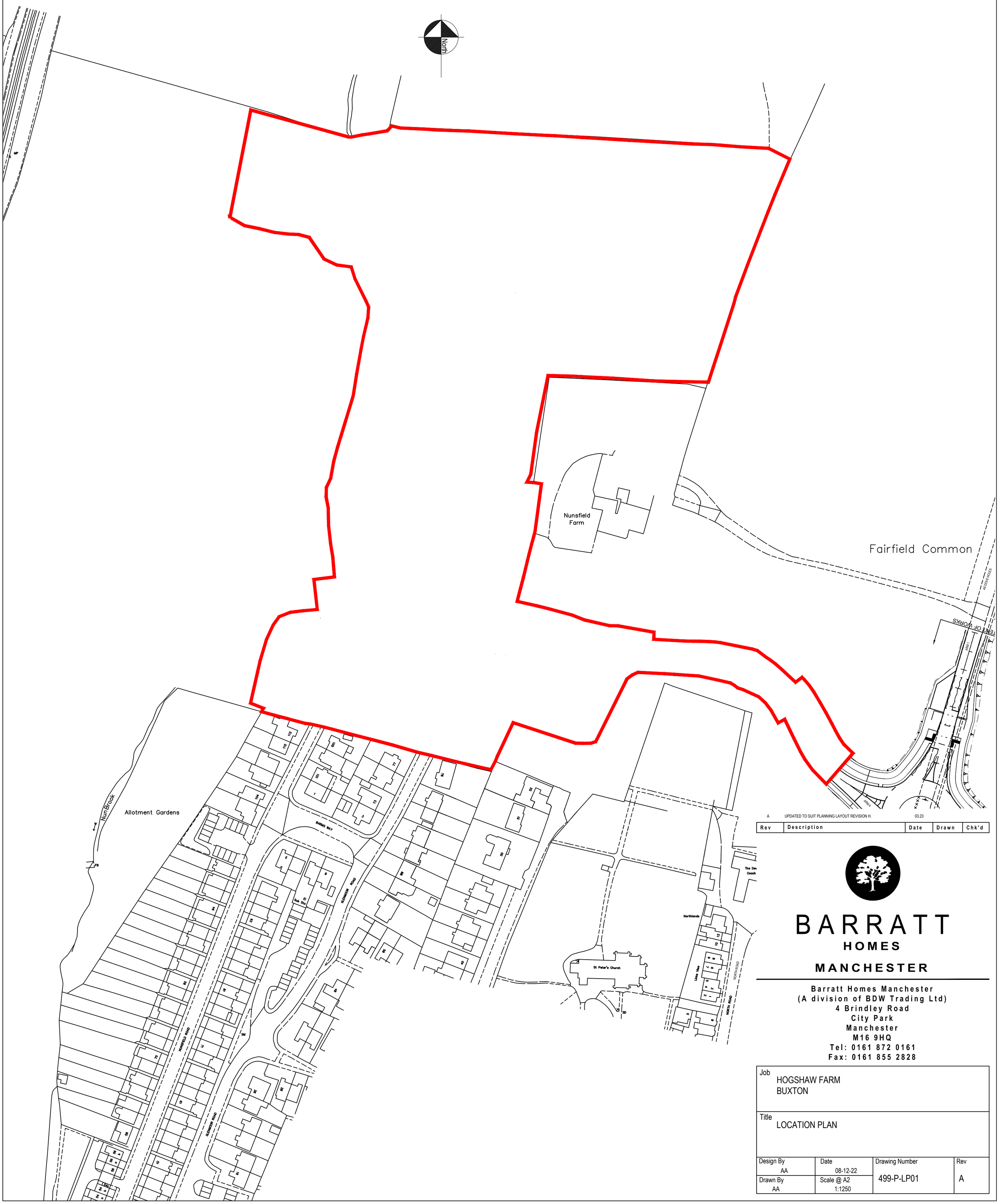
Site Location

and

Proposed Site Layout Plan

WARNING TO HOUSE PURCHASERS
Property Misdescriptions Act 1991

Buyers are warned that this is a working drawing and is not intended to be treated as descriptive material describing, in relation to any particular property or development, any of the specified matters prescribed by any Order made under the above act. The contents of this drawing may be subject to change at any time, and alterations and variations can occur during the progress of the works without revisions of the drawing. Consequently the layout, form, content and dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract, or warranty.



Rev	Description	Date	Drawn	Chk'd
A	UPDATED TO SUIT PLANNING LAYOUT REVISION H.	03.23		

BARRATT
HOMES
MANCHESTER

Barratt Homes Manchester
(A division of BDW Trading Ltd)
4 Brindley Road
City Park
Manchester
M16 9HQ
Tel: 0161 872 0161
Fax: 0161 855 2828

Job: HOGSHAW FARM BUXTON			
Title: LOCATION PLAN			
Design By: AA	Date: 08-12-22	Drawing Number: 499-P-LP01	Rev: A
Drawn By: AA	Scale @ A2: 1:1250		

HOGSHAW FARM BUXTON

SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Private Units				
Rowan - End	2 Bed Terraced House	866	10	8660
Rowan - Mid	2 Bed Terraced House	866	1	866
Oakmoor - End	3 Bed Bed Semi / Mews House Duel Aspect End Unit	1049	1	1049
Birchmoor - End	3 Bed Terraced House	1025	3	3075
Rathlin	3 Bed Detached House	990	11	10890
Matlock - End	3 Bed Semi / Mews House	970	23	22310
Hopton	3 Bed Detached / Semi Detached Dual Aspect House	1017	9	9153
Hopton - End	3 Bed Detached / Semi Detached Dual Aspect House	1017	1	1017
Knightwood - End	4 Bed Townhouse	1122	18	20196
Ashtead	4 Bed Dual Aspect Detached House	1265	4	5060
Wallasea	4 Bedroom Int. Garage Detached House	1206	11	13266
Haweswater	4 Bedroom Int. Garage Detached House	1495	7	10465
Total number of units and square footage			**99**	**106007**
Gross Site Area in Acres				**10.39**
Open Space & Undevelopable Area in Acres				**3.18**
Net Site Area in Acres				**7.21**
Density (Units per Acre)				**14**
Density (Units per Hectare)				**34**
Square Foot / Acre				**14,703**

Legend:

- Proposed dwelling and house type code.
- Proposed garage to be built.
- Grass, refer to detailed landscpaing plans for details.
- Wall (Refer to BTL01/BTD01&02 for details)
- Timber gates to be erected to rear gardens. (as indicated on site layout).
- Existing trees to be retained & protected during works.
- Trees to be removed, refer to 1795_ARB_AIA & 1795_ARB_AMS for details.
- Root Protection Zone
- Indicates a tree with a TPO.
- Water main easement, 5m wide as confirmed by Ward Hadaway.
- AM — Acoustic Measures required. (Refer to Noise Assessment for Details)
- AS OPP — Dwelling handing - as / opposite see the construction dwg.
- Refuse collection area
- EV — Car charging point, refer to EVCP info pack for specs & positioning details.
- PROW.
- GRP Chimney
- Indicative Landscaping, refer to UG_1795_Lan_SI_01-05 for details.

North

AGRICULTURAL LAND

PUMPING STATION

SUDS

LOCAL WILDLIFE AREA

GOLF COURSE

Nunsfield Farm

Fairfield Commc

Potential Future Link Road

ENTRANCE STATEMENT

SUBSTATION

TEMP SALES PARKING

PLAY AREA (LAP) Refer to drawing 2402.4/929

Buxton FP 2

Buxton FP 1

Buxton FP 77

Nestle Water Main 5m

Electricity Supply to Farm - Assumed 4m

Existing connection to remain open

Existing connection to remain open

BARMS WAY

GLENMOOR ROAD

Sub Sta

The Devonshire Cooch House

324.3m

Northlands

St Peter's Church

Links View

NORTH ROAD

ARM 4

ARM 3

B.O.A.T

Revision	Description	Date	Design By
02	Layout updated to various internal comments.	18/06/24	GB

Project: HOGSHAW FARM			
Description: PLANNING LAYOUT			
Design By: GB	Date: 11/06/2024	Scale at A0: 1:500	Revision: 2
Project: H8797 - BAH -	Originator: XX	Functional: - XX -	Spatial: DR - Form: UD - Discipline: 203001 - Number

BARRATT HOMES

Do not scale from this drawing. Work to given dimensions only. Any discrepancies are to be reported to Originator.

© Barratt Homes Ltd.

APPENDIX B:

Fairfield Road AQMA

High Peak Borough Council
Air Quality Management Area No3; Fairfield Road

High Peak Borough Council
working for our community