KEARTON FARMS LIMITED

Variation to Working Hours
Kilmondwood Quarry
(near Bowes)
County Durham

Addendum to Environmental Statement Chapter 12 Transport and Access

FINAL

January 2021

S·A·J Transport Consultants

Suite 22, 2nd Floor, Northumbrian Water House
7-15 Pink Lane, Newcastle upon Tyne, NE1 5DW

Tel: 0191 261 8679
Email: info@saj-consultants.com
Web: www.saj-consultants.com

PROJECT SUMMARY

CLIENT:	Kearton Farms Limited
CLIENT'S REFERENCE:	N/A
PROJECT:	Variation to Working Hours, Kilmondwood Quarry
JOB NUMBER:	JN0792
REPORT:	Addendum to Environmental Statement Chapter 12 Transport and Access
FILE NAME:	JN0792-Rep-0004.2 Working Hours Addendum

REPORT HISTORY

Report No.	Issue No.	Comments	Prepared By	Checked By	Approved By	Date
0004.1	1st Issue	Draft #1	EG	SAJ	SAJ	18/12/2020
0004.2	2nd Issue	Final	EG	SAJ	PYW	18/01/2021

CONTENTS

FIGURES

APPENDICES

1. INTRODUCTION

1.1 Background

1.1.1 S·A·J Transport Consultants Ltd has been commissioned by Kearton Farms Limited to prepare an addendum to an Environmental Statement Chapter 12 'Transport and Access'. The addendum will support Section 73 applications for a variation to the permitted working hours at the existing Kilmondwood Quarry, 3km east of Bowes, County Durham.

1.1.2 The location of the quarry is shown on Figure 1.

1.1.3 Planning permissions were granted for the Kilmondwood Quarry Extension Scheme referenced DM/16/01943/VOCMW and DM/16/01937/MIN, both of which were dated 6 December 2016. The planning application for the Kilmondwood Quarry Extension Scheme was accompanied by an Environmental Statement (ES) dated June 2016

1.1.4 Planning permissions referenced DM/17/04121/VOCMW and DM/17/04125/VOCMW were both granted on 1 June 2018 to vary Condition 3 of planning permissions DM/16/01937/MIN and DM/16/01943/VOCMW respectively, to enable some inert materials to be imported, as opposed to just topsoil, during each phase of the extension scheme.

1.1.5 Condition 19 of the decision notices for both of the above permissions, sets out the approved working hours thus:

- All site operations including extraction and haulage authorised by this planning permission shall be restricted to the following periods:
  - 0700 hours to 1900 hours Monday to Friday
  - 0700 hours to 1700 hours Saturday

1.1.6 Planning applications under Section 73 of the Town and Country Planning Act 1990 (as amended) have been submitted to vary working hours under Planning Condition 19 respectively on planning permissions referenced DM/17/04125/VOCMW and DM/17/04121/VOCMW in order to seek approval for the site operations, including extraction and haulage, to commence at 0600 hours rather than 0700 hours on Monday to Saturday.

1.1.7 This Addendum to Chapter 12 Transport and Access of the Environmental Statement dated June 2016 has been prepared to accompany the applications for the revised working hours at Kilmondwood Quarry.

1.1.8 For ease of reference, the following documents from the Environmental Statement are enclosed at Appendix A:

- Environmental Statement Volume 1 Chapter 12 Transport and Access ;
- Environmental Statement Volume 2 Appendix 12.1 Transport Statement;
- Environmental Statement Volume 2 Appendix 12.2 Framework Travel Plan .

1.2 Existing Quarry Operations

1.2.1 The existing quarry has a purpose-built access direct to the A66(T), which forms part of the Strategic Road Network (SRN). The A66(T) is managed by Highways England.

1.2.2 The quarry site access is a priority junction, which includes a protected right turn facility within the central reservation.

1.2.3 In the vicinity of the quarry site access the A66(T) is a 2-lane dual carriageway road and is subject to the national speed limit (70mph).

1.2.4 DCC is the local highway authority, but as the A66(T) is part of the SRN, Highways England are the highway authority responsible for considering the impacts associated with the development traffic.

1.2.5 The assessment undertaken for the potential transport impacts associated with the proposed extension at the quarry as set out in ES Chapter 12 Transport and Access considered the average extraction rate (200,000t) per annum and also a maximum extraction rate (400,000t) per annum to allow for potential market fluctuations. The predicted cumulative two-way development trips were presented as follows:

- Daily Trip Generation: 154 all vehicles per day (138 HGVs (including deliveries) and 16 cars)
- Peak Hourly Trip Generation: 14 HGVs (12 Quarry Operations and 2 Deliveries).
- Average Hourly HGV trip movements: 8 HGVs (6 Quarry Operations and 2 Deliveries).

1.2.6 The hourly trip generation was not considered to be a significant issue when applying the maximum extraction rate. The daily trip assignments were assessed with reference to the Annual Average Daily Traffic (AADT) flows taken from the Department for Transport/Highways England automatic traffic count stations located on the A66(T): Station Ref 99057 and Station Ref 73432.

1.2.7 The results showed that in the context of the A66(T) forming part of the SRN, given that the predicted hourly trip generation (maximum 14 (7in/7out)) did not exceed the 30, two-way vehicles per hour threshold, and the relatively small change in the total daily vehicle flow (maximum 0.82%) and the HGV composition of the flow (maximum

4.22%) the impacts associated with the proposed development were not considered to be of material significance.

1.2.8 Highways England did not express any significant concerns over the continued use of the existing quarry site access for the 2016 extension of the operations at the site.

2. Proposed Variation to Working Hours

2.1.1 This report has been prepared to support Section 73 applications to vary the permitted site working hours set out in decision notices referenced DM/17/04125/VOCMW and DM/17/04121/VOCMW.

2.1.2 It is proposed to vary condition 19 of both decision notices thus (in bold):

- All site operations including extraction and haulage authorised by this planning permission shall be restricted to the following periods:
  - **0600** hours to 1900 hours Monday to Friday
  - **0600** hours to 1700 hours Saturday

2.1.3 There will be no change to the existing extraction rate and it is noted this is dictated by market forces. The assessment of the trips associated with the approved quarry extension, presented in section 1.2, used a **maximum** mineral extraction rate and so is considered to represent the worst case in terms of trip generation for the quarry site.

2.1.4 There will be no change to the number of permanent employees on site, nor the number of deliveries to the site.

2.1.5 In summary, there will be no increase in the total daily trips generated by the quarry as a result of the proposed variation.

2.1.6 The assessment undertaken for the potential transport impacts associated with the proposed extension at the quarry predicted cumulative two-way development trips as follows:

- Daily Trip Generation: 154 all vehicles per day (138 HGVs (including deliveries) and 16 cars)
- Peak Hourly Trip Generation: 14 HGVs (12 Quarry Operations and 2 Deliveries). Note that the shift patterns at the quarry avoid the traditional AM and PM peak hours on the road network.
- Average Hourly HGV trip movements: 8 HGVs (6 Quarry Operations and 2 Deliveries).

2.1.7 The daily trip generation will remain un-changed, however these trips will be spread across a 13-hour rather than 12-hour working period; the peak and average hourly HGV trips are likely to be marginally lower as a result of the variation.

2.1.8 The shift patterns at the quarry avoid the traditional AM and PM peak hours on the road network. Staff may arrive earlier to the site as a result of the variation.

2.1.9 In the context of the A66(T) forming part of the SRN, there will be no material impact associated with the proposed variation to the site working hours

3. SUMMARY AND CONCLUSIONS

3.1 Summary

3.1.1 S·A·J Transport Consultants Ltd has been commissioned by Kearton Farms Limited to prepare an Addendum to Environmental Statement Chapter 12 'Transport and Access'. The addendum will support Section 73 applications for a variation to the permitted working hours at the existing Kilmondwood Quarry, 3km east of Bowes, County Durham.

3.1.2 Condition 19 of the decision notices, referenced DM/17/04125/VOCMW and DM/17/04121/VOCMW, will be amended to commence operations at 0600 hours Monday to Saturday.

3.1.3 This report references the assessment of trips associated with the eastern extension of the quarry, approved in December 2016. The predicted trips were based on a **maximum** mineral extraction rate. As such, it is considered that the predicted trips represent a **worst-case** trip generation for the quarry.

3.1.4 There will be no increase in the total daily trips (employee, HGV and deliveries) to the site as a result of the proposed variation. The variation is likely to marginally reduce the average hourly HGV trips through the spread of existing HGV trips across a longer working day.

Conclusion

3.1.5 It is concluded that the proposed variation in site working hours will have no impact on the Strategic Road Network in terms of operational capacity or highway safety and should be supported from a highways and transport perspective.

FIGURES

CLIENT: Kearton Farms Ltd

PROJECT: Proposed Extension at Kilnmondwood Quarry, nr Bowes, Co Durham

FIGURE 1: SITE LOCATION

APPENDICES

s·a·j
Transport Consultants

Appendix A

s·a·j Transport Consultants

[redacted]

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*

- *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

Methodology

12.6 The proposed development has direct access to the A66(T), which forms part of the Strategic Road Network, via the purpose built site access associated with the existing quarry.

12.7 The Transport Statement accompanying the planning application sets out the detailed methodology associated with the Extension Scheme related trip generation, its subsequent distribution and assignment to the surrounding road network and the assessment of the associated impacts. A copy of the Transport Statement is included at Appendix 12.1 (ES Volume 2).

12.8 It is understood that there are no conditions associated with the extant 2016 Conditions for linked to the existing Kilmondwood Quarry restricting either the rate of mineral extraction or the number of vehicle trips to and from the quarry.

12.9 The cessation of the Extension Scheme quarrying operations would be by 2042, with the quarry restoration completed within 18 months of this date. This is consistent with the conditions associated with the extant 2016 Conditions for Kilmondwood Quarry.

12.10 For the purposes of the assessment no adjustment has been made for the unrestricted permitted trips associated with the extant 2016 Conditions for the existing quarry. The approach clearly provides a robust assessment of the transport related impacts. The adoption of a netting off exercise, if applied, would significantly reduce the impacts identified in the assessment.

12.11 There are 4 elements to the trip generation associated with the Extension Scheme.

- Quarry Operations: HGVs
- Restoration Operations: HGVs
- Onsite Employees: Cars
- Deliveries: HGVs

Quarry Operations: HGV Trips

12.12 The vehicle payloads associated with the quarry are as follows:

- Rigid HGVs: 20 tonne payloads – 95% of generated trips
- Articulated HGVs: 28 tonne payloads – 5% of generated trips

12.13 Assuming the vehicle payloads above, a 48 week operational year and a 6 day working week (Monday to Friday 0700 – 1900 hours and Saturday 0700 – 1700 hours), the average vehicle movements are predicted to be 68 (34in/34out) per day, in the order of 6 (3in/3out) per hour. This is based on an extraction rate of 200,000 tonnes per annum for the Extension Scheme.

12.14 To allow for market fluctuations the trip generation associated with a maximum extraction of 400,000 tonnes per annum has also been assessed for the Extension Scheme. The maximum vehicle movements are predicted to be 136 (68in/68out) per day, in the order of 12 (6in/6out) per hour.

12.15 The **distribution** of the exported minerals is subject to market forces but is understood to be typically as follows for the existing quarry and it is assumed that such a distribution would continue for the Extension Scheme:

- 80% east on the A66(T)
- 20% west on the A66(T)

Employees Commuting Trips

12.16 There are 4 permanent employees currently employed at the quarry; working 12 hour shifts Monday to Friday, arriving before 0700 hours and departing after 1900 hours and a 10 hour shift on Saturday, arriving before 0700 hours and departing after 1700 hours. The operator has confirmed that 2 of the existing employees

currently walk to work and the other 2 car share when travelling to and from the Existing Site.

12.17 The Extension Scheme would increase the number of permanent employees working at the quarry, from 4 to 8. The working hours would remain as per the existing operations.

12.18 Although the operator has confirmed that the modes of travel for the existing 4 permanent staff at the quarry include walking (50%) and car sharing (50%), for the purposes of the assessment it is assumed that all 8 of the proposed employees would drive to the quarry as a single occupancy vehicle mode of travel. This provides a worst-case assessment scenario, with 16 (8in/8out) vehicle trips per day associated with the full time on-site employees, or 8 vehicle trips per hour in the AM (8in/0out) and PM (0in/8out) periods. It is assumed that the distribution of the staff vehicle trips would be 80% to the east and 20% to the west of the Kilmondwood Quarry site access.

12.19 The work patterns/hours of working associated with the Extension Scheme are clearly defined and would provide a genuine opportunity to promote car sharing amongst employees, which could reduce the number of car journeys. A Travel Plan would not normally be required for this type of development taking into account the relatively low employment numbers. However, in accordance with DCC's EIA Scoping Opinion (Appendix 1.1, ES Volume 2) a Framework Travel Plan is enclosed at Appendix 12.2 (ES Volume 2) and this could be secured by planning condition where appropriate.

12.20 The distribution of the traffic associated with the arrival and departure of staff is assumed to be the same as that associated with the exported minerals, which is as follows:

- 80% east on the A66(T);
- 20% west on the A66(T).

Deliveries

12.21 Typically the quarry would receive 3 deliveries per week for fuel and oil etc., equating to 6 (3in/3out) HGV trips per week or 2 (1in/1out) per day.

12.22 It is assumed that the distribution of the deliveries would be as that associated with the mineral export, as the following:

- 80% east on the A66(T);
- 20% west on the A66(T).

Cumulative Trips

12.23 Based on an **average** minerals extraction rate of 200,000 tonnes per annum for the Extension Scheme, with progressive restoration using back loaded inert fill material, 8 full time staff employed at the quarry and typical deliveries the predicted cumulative two-way development trips are as follows:

- Daily Trip Generation: 86 all vehicles per day (70 HGVs (including deliveries) and 16 cars);
- Hourly Trip Generation: 8 HGVs (6 Quarry Operations and 2 Deliveries) or 8 cars (linked to the arrival and departure of the site staff). For the purposes of assessment the case of the 8 HGVs is considered to be the more onerous scenario.

12.24 Based on a **maximum** minerals extraction rate of 400,000 tonnes per annum for the Extension Scheme, with progressive restoration using back loaded inert fill material, 8 full time staff employed at the quarry and typical deliveries the predicted cumulative two-way development trips are as follows:

- Daily Trip Generation: 154 all vehicles per day (138 HGVs (including deliveries) and 16 cars);
- Hourly Trip Generation: 14 HGVs (12 Quarry Operations and 2 Deliveries).

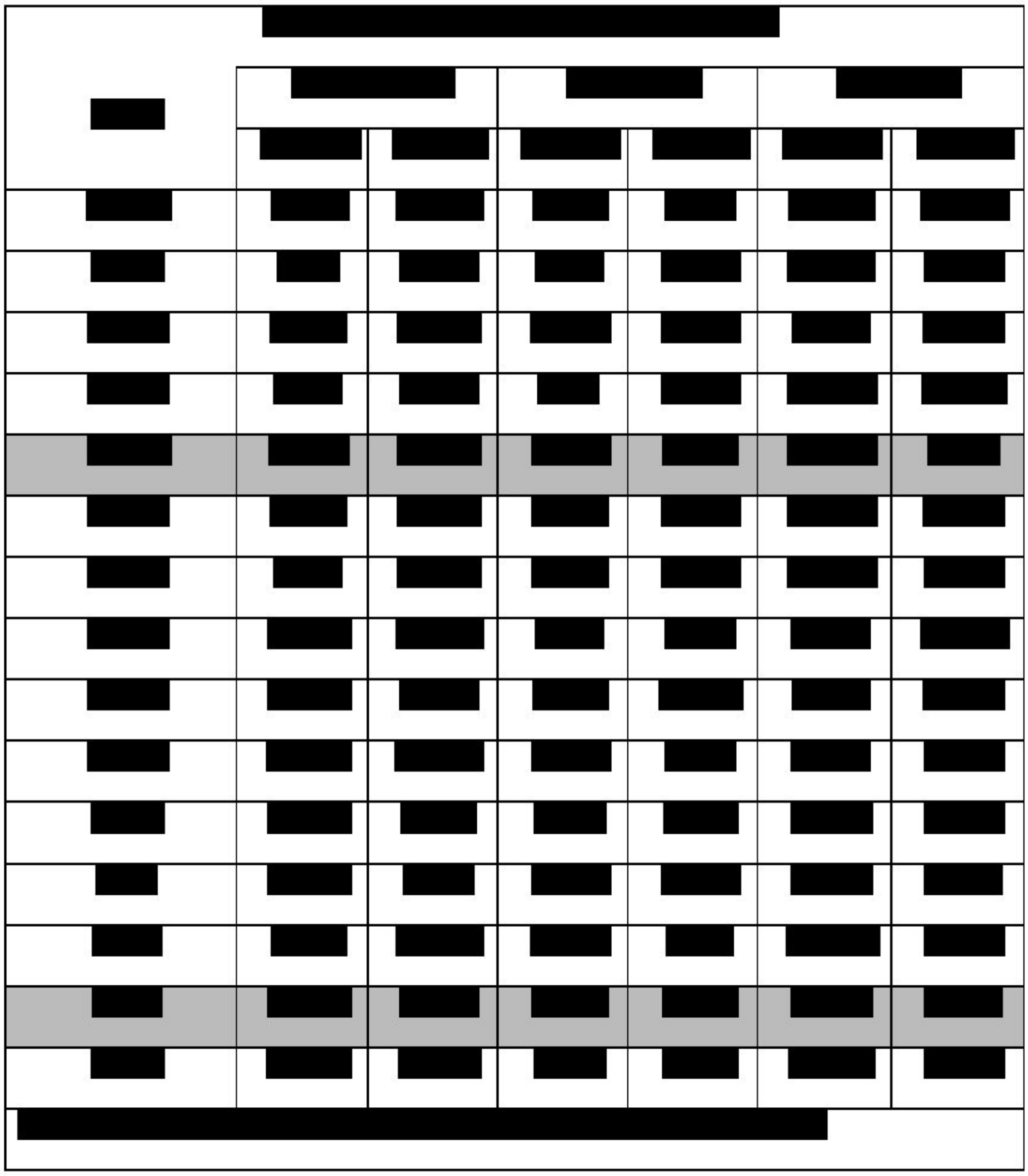
12.25 The natural growth of traffic on the road network over the life of a project would dilute the environmental effect of the development traffic. The IEMA: Guidance Notes 1: Guidelines for the Environmental Assessment of Road Traffic (Reference 1) state that:

> *'The greatest environmental change will generally be when the development traffic is at its largest proportion of the total flow. It is therefore recommended that the environmental assessment should be undertaken at the year of opening of the development or the first full year of operation.'*

12.26 In order to establish baseline conditions against which to assess the potential traffic related impacts, reference has been made to the Annual Average Daily Traffic

[redacted]

[redacted]



[redacted]

Significance Criteria

12.29 The IEMA: Guidance Notes 1: Guidelines for the Environmental Assessment of Road Traffic (Reference 1) suggests that as a guide the scale and extent of the assessment should be defined by the following:

- The inclusion of highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%);
- The inclusion of any other specifically sensitive areas where traffic flows have increased by 10% or more.

12.30 The guidelines suggest that below a 10% change in the traffic there would be no discernible environmental impact (Reference 1).

Baseline Description

12.31 Kilmondwood Quarry has a purpose built site access direct to the A66(T), which forms part of the Strategic Road Network ('SRN'). The A66(T) is managed by Highways England (formerly the Highways Agency), a government-owned company with responsibility for managing the SRN in England.

12.32 Kilmondwood Quarry site access is a priority junction, which includes a protected right turn facility within the central reservation.

12.33 In the vicinity of the Kilmondwood Quarry site access the A66(T) is a 2-lane dual carriageway road subject to the national speed limit (70mph).

Proposed Mitigation Incorporated into the Extension Scheme

12.34 The proposed Extension Scheme would continue to use the purpose built quarry site access to the A66(T).

12.35 A total of 7 field and property vehicle access points would be closed off along the A66(T) westbound carriageway as a result of the proposed Extension Scheme. Even though the current and ongoing use of these access points would be infrequent, it is reasonable to assume that their removal from use would be beneficial in terms of highway safety, by reducing potential conflict points on the A66(T).

12.36 In relation to the telecommunication masts to the south of the Extension Site, it is proposed to enable the operators of this apparatus to gain access for their infrequent maintenance visits via the Existing Site access off the A66(T).

[redacted]

Table 12.2 Average Predicted Trip Generation								
Average	Daily		West (20%): 99057			East (80%): 73432		
	Cars	HGV	Cars	HGV	Total	Cars	HGV	Total
HGV	0	68	0	13.6	13.6	0	54.4	54.4
Car	16	0	3.2	0	3.2	12.8	0	12.8
Deliveries	0	2	0	0.4	0.4	0	1.6	1.6
Total	16	70	3.2	14	17.2	12.8	56	68.8
				20%			80%	
				HGV	Total		HGV	Total
				2469	12351		2617	15087
				0.57%	0.14%		2.14%	0.46%

12.44 The results in Table 12.2 show that:

- To the west of the site access the total daily flow would change by around 0.14% and that the HGV daily flow would change by 0.57%.
- To the east of the site access the total daily flow would change by around 0.46% and that the HGV daily flow would change by 2.14%.

12.45 Table 12.3 considers the daily traffic flows scenario associated with the maximum minerals extraction rate of 400,000 tonnes per annum, taking into account the distribution of the traffic on the A66(T), to the west and east of the quarry site access.

Table 12.3 Average Predicted Trip Generation								
Average	Daily		West (20%): 99057			East (80%): 73432		
	Cars	HGV	Cars	HGV	Total	Cars	HGV	Total
HGV	0	136	0	27.2	27.2	0	108.8	108.8
Car	16	0	3.2	0	3.2	12.8	0	12.8
Deliveries	0	2	0	0.4	0.4	0	1.6	1.6
Total	16	138	3.2	27.6	30.8	12.8	110.4	123.2
				20%			80%	
				HGV	Total		HGV	Total
				2469	12351		2617	15087
				1.12%	0.25%		4.22%	0.82%

12.46 The results in Table 12.3 show that:

- To the west of the site access the total daily flow would change by around 0.25% and that the HGV daily flow would change by 1.12%.

- To the east of the site access the total daily flow would change by around 0.82% and that the HGV daily flow would change by 4.22%.

12.47 The guidelines suggest that below a 10% change in the traffic there would be no discernible environmental impact (Reference 1).

12.48 It is evident from the results in Table 12.3, for the maximum rate of extraction, that the proposed development would generate changes that are significantly below the 10% threshold and that there would be no discernible environmental impact.

12.49 The issue of highway safety is considered in detail in the Transport Statement (see Appendix 12.1) with the conclusion that the development would have no adverse material impact on highway safety.

Summary and Conclusions

12.50 The proposed development has direct access to the A66(T), which forms part of the SRN, via a purpose built site access associated with the existing Kilmondwood Quarry.

12.51 It is understood that there are no conditions associated with the extant 2016 Conditions linked to the existing Kilmondwood Quarry restricting either the rate of mineral extraction or the number of vehicle trips to and from the quarry.

12.52 The Extension Scheme provides for the cessation of the quarrying operations by 2042, with the quarry restoration completed within 18 months of this date. This is consistent with the conditions associated with the 2016 Conditions for Kilmondwood Quarry.

12.53 For the purposes of the assessment no adjustment has been made for the unrestricted permitted trips associated with the extant 2016 Conditions for Kilmondwood Quarry. The approach clearly provides a robust assessment of the transport related impacts. The adoption of a netting off exercise, if applied, would significantly reduce the impacts identified in the assessment.

12.54 The **maximum** increase the total number of daily vehicle movements on the A66(T) as a result of the predicted development traffic would be less 1.0%.

12.55 The **maximum** change in the HGV composition of the total daily flows on the A66(T) as a result of the predicted development traffic would be 4.22%.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

1 [redacted]

Appendix 12.1

Transport Statement

KEARTON FARMS LIMITED

Proposed Kilmondwood Quarry Extension
Kilmondwood Quarry
(near Bowes)
County Durham

Transport Statement

Rev A

February 2016

S·A·J Transport Consultants

Suite 43, 4th Floor, Northumbrian Water House
7-15 Pink Lane, Newcastle upon Tyne, NE1 5DW

Tel: 0191 261 8679
Email: info@saj-consultants.com
Web: www.saj-consultants.com

PROJECT:	Proposed Kilmondwood Quarry Extension
JOB NUMBER:	JN0792
REPORT:	Transport Statement
REV NO./STATUS:	Final
FILE NAME:	JN0792-Rep-0001.4 Transport Statement
CLIENT:	Kearton Farms Limited
CLIENT'S REFERENCE:	

PREPARED BY:
Stephen A Jobey, Director: [redacted] .....

CHECKED BY:
Paul Bigg, Transport Consultant: [redacted] .....

APPROVED BY:
Patrick Wong, Associate Director: [redacted] .....

REPORT HISTORY

Report No.	Rev No./Status	Comments	Prepared By	Checked By	Approved By	Date
0001.0	Draft #1	Draft first issue for comment	SAJ	PB	PYW	23/07/2015
0001.1	Draft #2	Draft second issue for comment	SAJ	PB	PYW	27/11/2015
0001.2	Draft #3	Draft second issue for comment	SAJ	PB	PYW	30/11/2015
0001.3	Final	For submission with planning application	SAJ	PB	PYW	15/02/2016
0001.4	Rev A	Minor formatting changes	SAJ	PB	PYW	16/02/2016

CONTENTS

FIGURES

APPENDICES

REFERENCES

1. Guidance on Transport Assessment; Department for Transport; dated March 2007 (Archived)

1. INTRODUCTION

1.1 Background

1.1.1 S·A·J Transport Consultants Ltd has been commissioned by Kearton Farms Limited to prepare a Transport Statement (TS) to consider the transport impacts associated with a proposal to extend the existing Kilmondwood Quarry, 3km east of Bowes, County Durham.

1.1.2 The location of the quarry is shown on Figure 1.

1.1.3 The extent of the existing quarry and extension quarry areas are shown at Appendix A.

1.1.4 The existing quarry has two extant planning permissions for the extraction of limestone granted in 1948 and 1953. Pursuant to Section 96 and Schedule 13 of the Environment Act 1995 a new schedule of conditions was issued for Kilmondwood Quarry dated 23 October 1998, referenced MRA/6/1 (New Schedule of Conditions) which requires the winning and working of minerals and the deposition of mineral waste to cease not later than 21st February 2042, along with the restoration operations to be completed within 18 months of this date.

1.1.5 It is understood that there are no conditions associated with the extant New Schedule of Conditions restricting either the rate of mineral extraction or the number of vehicle trips to and from the quarry.

1.1.6 A First Periodic Review Application was submitted to Durham County Council (DCC) dated 21 October 2013 which sought approval for a new schedule of conditions for continued mining operations at Kilmondwood Quarry for the next 15 years.

1.1.7 Two further planning applications have also been submitted to DCC, both dated 16 January 2015 for:

- The regrading and infill screening mound works, in the vicinity of a former quarry, to the north of Kilmondwood Quarry and south of the A66(T); and
- The importation of 85,000 tonnes of soil for progressive restoration including landscaped embankments adjacent to the northern quarry face once worked.

1.1.8 The planning applications remain undetermined as of 28 October 2015.

1.1.9 The proposed importation of soil will be via back loads associated with the export of mineral from Kilmondwood Quarry and as a result there will be no additional HGV trips associated with formation of the landscaped embankments.

1.1.10 The existing quarry has a purpose built access direct to the A66(T), which forms part of the Strategic Road Network (SRN). The A66(T) is managed by Highways England (formerly the Highways Agency), a government-owned company with responsibility for managing the SRN in England.

1.1.11 The quarry site access is a priority junction, which includes a protected right turn facility within the central reservation.

1.1.12 In the vicinity of the quarry site access the A66(T) is a 2-lane dual carriageway road and is subject to the national speed limit (70mph).

1.1.13 DCC is the local highway authority, but as the A66(T) is part of the SRN, DCC has acknowledged that Highways England are the highway authority responsible for considering the impacts associated with the development traffic. The correspondence with DCC is included at Appendix B.

1.1.14 The comments from Highways England are included at Appendix C.

1.1.15 Neither DCC nor Highways England has expressed any concerns over the continued use of the existing quarry site access for the proposed extension.

1.2 Existing Quarry Operations

1.2.1 The quarry was moth balled in 2004 and re-activated by the current operators in 2013.

1.2.2 The key parameters associated with the existing quarry operations are set out below:

1.2.3 The **working hours** associated with the existing quarry:

- Monday to Friday: 7AM to 7PM
- Saturday: 7AM to 5PM

1.2.4 The **payloads** associated with the existing quarry are as follows:

- Rigid HGVs: 20t payloads – 95% of generated trips
- Articulated HGVs: 28t payloads – 5% of generated trips

1.2.5 The **distribution** of the exported minerals is subject to market forces but is understood to be typically as follows:

- 80% east on the A66(T)
- 20% west on the A66(T)

1.2.6 There are 4 **permanent staff** employed at the quarry, working the 12 hour shifts Monday to Friday and 10 hours on Saturday. The operator has confirmed that 2 of the permanent staff currently walk to work at the site and the other 2 car share when travelling to and from site.

1.2.7 Typically the existing quarry has 3 **deliveries** per week for fuel and oil etc., equating to 6 (3in/3out) HGV trips per week, or 2 (1in/1out) per day.

1.3 Proposed Quarry Extension

1.3.1 It is proposed that the cessation of the extraction of minerals will continue to be 2042, with the restoration completed within 18 months of this date.

1.3.2 The mineral extraction from within the proposed extension area will be undertaken over a period of 25 years, commencing in 2017.

1.3.3 There is no intention for the extraction of minerals from the existing quarry and the proposed extension area to be concurrent. Therefore, it is assumed that the extraction of minerals will transfer from the existing quarry to the extension area in 2017.

1.3.4 It is estimated that the mineral reserve within the extension area is 5M tonnes. The average extraction rate over the 25-year period is 200,000 tonnes per annum. To allow for market fluctuations the assessment is based on a maximum extraction rate of 400,000 tonnes per annum.

1.3.5 The proposed extension will continue to operate in line with the existing quarry operations.

1.3.6 The predicted HGV trip generation during the extraction period for the mineral extraction is summarised in Table 1.1, for both the average and maximum values.

Table 1.1
Mineral Extraction - Predicted Trip Generation

Description	Average			Maximum		
Total Mineral Reserve	5,000,000	tonnes				
Working Years	25	years				
Estimated extraction per annum	200,000	tonnes		400,000	tonnes	(x2)
Working Weeks	48	per year		48	per year	
Working Days	6	per week		6	per week	
Working Week	70	hours		70	hours	
Vehicle Payload	20	tonnes	95%	20	tonnes	95%
	28	tonnes	5%	28	tonnes	5%
Trip Generation	**In**	**Out**	**2-way**	**In**	**Out**	**2-way**
HGV trips per day	34	34	68	68	68	136
	In	**Out**	**2-way**	**In**	**Out**	**2-way**
HGV trips per hour	3	3	6	6	6	12

1.3.7 It is predicted that there will be 6 (3in/3out) HGV deliveries per week or 2 (1in/1out) per day. The trip generation associated with the deliveries is not considered to be a material issue given that the assessment will be based on the maximum extraction 400,000 tonnes per annum, a 200% mark-up on the average rate of extraction.

1.3.8 The restoration of the quarry extension will include the progressive formation of landscaped embankments along the northern, southern and eastern faces of the worked quarry faces during the life of the extension scheme and will be completed within 18 months of the cessation of the mineral extraction. In this respect the extension scheme will involve the importation of up to 10,000 tonnes of inert material per annum. The imported material will be via back loads associated with the export of material from the quarry. As a result there will be no additional HGV trips associated with the restoration of the quarry up to 2042.

1.3.9 The predicted HGV trip generation during the 18-month period following the cessation of the mineral extraction in 2042 for the importation of inert material is summarised in Table 1.2.

Table 1.2
Quarry Restoration - Predicted Trip Generation
(Post cessation of Quarry Operations in 2042)

Description	**Average**		
Total Imported Material	15,000	tonnes	
Working Years	1.5	years	
Estimated importation per annum	10,000	tonnes	
Working Weeks	48	per year	
Working Days	6	per week	
Working Week	70	hours	
Vehicle Payload	20	tonnes	100%
	28	tonnes	0%
	In	**Out**	**2-way**
HGV trips per day	2	2	3
	In	**Out**	**2-way**
HGV trips per hour	0.1	0.1	0.3

1.3.10 In the 18 month period after the cessation of the mineral extraction the quarry will continue to import 10,000 tonnes of inert material. Although this period will generate trips associated with the restoration, the numbers involved are significantly below the numbers associated with the mineral extraction.

1.3.11 It is worth reiterating that the proposed extension at the quarry will operate within the period of mineral extraction and restoration associated with the extant New Schedule of Conditions for the existing quarry. As there are no restrictions on the rate of extraction at the quarry or the associated HGV trip generation, the proposal will be no worse than the permitted rights associated with the extant permission at the quarry.

1.3.12 The proposed development will increase the number of **permanent staff** employed at the quarry, from 4 to 8. The working hours will remain as per the existing operations namely 12 hour shifts Monday to Friday and 10 hours on Saturday. Although the operator has confirmed that the modes of travel for the existing permanent staff include walking (50%) and car sharing (50%), for the purposes of the assessment it is assumed that all 8 of the proposed permanent staff will drive to the quarry as a single occupancy mode of travel, to provide a robust assessment scenario. It is assumed that the distribution of the staff will be 80% to the east and 20% to the west of the quarry site access.

1.3.13 In terms of the staff the arrival period will be 06:30 to 07:00, which is before the HGV quarry activity commences and similarly the departure period will be 19:00 to 19:30 (Monday to Friday) and 17:00 to 17:30 (Saturday) after the quarry has closed. The assumption is that all 4 of the staff employed on the site will travel by single occupancy car journeys. The addition of 4 car trips to the A66(T) during these periods will have no material impact on the surrounding road network.

1.4 Assessment Methodology

1.4.1 The predicted trip generation associated with the proposed development will be compared to the baseline flows on the A66(T) to assess the potential impacts.

1.4.2 Threshold figures to guide local authorities over the level of assessment required for particular land uses, based on the size and/or scale of a proposed development were provided in the recently archived Guidance on Transport Assessment (GoTA) (Reference 1). The thresholds were not absolutes and local authorities were advised to interpret them in the light of their own circumstances, taking into account site specific issues.

1.4.3 The thresholds include '30 or more 2-way vehicle movements in any one hour' and 'significant HGV movements'. Despite the archiving of the GoTA, these threshold are still considered to be a useful point of reference for assessing the level of assessment required:

1.4.4 The first criterion is quantitative and can be assessed relatively easily.

1.4.5 The second criterion is more difficult to quantify, but will be assessed in the context of the HGV usage associated with the A66(T) as part of the SRN.

2. BASELINE CONDITIONS

2.1 Introduction

2.1.1 The site has a purpose built site access to serve the existing quarry, providing direct access to the A66(T), which is part of the SRN. This existing site access will be used for the proposed extension to the quarry.

2.2 Existing Traffic Flows

2.2.1 In order to establish baseline conditions against which to assess the potential traffic related impacts, reference has been made to the Annual Average Daily Traffic (AADT) flows taken from the Department for Transport/Highways England automatic traffic count stations located on the A66(T) to the west (Station Ref 99057) and to the east (Station Ref 73432) of the quarry site access.

2.2.2 The location of and the results from the 2 survey stations are included at Appendix D and are summarised in Table 2.1.

Table 2.1
AADT Flows (DfT Stations)

Year	All Vehicles		All HGV's		% HGV's	
	99057	73432	99057	73432	99057	73432
2000	9576	12466	2797	2981	29.2%	23.9%
2001	9611	11643	2781	2802	28.9%	24.1%
2002	11462	14877	2444	2880	21.3%	19.4%
2003	11651	13541	2411	3087	20.7%	22.8%
2004	11680	13526	2436	2852	20.9%	21.1%
2005	11662	15555	2366	2647	20.3%	17.0%
2006	13181	14272	2674	3037	20.3%	21.3%
2007	13292	13846	2871	3102	21.6%	22.4%
2008	12882	15661	2776	3040	21.5%	19.4%
2009	12502	15409	2468	2819	19.7%	18.3%
2010	12329	15213	2414	2722	19.6%	17.9%
2011	12528	15141	2489	2650	19.9%	17.5%
2012	12351	15087	2469	2617	20.0%	17.3%
2013	12329	15169	2477	2652	20.1%	17.5%
2014	12992	15225	3031	2635	23.3%	17.3%
In the 2004 the quarry was mothballed and re-activated in 2013						

2.2.3 The quarry was moth balled in 2004 and re-activated in 2013. For the purposes of the assessment the baseline flows have been taken from 2012, prior to the re-activation of the quarry to create a robust assessment scenario.

3. PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 The proposed development is for the extension of the existing quarry, but with the cessation of minerals extraction in line with the existing New Schedule of Conditions and set at not later than 21st February 2042. The progressive restoration of the quarry extension, including the formation of the landscaped embankments, will be completed within 18 months of this date, which is also in accordance with the extant New Schedule of Conditions at the existing quarry.

3.1.2 There are no restrictions on the trip generation associated with the extant New Schedule of Conditions at the existing quarry. However, for the purposes of the assessment average and maximum predicted trip generation for the extension of the quarry have been established, see Table 1.1.

3.1.3 An access track runs from the site access with the A66(T) around the north west and west parts of Kilmondwood Quarry then exits the south west corner and continues to Southside with the National Polytunnels business, Jock House, Jock House Barn with the Teesdale Alpacas business and Thackholme Farm to the south at the foot of Kilmond Scar. The Review Scheme has been amended in order to retain this access track whilst mining operations continue at Kilmondwood Quarry over the next 15 years.

3.2 Trip Generation, Distribution and Assignment

3.2.1 There are 4 elements to the trip generation associated with the quarry extension.

- Quarry Operations: HGVs
- Restoration Operations: HGVs
- Onsite Employees: Cars
- Deliveries: HGV's

Quarry Operations: HGV Trips

3.2.2 The vehicle payloads associated with the quarry are as follows:

- Rigid HGVs: 20t payloads – 95% of generated trips
- Articulated HGVs: 28t payloads – 5% of generated trips

3.2.3 Assuming the vehicle payloads above, a 48 week operational year and a 6 day working week (Monday to Friday 07:00 - 19:00 and Saturday 07:00 - 17:00), the average vehicle movements are predicted to be 68 (34in/34out) per day, in the order of 6 (3in/3out) per hour. This is based on an extraction rate of 200,000 tonnes per annum.

3.2.4 To allow for market fluctuations the trip generation associated with a maximum extraction of 400,000 tonnes per annum has also been assessed. The maximum vehicle movements are predicted to be 136 (68in/68out) per day, in the order of 12 (6in/6out) per hour.

3.2.5 The **distribution** of the exported minerals is subject to market forces but is understood to be typically as follows:

- 80% east on the A66(T)
- 20% west on the A66(T)

Employees Commuting Trips

3.2.6 The proposed development will increase the number of full time jobs associated with the quarrying operations at the site to 8, arriving before 7AM and departing after 7PM Monday to Friday and arriving before 7AM and departing after 5PM on Saturday.

3.2.7 For the purposes of the assessment, an assumption has been made that all employees will travel to the site by car with no car sharing taking place. This creates a worst-case assessment scenario, with 16 (8in/8out) vehicle trips per day associated with the full time onsite employees, or 8 vehicle trips per hour in the AM (8in/0out) and PM (0in/8out) periods.

3.2.8 The work patterns/hours of working associated with the proposed development are clearly defined and will provide a genuine opportunity to promote car sharing amongst employees, which could reduce the number of car journeys.

3.2.9 The distribution of the traffic associated with the arrival and departure of staff is assumed to be the same as that associated with the exported minerals, which is as follows:

- 80% east on the A66(T)
- 20% west on the A66(T)

Deliveries

3.2.10 Typically the quarry will receive 3 deliveries per week for fuel and oil etc., equating to 6 (3in/3out) HGV trips per week or 2 (1in/1out) per day.

3.2.11 It is assumed that the distribution of the deliveries will be as that associated with the mineral export, as the following:

- 80% east on the A66(T)
- 20% west on the A66(T)

Cumulative Trips

3.2.12 Based on an **average** minerals extraction rate of 200,000 tonnes per annum, with progressive restoration using back loaded inert fill material, 8 full time staff employed at the quarry and typical deliveries the predicted cumulative two-way development trips are as follows:

- Daily Trip Generation: 86 all vehicles per day (70 HGVs (including deliveries) and 16 cars)
- Hourly Trip Generation: 8 HGVs (6 Quarry Operations and 2 Deliveries) or 8 cars (linked to the arrival and departure of the site staff). For the purposes of assessment the case of the 8 HGVs is considered to be the more onerous scenario.

3.2.13 Based on a **maximum** minerals extraction rate of 400,000 tonnes per annum, with progressive restoration using back loaded inert fill material, 8 full time staff employed at the quarry and typical deliveries the predicted cumulative two-way development trips are as follows:

- Daily Trip Generation: 154 all vehicles per day (138 HGVs (including deliveries) and 16 cars)
- Hourly Trip Generation: 14 HGVs (12 Quarry Operations and 2 Deliveries)

4. OPERATIONAL IMPACT ASSESSMENT

4.1 General

4.1.1 The predicted trip generation, for the average and maximum mineral extraction rates, is considered in detail in Section 3 of the Transport Statement.

4.1.2 The predicted hourly trip generation is 8 (4in/4out) as an average and 14 (7in/7out) as a maximum.

4.1.3 The scale of the proposed development is such that the predicted trip generation of the development will be less than the threshold figure of 30 (2-way) vehicle trips per hour, even in worst case maximum extraction rate scenario.

4.1.4 At this level of trip generation there will be no significant operational issues associated with the proposed development traffic. It is therefore considered that no formal operational assessment is required for this level of predicted trip generation.

4.1.5 Consideration of the HGV content of the development traffic has been assessed against the 2012 baseline traffic flows in 2012 (see Table 2.1), the year before the quarry was reactivated. In terms of percentage change this is considered to be a robust approach in that future growth in the baseline flows will only serve to dilute the development impacts.

4.1.6 Table 4.1 considers the daily traffic flows scenario associated with the average minerals extraction rate of 200,000 tonnes per annum, taking into account the distribution of the traffic to the west and east of the site access.

4.1.7 The results in Table 4.1 show that

- To the west of the site access the total daily flow will change by around 0.14% and that the HGV daily flow will change by 0.57%.
- To the east of the site access the total daily flow will change by around 0.46% and that the HGV daily flow will change by 2.14%.

Table 4.1 Average Predicted Trip Generation								
Average	**Daily**		**West (20%): Stn Ref 99057**			**East (80%): Stn Ref 73432**		
	Cars	**HGV**	**Cars**	**HGV**	**Total**	**Cars**	**HGV**	**Total**
HGV		68	0.0	13.6	13.6	0.0	54.4	54.4
Car	16		3.2	0.0	3.2	12.8	0.0	12.8
Deliveries		2	0.0	0.4	0.4	0.0	1.6	1.6
Total	**16**	**70**	**3.2**	**14**	**17.2**	**12.8**	**56**	**68.8**

20%			80%	
HGV	**Total**		**HGV**	**Total**
2469	12351		2617	15087
0.57%	0.14%		2.14%	0.46%

4.1.8 Table 4.2 considers the daily traffic flows scenario associated with the maximum minerals extraction rate of 400,000 tonnes per annum, taking into account the distribution of the traffic to the west and east of the site access.

4.1.9 The results in Table 4.2 show that

- To the west of the site access the total daily flow will change by around 0.25% and that the HGV daily flow will change by 1.12%.
- To the east of the site access the total daily flow will change by around 0.82% and that the HGV daily flow will change by 4.22%.

Table 4.2 Average Predicted Trip Generation								
Average	**Daily**		**West (20%): 99057**			**East (80%): 73432**		
	Cars	**HGV**	**Cars**	**HGV**	**Total**	**Cars**	**HGV**	**Total**
HGV		136	0.0	27.2	27.2	0.0	108.8	108.8
Car	16		3.2	0.0	3.2	12.8	0.0	12.8
Deliveries		2	0.0	0.4	0.4	0.0	1.6	1.6
Total	**16**	**138**	**3.2**	**27.6**	**30.8**	**12.8**	**110.4**	**123.2**

20%			80%	
HGV	**Total**		**HGV**	**Total**
2469	12351		2617	15087
1.12%	0.25%		4.22%	0.82%

4.1.10 In the context of the A66(T) forming part of the SRN, given that the predicted hourly trip generation (maximum 14 (7in/7out)) does not exceed the 30, two-way vehicles per hour threshold, and the relatively small change in the total daily vehicle flow (maximum 0.82%) and the HGV composition of the flow (maximum 4.22%) the impacts associated with the proposed development are not considered to be of material significance.

4.1.11 It is also the case that the quarry has an extant planning permission that does not restrict the number of vehicle movements associated with its operations. The time periods for the minerals extraction and the restoration associated with the extant New Schedule of Conditions are the same for the proposed quarry extension. In this scenario, it would be reasonable to net off trips associated with an extant planning permission. If the netting off exercise was undertaken then the impacts identified above would be reduced even further.

5. HIGHWAY SAFETY

5.1 General

5.1.1 In order to evaluate any highway safety impact on the A66(T), in and around the existing quarry site access, the recorded personal injury collision (PIC) data for the period from 1st April 2010 to 31st March 2015 has been obtained from Tyne and Wear Traffic and Accident Data Unit (TADU).

5.1.2 The results are included at Appendix E.

5.1.3 It is acknowledged that the existing quarry only re-activated in 2013.

5.1.4 The results show that there were no recorded incidents in and around the quarry site access.

5.1.5 The closest recorded incidents on the A66(T), were within 750m of the quarry site access to the east (Ref: 092114) and within 1,500m to the west (Ref: 201714 and 251014). All 3 of the incidents were slight in severity and no HGV's over 3.5 tonnes were involved.

5.1.6 The maximum predicted change in the flows on the A66(T) as a result of the addition of the proposed development trips is less than 1% (see Table 4.1 and Table 4.2).

5.1.7 The maximum predicted change in the composition of the HGV content of the flows on the A66(T) as a result of the addition of the proposed development trips is 4.2% (see Table 4.1 and Table 4.2).

5.1.8 A total of 7 field and property vehicle access points will be closed off along the A66(T) westbound carriageway as a result of the proposed extension to the quarry. Even though the use of these access points will be infrequent, it is reasonable to assume that their removal from use will be beneficial in terms of highway safety, by reducing potential conflict points on the A66(T).

5.1.9 In relation to the telecommunication masts to the south of the Extension Site it is proposed to enable the operators of this apparatus to gain access for their infrequent maintenance visits via the Existing Site access off the A66(T).

5.1.10 Given that there were no recorded incidents at the quarry site access, no incidents either side of the quarry site access involving HGVs, the relatively small increase in the total flows and the composition of the HGV content as a result of the proposed development related traffic and the closure of 7 field and property access points along the A66(T), it is concluded that the proposed development will not have an adverse material impact on highway safety.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 The proposed development has direct access to the A66(T), which forms part of the Strategic Road Network, via a purpose built site access associated with the existing quarry.

6.1.2 The maximum number of 2-way hourly vehicle trips associated with the proposed development will be 14, with an average of 8, which is below the 30, two-way threshold used as a general guide to indicate the potential for operational impacts.

6.1.3 The maximum increase the total number of daily vehicle movements on the A66(T) as a result of the predicted development traffic will be less 1.0%.

6.1.4 The maximum change in the HGV composition of the total daily flows on the A66(T) as a result of the predicted development traffic will be less 4.2%.

6.1.5 The development trips will have no adverse material impact on the operational capacity of the A66(T).

6.1.6 There are no recorded personal injury collision (PIC) incidents at the quarry site access and only 3 recorded incidents over a 5 year period within the immediate sections of the A66(T) either side of the existing site access. None of the 3 recorded incidents involved HGVs over 3.5 tonnes.

6.1.7 The development will also result in the closure of up to 7 field and property access points along the A66(T). These closures will be beneficial in terms of improved highway safety

6.1.8 It is considered that the relatively low number of recorded PICs in and around the existing quarry site access coupled with the small increase in the total vehicle flows and the change in the HGV content of the flows on the A66(T) as a result of the development related trips is such that the development will have no adverse material impact on highway safety.

6.1.9 It is understood that there are no conditions associated with the extant New Schedule of Conditions linked to the existing quarry restricting either the rate of mineral extraction or the number of vehicle trips to and from the quarry.

6.1.10 The cessation of the quarrying operations will be by 2042, with the quarry restoration completed within 18 months of this date. This is consistent with the conditions associated with the extant planning permission.

6.1.11 For the purposes of the assessment no adjustment has been made for the unrestricted permitted trips associated with the extant permission. The approach clearly provides a robust assessment of the transport related impacts. Adoption of a netting off exercise, if applied, would significantly reduce the impacts identified in the assessment.

6.2 Conclusion

6.2.1 It is concluded that the proposed development will not have a severe, adverse material impact on the Strategic Road Network in terms of operational capacity or highway safety.

FIGURES

CLIENT: Kearton Farms Ltd

PROJECT: Proposed Extension at Kilnmondwood Quarry, nr Bowes, Co Durham

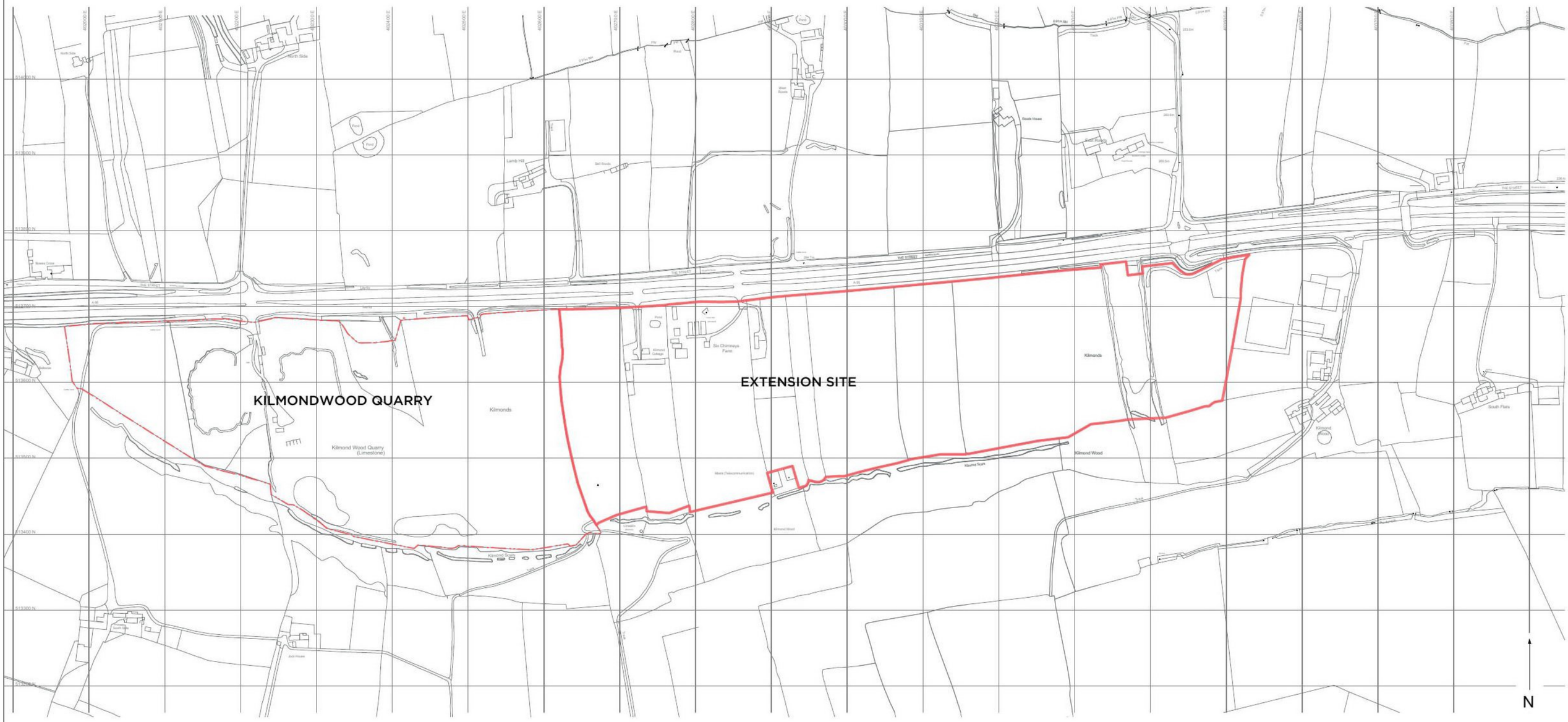
FIGURE 1: SITE LOCATION

APPENDICES

APPENDIX A

Existing Quarry and Extension Area
(Scoping Plan S2)

S·A·J Transport Consultants



KILMONDWOOD QUARRY EXTENSION

Key

- Existing site
- Extension site

FIGURE S2 - SCOPING PLAN	SIGNET URBAN DESIGN VISION | STRATEGY | ACTION
DATE: 23.04.2015	
SCALE: 1:5000 @ A3	

Signet Urban Design is a department of:
Signet Planning Ltd, Rowe House, 10 East Parade, Harrogate, HG1 5LT
t: 01423 564 982
Harrogate | London | Newcastle | Nottingham
www.signeturbandesign.com

APPENDIX B

DCC Highways - comments

Consultee Comments for Planning Application SCO/15/00031

Application Summary

Application Number: SCO/15/00031
Address: Kilmond Wood Quarry Boldron DL12 9HN
Proposal: Scoping opinion request
Case Officer: Chris Shields

Consultee Details

Name: Mr David Stewart
Address: DCC, County Hall, Durham DH1 5UQ
Email: david.stewart@durham.gov.uk
On Behalf Of: Highways Development Management

Comments

A Transport Assessment is to be prepared. The highway directly serving the site is the A66, a route for which Highways England are the highway authority. The approach of the EIA Scope is deemed satisfactory.

APPENDIX C

Highways England - comments

S·A·J Transport Consultants

From: Bell, Christopher (NO, North East)
Sent:13 May 2015 14:00:17 +0100
To: Chris Shields
Subject:RE: Request to email Chris Bell - FW: Planning Application Consultation for SCO/15/00031

Chris,

That may be so but in the case of Kilmond Wood Quarry, we have given our support to the planning applications subject to a Section 278 Scheme being constructed and are in the course of developing the works towards this scheme. Consequently we do not have any comments to add to an Scoping Report.

Regards

Christopher Bell, Asset Manager
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
[redacted]
Web: http://www.highways.gov.uk
GTN: 5173 4774

From: Chris Shields [mailto:Chris.Shields@durham.gov.uk]
Sent: 13 May 2015 13:57
To: Planning YNE
Cc: Bell, Christopher (NO, North East)
Subject: RE: Request to email Chris Bell - FW: Planning Application Consultation for SCO/15/00031

Chris,

Please find attached an electronic copy of the Scoping Report for Kilmondwood Quarry that we consulted you on 5 May 2015. I understand that you are still having difficulties using our system to view pre-apps and I have therefore advised our support team of this ongoing issue. Hopefully it will be resolved shortly.

I trust this is of assistance.

Regards

Chris Shields

Senior Planning Officer | Strategic Planning Team | Durham County Council | County Hall | Durham | DH1 5UL

[redacted]

-----Original Message-----
From: Gorwits, Norah [redacted] On Behalf Of Planning YNE
Sent: 08 May 2015 16:06
To: Chris Shields
Cc: Bell, Christopher (NO, North East)
Subject: Request to email Chris Bell - FW: Planning Application Consultation for SCO/15/00031

Dear Chris Shields - please email all details to our Chris Bell, as mentioned to your colleagues, we do not have the access to pre apps and scopings on your web, you email them to our Chris.

Many thanks, Norah

Norah Gorwits

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

[redacted]

Web: http://www.highways.gov.uk

GTN: 5173 4777

-----Original Message-----

From: growthandplanning

Sent: 08 May 2015 15:08

To: Planning YNE

Subject: FW: Planning Application Consultation for SCO/15/00031

-----Original Message-----

From: onlineplanning@durham.gov.uk [mailto:onlineplanning@durham.gov.uk]

Sent: 05 May 2015 11:34

To: growthandplanning

Subject: Planning Application Consultation for SCO/15/00031

Please see attached documents

****

Highways England Company Limited | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ | Registered in England and Wales No. 9346363

****

For more information please visit http://www.symanteccloud.com

---

APPENDIX D

Department for Transport/Highways England automatic traffic count stations located on the A66(T) either side of the existing quarry site access

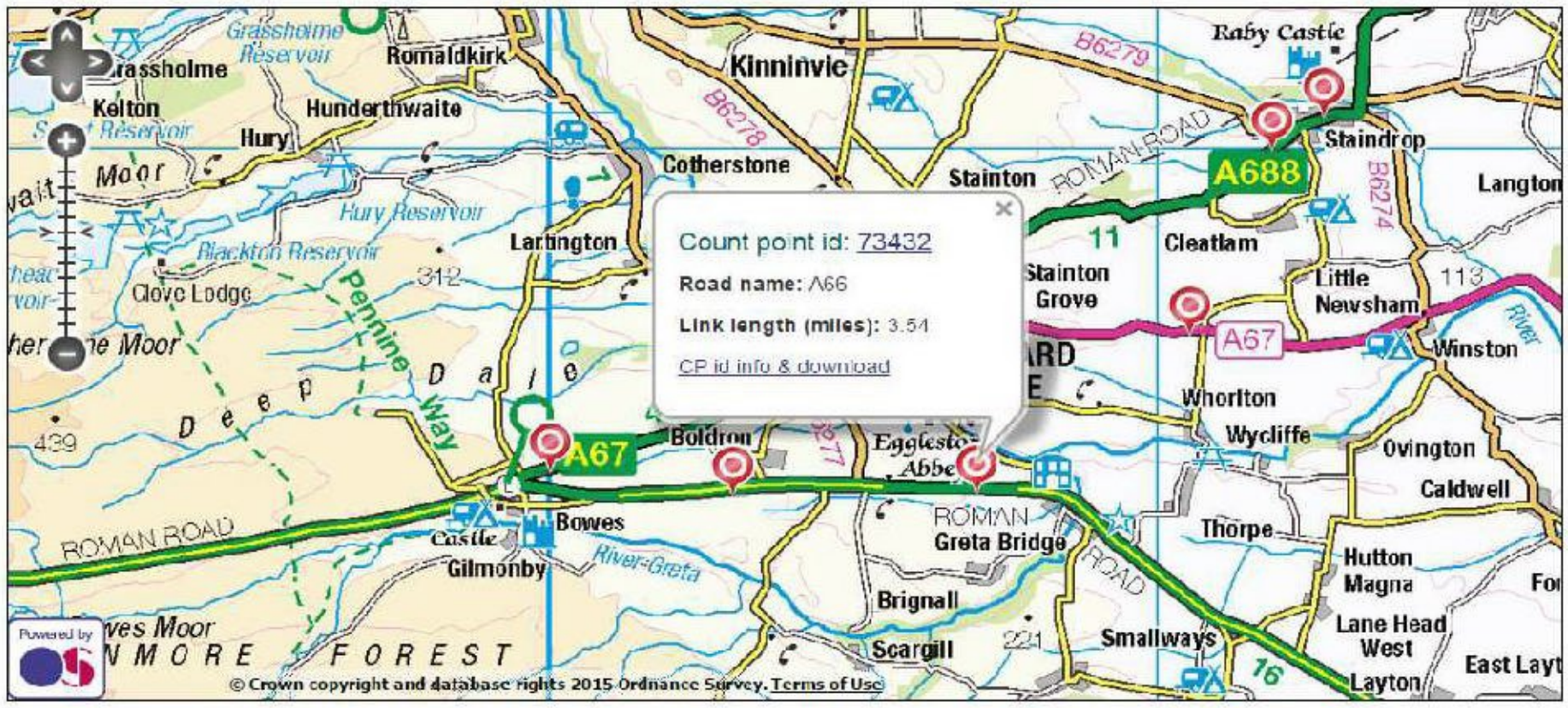
i. To the west (Station Ref 99057) and

ii. To the east (Station Ref 73432)

Individual count point data and downloads ↓

Count point marker | Cluster of markers

Individual count point data and downloads ↓



Count point marker | Cluster of markers

Station 99057

BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
35	802	450	117	75	260	1031	864	2797	9576
35	830	444	136	75	233	904	989	2781	9611
103	1100	408	125	86	235	724	866	2444	11462
107	1240	401	129	92	221	631	937	2411	11651
92	1250	415	142	105	207	552	1015	2436	11680
93	1312	406	135	108	181	476	1060	2366	11662
96	1342	477	85	155	140	745	1072	2674	13181
104	1481	520	92	186	129	761	1183	2871	13292
115	1481	489	98	186	117	692	1194	2776	12882
115	1509	444	96	176	102	561	1089	2468	12502
119	1552	464	96	152	116	517	1069	2414	12329
124	1642	473	106	174	90	513	1133	2489	12528
122	1723	479	116	198	66	479	1132	2469	12351
112	1849	476	124	222	49	455	1151	2477	12329
48	1710	354	83	191	196	869	1338	3031	12992

Station 73432

BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
36	1111	465	104	48	346	1112	906	2981	12466
47	1095	516	95	40	288	952	911	2802	11643
104	1500	422	105	83	224	860	1186	2880	14877
87	1148	540	162	145	189	810	1241	3087	13541
146	1163	439	139	107	198	808	1161	2852	13526
50	1483	306	114	132	239	768	1088	2647	15555
126	1600	495	134	157	205	857	1189	3037	14272
100	1734	468	116	183	241	844	1250	3102	13846
118	1800	507	126	163	172	873	1199	3040	15661
122	1796	466	126	156	159	751	1161	2819	15409
126	1851	488	126	135	178	678	1117	2722	15213
130	1901	471	131	147	132	640	1129	2650	15141
134	1966	465	139	164	98	606	1145	2617	15087
132	2035	450	145	178	75	597	1207	2652	15169
137	2118	440	154	186	73	534	1247	2635	15225

APPENDIX E

TADU PIC Results
(1st April 2010 to 31st March 2015)

S·A·J Transport Consultants

Collisions between 01/04/2010 and 31/03/2015

TADU CIRTAS

SC259314
SC201714
SC251014
SC176914
A66
Bowes
Gilmonby
The Street
Clint Lane
Long Close Lane
Thornberry Lane
West Lane
River Greta
Mill Force (Waterfalls)
Huggill Force
Tom Gill
How Low Gill
Crake Gill Sike
Gill Sike
Bessy Sike
BessySike
Head Spring

Accident Severity

- 1) Fatal
- 2) Serious
- 3) Slight

0 0.175 0.35 0.7 1.05 1.4 km

Collisions between 01/04/2010 and 31/03/2015

TADU CIRTAS

SC092114
SC130110
SC021012
SC255513
SC138911
SC184011
SC018113

Accident Severity

- 1) Fatal
- 2) Serious
- 3) Slight

0 0.175 0.35 0.7 1.05 1.4 km

Serious Accident

Involving 1 Vehicle, 1 Casualty — *SC130110*

Location	County Durham A 66 404450E, 513820N	***Date / Time***	Sunday 06 June 2010 15:40
Conditions	Daylight - No Street Lighting Raining without high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	A66 THE STREET - OFF RUTHERFORD LANE, BARNARD CASTLE		
Description of Accident	V1 TRAV E HAS BRAKED DUE TO VEHICLES SLOWING IN FRONT AND LOST CONTROL COLLIDING WITH A TRAFFIC SIGN		

Vehicle 1 ***Driver*** Male, aged 87, Other ***Vehicle*** Car

Not provided (medical reasons)	No tow or articulation
Vehicle moving from West to East	Skidded
Going ahead other	Other

Casualty 1 - Serious ***Gender*** Male ***Age*** 87 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC138911*

Location County Durham
A 66
404983E, 513815N

Date / Time Thursday
09 June 2011
08:45

Conditions Daylight - No Street Lighting
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 JUNCTION WITH B6277 EASTBOUND CARRIAGEWAY

Description of Accident V1 TRAV W HAS INTENDED TO TURN R ONTO B6277 BUT HA SOVERSHOT JCT AND PULLED ONTO CENTRAL GRASS VERGE. V1 HAS THEN PULLED ONT E/B CARRIAGEWAY INTO PATH V2 AND COLLISION HAS OCCURRED. V1 HAS DRIVEN AWAY

Vehicle 1 ***Driver*** Female, aged 47, Journey as part of work ***Vehicle*** Car

Not requested
Vehicle moving from East to North
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 46, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Driver not contacted at time of accident
Vehicle moving from West to East
Going ahead other

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 46 Driver or rider

Slight Accident

Involving 2 Vehicle, 2 Casualties — *SC184011*

Location County Durham
A 66
404983E, 513812N

Date / Time Monday
01 August 2011
17:58

Conditions Daylight - Street Lights Present
Fine without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 JUNCTION WITH B6277

Description of Accident V1 TRAV W ON A66 HAS SLOWED AND ENTERED CENTRAL RESERVE TO TURN R ONTO B6277. DRIVER HAS LOOKED TO R BUT NOT TO L AND HAS PULLED OUT ONTO PATH V2 TRAV E ON A66 AND VEHICLES HAVE COLLIDED

Vehicle 1 ***Driver*** Female, aged 45, Not known ***Vehicle*** Car

Negative
Vehicle moving from East to North
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 22, Not known ***Vehicle*** Car

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 22 Driver or rider

Casualty 2 - Slight ***Gender*** Female ***Age*** 22 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC298411*

Location County Durham
B 6277
404987E, 513841N

Date / Time Friday
02 December 2011
08:50

Conditions Daylight - No Street Lighting
Fine without high winds
Frost/Ice
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location B6277 NEAR JUNCTION WITH A66

Description of Accident V1 HAS TURNED L OFF A66 ONTO B6277 AND SKIDDED ON PATCH OF ICE CAUSING IT TO COLLIDE WITH ONCOMING V2 THAT WAS TRAV S ON B6277 APPROACHING A66 SLIP

Vehicle 1 ***Driver*** Male, aged 49, Not known ***Vehicle*** Car

Not requested
Vehicle moving from West to North
Turning left

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 49 Driver or rider

Vehicle 2 ***Driver*** Female, aged 41, Commuting to/from work ***Vehicle*** Car

Not requested
Vehicle moving from North to South
Slowing or stopping

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Fatal Accident

Involving 2 Vehicle, 1 Casualty — *SC315711*

Location County Durham
A 66
409973E, 512298N

Date / Time Friday
23 December 2011
17:24

Conditions Darkness - No Street Lighting
Fine without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 DUAL CARRIAGEWAY EB LANE 1, 700M EAST OF THORPE FARM, C168 JUNCTION GRETA BRIDGE

Description of Accident VEH 1 TRAV SE COLLIDES WITH THE REAR OF PARKED VEH 2 IN LANE 1 OF DUAL CARRIAGEWAY

Vehicle 1 ***Driver*** Male, aged 31, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from North West to South East
Going ahead other

Articulated Vehicle
Skidded
Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 40, Not known ***Vehicle*** Car

Not provided (medical reasons)
Vehicle was Parked
Parked

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Fatal ***Gender*** Female ***Age*** 40 Driver or rider

Slight Accident

Involving 2 Vehicle, 3 Casualties *SC021012*

Location County Durham(Chester-le-Street)
A 66
404938E, 513816N

Date / Time Friday
03 February 2012
00:11

Conditions Darkness - No Street Lighting
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 APPROACHING CROSS LANES

Description of Accident VEH 1 TRAV EB INTENDS TO OVERTAKE VEH 2 ALSO TRAV EB BUT LOSES CONTROL, LEAVING CARRIAGEWAY TO NS DEMOLISHING ROADSIDE FURNITURE

Vehicle 1 ***Driver*** Male, aged 26, Commuting to/from work ***Vehicle*** Car

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 26 Driver or rider

Casualty 2 - Slight ***Gender*** Male ***Age*** 42 Vehicle or pillion passenger

Casualty 3 - Slight ***Gender*** Male ***Age*** 51 Vehicle or pillion passenger

Vehicle 2 ***Driver*** Male, aged 27, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Driver not contacted at time of accident
Vehicle moving from West to East
Going ahead other

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Serious Accident

Involving 1 Vehicle, 1 Casualty — *SC234712*

Location County Durham(Chester-le-Street)
A 66
408022E, 513755N

Date / Time Friday
28 September 2012
04:50

Conditions Darkness - Street Lights present and lit
Raining without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 NEAR TO ROKEBY PARK

Description of Accident V1 HAS TRAV E ON A66 FOR SOME REASON HAS ENTERED SLIP ROAD AND OVERTURNED HITTING A WALL AND COMING TO REST IN FIELD

Vehicle 1 ***Driver*** Male, aged 44, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
Overturned
Other

Casualty 1 - Serious ***Gender*** Male ***Age*** 44 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *SC239812*

Location County Durham(Chester-le-Street)
A 66
408002E, 513734N

Date / Time Tuesday
02 October 2012
14:57

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 EASTBOUND AT JUNCTION TO ROKEBY PARK, NEAR BARNARD CASTLE

Description of Accident V1 HAS TRAV S TO JUNCTION WITH A66 WHERE IT HAS OVERSHOT GIVE WAY LINE AND COLLIDED WITH V2 TRAV E

Vehicle 1 ***Driver*** Male, aged 37, Commuting to/from work ***Vehicle*** Car

Negative
Vehicle moving from North to West
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 37 Driver or rider

Vehicle 2 ***Driver*** Male, aged 51, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Gender ***Age***

Serious Accident

Involving 2 Vehicle, 3 Casualties — *SC315612*

Location County Durham(Chester-le-Street)
A 66
408002E, 513730N

Date / Time Tuesday
18 December 2012
08:55

Conditions Daylight - Street Lights Present
Fine without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 AT ROKEBY TURN OFF JUNCTION WITH ABBEY LANE

Description of Accident V1 HAS TRAV S TO A66 WHERE IT HAS PULLED OUT TO TURN R INTO PATH V2 THAT WAS TRAV E ON A66

Vehicle 1 ***Driver*** Male, aged 76, Other ***Vehicle*** Car

Not provided (medical reasons)
Vehicle moving from North to West
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Serious ***Gender*** Male ***Age*** 76 Driver or rider

Casualty 3 - Serious ***Gender*** Female ***Age*** 77 Vehicle or pillion passenger

Vehicle 2 ***Driver*** Female, aged 39, Other ***Vehicle*** Car

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 2 - Serious ***Gender*** Female ***Age*** 39 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC018113*

Location County Durham(Chester-le-Street)
A 66
405562E, 513801N

Date / Time Saturday
26 January 2013
09:43

Conditions Daylight - Street Lights Present
Fine without high winds
Snow
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 LAY-BY, APPROX 600M EAST OF JUNCTION WITH B6277, BARNARD CASTLE

Description of Accident V1, TRAV E, TURNED INTO LAY-BY, SKIDDED IN SNOW AND COLLIDED WITH PARKED AND UNATTENDED V2.

Vehicle 1 ***Driver*** Male, aged 36, Journey as part of work ***Vehicle*** Car

Negative
Vehicle moving from West to East
Slowing or stopping

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 36 Driver or rider

Vehicle 2 ***Driver*** Male, aged , Not known ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight r

Driver not contacted at time of accident
Vehicle was Parked
Parked

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC076213*

Location County Durham(Chester-le-Street)
A 66
409074E, 512950N

Date / Time Thursday
28 March 2013
21:22

Conditions Darkness - No Street Lighting
Snowing without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 EASTBOUND - 1/4 MILE WEST OF THORPE FARM, GRETA BRIDGE

Description of Accident M/CYCLE WITH UNOCCUPIED SIDE CAR V1 TRAV E WHEN RIDER FELT V1 'LURCH TO THE LEFT' HE BELIEVED SIDE CAR WHEEL HAS SHEARED OFF. V1 RIDER LOST CONTROL, LEFT THE C/WAY TO THE N/S INTO A LAY BY AND COLLIDED WITH THE REAR OF STATIONARY HGV V2.

Vehicle 1 ***Driver*** Male, aged 46, Not known ***Vehicle*** Motorcycle over 500cc

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 46 Driver or rider

Vehicle 2 ***Driver*** Male, aged 43, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Not requested
Vehicle was Parked
Parked

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Slight Accident

Involving 2 Vehicle, 2 Casualties *SC255513*

Location County Durham(Chester-le-Street)
B 6277
404992E, 513821N

Date / Time Tuesday
29 October 2013
13:00

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location JUNCTION OF B6277 AND A66, CROSS LANES, BARNARD CASTLE

Description of Accident V2, WAITING TO TURN LEFT AT JUNCTION TO TRAV E, HIT FROM BEHIND BY V1

Vehicle 1 ***Driver*** Female, aged 32, Journey as part of work ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from North to South
Slowing or stopping

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 32 Driver or rider

Vehicle 2 ***Driver*** Male, aged 27, Journey as part of work ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from North to East
Turning left

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 2 - Slight ***Gender*** Male ***Age*** 27 Driver or rider

Slight Accident

Involving 3 Vehicle, 1 Casualty — *SC261513*

Location County Durham(Chester-le-Street)

408038E, 513732N

Date / Time Tuesday
12 November 2013
18:35

Conditions Darkness - No Street Lighting
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66, THE STREET JUNCTION WITH ROKEBY PARK

Description of Accident V1 PULLS OUT OF ROKEBY PARK JUNCTION., TURNING L ONTO EASTBOUND CARRIAGEWAY. V2 TRAV E ON A66 BRAKES SHARPLY DUE TO V1'S MANOEUVRE TO AVOID COLLISION. V3, FOLLOWING BEHIND V2,COLLIDES WITH REAR OF V2.

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from North to East
Turning left

No tow or articulation
No skidding, jack-knifing or overturning
Non-Stop Vehicle, not hit

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 42, Journey as part of work ***Vehicle*** Car

Not requested
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 42 Driver or rider

Vehicle 3 ***Driver*** Male, aged 35, Journey as part of work ***Vehicle*** Car

Not requested
Vehicle moving from West to East
Going ahead other

No tow or articulation
Skidded
Other

Gender ***Age***

Serious Accident

Involving 2 Vehicle, 3 Casualties — *SC274013*

Location County Durham(Chester-le-Street)
A 66
409382E, 512669N

Date / Time Saturday
30 November 2013
17:59

Conditions Darkness - No Street Lighting
Fine without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location NEAR GRETA BRIDGE, A66

Description of Accident V2 TRAV [E], V1 EMERGED FROM THORPE GRANGE COTTAGE INTO PATH OF V2

Vehicle 1 ***Driver*** Female, aged 21, Other ***Vehicle*** Car

Negative
Vehicle moving from South to North East
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Serious ***Gender*** Female ***Age*** 21 Driver or rider

Vehicle 2 ***Driver*** Male, aged 55, Other ***Vehicle*** Car

Negative
Vehicle moving from North West to South East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 2 - Serious ***Gender*** Male ***Age*** 55 Driver or rider

Casualty 3 - Slight ***Gender*** Female ***Age*** 47 Vehicle or pillion passenger

Serious Accident

Involving 1 Vehicle, 5 Casualties — *SC292813*

Location County Durham(Chester-le-Street)
A 66
407904E, 513748N

Date / Time Wednesday
25 December 2013
19:14

Conditions Darkness - No Street Lighting
Fine without high winds
Wet/Damp
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66, BARNARD CASTLE

Description of Accident V1 TRAV [E] NOT GIVEN WAY WHEN ENTERING SLIP LANE, LEFT CARRIAGEWAY ONTO GRASS VERGE

Vehicle 1 ***Driver*** Male, aged 33, Other ***Vehicle*** Car

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Serious	***Gender***	Male	***Age***	33	Driver or rider
Casualty 2 - Serious	***Gender***	Male	***Age***	60	Vehicle or pillion passenger
Casualty 3 - Serious	***Gender***	Female	***Age***	20	Vehicle or pillion passenger
Casualty 4 - Slight	***Gender***	Female	***Age***	42	Vehicle or pillion passenger
Casualty 5 - Slight	***Gender***	Female	***Age***	1	Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 2 Casualties *SC092114*

Location County Durham(Chester-le-Street)
A 66
402877E, 513719N

Date / Time Monday
21 April 2014
00:05

Conditions Darkness - Street Lighting Unknown
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 NEAR SCARGILL LANE

Description of Accident V1 HAS ATTEMPTED TO OVERTAKE V2 AND HAS COLLIDED WITH V2. V1 HAS THEN SPUN

Vehicle 1 ***Driver*** Male, aged 50, Other ***Vehicle*** Other motor vehicle

Driver not contacted at time of accident
Vehicle moving from East to West
Overtaking moving vehicle on its offside

No tow or articulation
Skidded
Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 25, Other ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from East to West
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight	***Gender*** Female	***Age*** 25	Driver or rider
Casualty 2 - Slight	***Gender*** Female	***Age*** 13	Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 3 Casualties *SC093814*

Location County Durham(Chester-le-Street)
A 66
408889E, 513132N

Date / Time Monday
21 April 2014
18:50

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 AT GRETA BRIDGE

Description of Accident V2 TRAV SE ON A66 IN N/S LANE OF DUAL CARRIAGEWAY. V1 HAS ENTERED A66 FROM GREAT BRIDGE CROSS OVER POINT AND TURNED R TO TRAV E ON A66. V1 HAS FAILED TO SEE V2 WHO WAS UNABLE TO STOP AND HAS COLLIDED WITH V1.

Vehicle 1 ***Driver*** Male, aged 81, Other ***Vehicle*** Car

Negative
Vehicle moving from South West to South East
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 81 Driver or rider

Casualty 2 - Slight ***Gender*** Female ***Age*** 83 Vehicle or pillion passenger

Vehicle 2 ***Driver*** Male, aged 24, Other ***Vehicle*** Car

Negative
Vehicle moving from North West to South East
Going ahead other

No tow or articulation
Skidded
Other

Casualty 3 - Slight ***Gender*** Female ***Age*** 45 Vehicle or pillion passenger

Serious Accident

Involving 6 Vehicle, 1 Casualty — *SC172214*

Location County Durham(Chester-le-Street)
A 66
408333E, 513567N

Date / Time Tuesday
22 July 2014
13:40

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

Dislodged vehicle load in carriageway
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66, APPROX 63M FROM GRETA BRIDGE BANK

Description of Accident V1, V2 AND V3 TRAV W/B ON A66. V1 WAS IN MIDDLE, V2 WAS AT THE REAR AND V3 WAS THE FRONT VEHICLE. PART OF V2 LOAD HAS DISLODGED AND FALLEN ONTO C/WAY. V4 HAS COLLIDED WITH OBJECT WHICH HAD FELL. V5 AND V6 TRAV W & COLLIDED WITH DEBRIS LEFT ON C/WAY

Vehicle 1 ***Driver*** Male, aged 61, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from South East to North West
Going ahead other

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 63, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from South East to North West
Going ahead other

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 3 ***Driver*** Male, aged 60, Journey as part of work ***Vehicle*** Goods vehicle 7.5 tonnes mgw and over

Negative
Vehicle moving from South East to North West
Going ahead other

Articulated Vehicle
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 4 ***Driver*** Male, aged 66, Journey as part of work ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight i

Negative
Vehicle moving from South East to North West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 5 ***Driver*** Male, aged 45, Journey as part of work ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight i

Negative
Vehicle moving from South East to North West
Overtaking moving vehicle on its offside

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Serious ***Gender*** Male ***Age*** 45 Driver or rider

Vehicle 6 ***Driver*** Male, aged 45, Other ***Vehicle*** Motorcycle over 500cc

Negative
Vehicle moving from South East to North West
Going ahead other

No tow or articulation
Skidded
Other

Gender ***Age***

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC201714*

Location County Durham(Chester-le-Street)
A 66
399892E, 513772N

Date / Time Thursday
03 July 2014
09:00

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 WESTBOUND APPROX 750M WEST OF C163 THE STREET

Description of Accident V1 TRAV E AND V2 TRAV W. V1 HAS BEEN OVERTAKING VEHICLE AND HAS FAILED TO NEGOTIATE RIGHT BEND IN ROAD AS DRIVING TOO FAST AND HAS COLLIDED O/S TO O/S WITH V2. V1 HAS THEN LEFT C/WAY TO O/S AND ENTERED DITCH

Vehicle 1 ***Driver*** Male, aged 30, Not known ***Vehicle*** Car

Refused to provide
Vehicle moving from West to East
Overtaking moving vehicle on its offside

No tow or articulation
Skidded and overturned
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 30 Driver or rider

Vehicle 2 ***Driver*** Male, aged 56, Not known ***Vehicle*** Car

Negative
Vehicle moving from East to West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC176914*

Location County Durham(Chester-le-Street)
A 66
398590E, 513499N

Date / Time Tuesday
05 August 2014
00:26

Conditions Darkness - No Street Lighting
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 BOWES, 1/2 MILE EAST OF JCT WITH A67

Description of Accident V1 AND V2 TRAVELLED IN EASTBOUND LANE. V1 COLLIDED WITH REAR OF V2 CAUSING V2 TO LEAVE CARRIAGEWAY TO NEARSIDE AND TRAVEL DOWN AN EMBANKMENT.

Vehicle 1 ***Driver*** Male, aged 39, Other ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight i

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 45, Journey as part of work ***Vehicle*** Car

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 45 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty — *SC259314*

Location County Durham(Chester-le-Street)
A 66
399319E, 513731N

Date / Time Wednesday
18 June 2014
16:30

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66 AT JUNCTION WITH THE A67, BARNARD CASTLE

Description of Accident V1 AND V2 TRAV N/E. V2 IS STATIONARY DUE TO TRAFFIC. V1 HAS FAILED TO REACT QUICKLY ENOUGH, RESULTING IN V1 COLLIDING WITH THE REAR OF V2

Vehicle 1 ***Driver*** Female, aged , Other ***Vehicle*** Car

Negative
Vehicle moving from South West to North East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 51, Journey as part of work ***Vehicle*** Car

Negative
Vehicle moving from South West to North East
Waiting to go ahead but held up

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 51 Driver or rider

Slight Accident

Involving 3 Vehicle, 1 Casualty — *SC251014*

Location County Durham(Chester-le-Street)
A 66
400554E, 513599N

Date / Time Saturday
25 October 2014
17:07

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location A66, APPROX 60METRES WEST OF THE STREET, BOWES

Description of Accident V1, V2 AND V3 TRAV E. V2 HAS GONE TO OVERTAKE V3. WHEN DOING SO, V1 HAS BEEN OVERTAKING V2, V1 HAS COLLIDED WITH V2 AND V2 HAS THEN COLLIDED WITH V3. V2 HAS THEN LOST CONTROL AND LEFT THE C/WAY, COLLIDING WITH A FENCE

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from West to East
Overtaking moving vehicle on its offside

No tow or articulation
No skidding, jack-knifing or overturning
Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 38, Other ***Vehicle*** Car

Negative
Vehicle moving from West to East
Overtaking moving vehicle on its offside

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 38 Driver or rider

Vehicle 3 ***Driver*** Male, aged 64, Other ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight i

Negative
Vehicle moving from West to East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Appendix 12.2

Framework Travel Plan

SIGNET PLANNING
VISION | STRATEGY | ACTION

FRAMEWORK TRAVEL PLAN

KILMONDWOOD QUARRY EXTENSION SCHEME

ON BEHALF OF

KEARTON FARMS LIMITED

MAY 2016

FRAMEWORK TRAVEL PLAN

KILMONDWOOD QUARRY EXTENSION SCHEME

ON BEHALF OF

KEARTON FARMS LIMITED

MAY 2016

SIGNET PLANNING
Rowe House
10 East Parade
Harrogate
HG1 5LT

[redacted]

www.signetplanning.com

Signet Ref: JD/HG2319
Date: 25 May 2016

SIGNET PLANNING
VISION | STRATEGY | ACTION

CONTENTS

KILMONDWOOD QUARRY EXTENSION SCHEME FRAMEWORK TRAVEL PLAN

KEARTON FARMS LIMITED

1. Overview

Kearton Farms Limited ("Kearton") propose to develop the Kilmondwood Quarry Extension Scheme, near Bowes, County Durham ("Extension Scheme"). This document comprises the proposed Travel Plan for the Extension Scheme. This type of development would not ordinarily require a travel Plan and the number of staff employed on the Extension Scheme would be low. Nevertheless, Durham County Council has requested such a Travel Plan in the Scoping Opinion for the Extension Scheme. If necessary a full Travel Plan could be secured by planning condition.

The Extension Scheme provides for an eastward extension to Kilmondwood Quarry for the winning and working of 5 million tonnes of Carboniferous limestone and the importation of 192,000 cubic metres of inert materials to form landscape embankments against the worked quarry faces, with restoration to broadleaved woodland, low nutrient grassland, calcareous grassland, hedgerow and natural regeneration over 26 years and 6 months (including limestone extraction over a 25 year period). The restoration and aftercare proposals for the Extension Scheme have been designed to achieve the creation of habitat and species biodiversity appropriate to the locality and a long term landscape that can be managed in a sustainable manner.

In relation to the transport of aggregate to market and the import of fill materials, the Extension Scheme would involve an average of 70 (35 in and 35 out) HGV movements per operational day (including deliveries) between 0700 and 1900 hours Monday to Friday and 0700 and 1700 hours on Saturdays, that is an average of 8 (4 in and 4 out) HGV movements per hour. In terms of employment, the Extension Scheme would create an estimated 8 full time jobs, 4 existing and 4 new, for the duration of the development. The Extension Scheme would work on a single shift basis with workers normally arriving and leaving outside the operational hours referred to above.

According to the Department for Transport, a travel plan is *"a package of measures produced ...to encourage ... (the) use (of) alternatives to single-occupancy car-use"*. The recently published National Planning Policy Framework (NPPF, 2012) goes on to say that a Travel Plan is *"a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed"*.

There are six standard components to a Travel Plan, which are summarised below:

- a commitment from the developer to minimise Single Occupancy Vehicle (SOV) use by promoting and supporting alternative modes;
- the identification of a Travel Plan Co-ordinator to manage travel to and from the site;
- the setting of Targets with respect to the number of vehicles using a site;
- the adoption of measures to reduce SOV travel in line with the Targets set;
- the adoption of a monitoring regime to report achievement against Targets to the Council;
- the commitment to review and update the Travel Plan in response to monitoring against targets, which may include for the provision of fall-back measures.

2. Objectives

The Objective of the Travel Plan would be to *"minimise Single Occupancy Vehicle (SOV) use by promoting and supporting alternative modes"*.

3. Roles and Responsibilities

It is proposed that there would be one level of management for the Extension Scheme Travel Plan. This is shown in Table 1, below.

Table 1: Levels of Management for the Travel Plan

Management Level	Employer	Linkages
Travel Plan Co-ordinator	Kearton	Co-ordinates the work of the Travel Plan on a day-to-day basis. Acts as main contact for the overall development.

Roles and responsibilities are described below:

Site Manager; *Travel Plan Co-ordinator*

- secure any necessary funding required to take the Travel Plan forward;
- oversee the development and implementation of the Travel Plan;
- implement the information and awareness campaign to ensure the Travel Plan is satisfactorily promoted and kept up-to-date;
- co-ordinate the necessary data collection exercises required to maintain and monitor the detailed Travel Plan (e.g. annual survey);
- arrange for the analysis of survey results;
- act as a point of contact for the Extension Scheme and set up and co-ordinating steering groups (as required);
- update the Travel Plan document as and when required;
- liaise with the Travel Plan team at Durham County Council.

As per good practice, Kearton would inform Durham County Council in the event that the nominated Travel Plan Co-ordinator changes during the course of the Extension Scheme (for whatever reason) and provide updated contact details.

4. Target

This provisional target for the Travel Plan would be to reduce full time employee single occupancy car trips by 10 percent with the first 5 years of the temporary 26 year and 6 month Scheme. This provisional target would be reviewed once the area from which employees are drawn is known. As per the monitoring strategy, three months following the commencement of excavation within the Extension Site, a staff travel survey would be undertaken to determine how full time staff travel to and from Kilmondwood Quarry. The results of this survey would be used to confirm the Travel Plan target for the reduction of full time employee single occupancy car trips for the duration of the Extension Scheme. Subsequent targets will be reviewed at 5 yearly intervals during the course of the Extension Scheme.

5. Measures

Given the location of the Extension Scheme, the measures to be adopted by the Travel Plan would focus on accessibility by car share.

In order to encourage car share, Kearton would set up a Car Share database to identify which of its staff could feasibly share their journeys to / from work:

The measure referred to above would be provided on Site within 4 months of the commencement of the Extension Scheme.

6. Monitoring

Travel Plans are normally monitored for at least five years. In this case, the Extension Scheme would be worked over a 26 year and 6 month period. Notwithstanding this, a monitoring report would be produced every 5 years and detail:

- actual staff numbers;
- updated staff travel survey results; and
- use of car share by staff.

The 5 yearly monitoring report would be distributed to staff, and a copy will be forwarded to Durham County Council upon written request.

In this way, the Travel Plan would be updated over the lifetime of the Extension Scheme.