



**meraki alliance**

Highways, Transportation & Safety Consulting

Northern Trust – Number 1 Industrial Estate, Consett, Durham

# Transport Statement

Meraki Alliance Ltd

Unit 1 Waterside

Old Boston Road

Wetherby

LS22 5NB





**meraki alliance**

Highways, Transportation & Safety Consulting

Northern Trust – Number 1 Industrial Estate, Consett,  
Durham

## Transport Statement

Report Produced for:	Northern Trust
Report Produced by:	AT/JB
Report Dated:	23 August 2023
Report Reference:	MAL/IECDRev0

Northern Trust – Number 1 Industrial Estate, Consett, Durham

## Transport Statement

### Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	19 July 2023	AT
1	0	Final Report	23 August 2023	AT/JB

### Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
Graham Schofield	Graham Schofield Associates	1	23 August 2023

# Contents

---

<b>1</b>	<b>Introduction</b>	<b>3</b>
1.1	<i>Overview</i>	3
<b>2</b>	<b>Policy</b>	<b>5</b>
2.1	<i>Introduction</i>	5
2.2	<i>National Planning Policy Framework – July 2021</i>	5
2.3	<i>Durham County Council Local Transport Plan 3 – Transport Strategy (March 2011)</i>	7
2.4	<i>County Durham Local Plan – October 2021</i>	8
2.5	<i>Section Summary</i>	9
<b>3</b>	<b>Existing Sustainable Transport Provision</b>	<b>10</b>
3.1	<i>Introduction</i>	10
3.2	<i>Walking and Cycling</i>	10
3.3	<i>Public Transport</i>	11
3.4	<i>Summary</i>	11
<b>4</b>	<b>Highways Impact</b>	<b>13</b>
<b>5</b>	<b>Summary and Conclusions</b>	<b>15</b>
	<b>Appendix 1 – Proposed Site Layouts</b>	<b>17</b>
	<b>Appendix 2 – Swept Path Analyses</b>	<b>20</b>
	<b>Appendix 3 – Site Access Visibility Splays</b>	<b>22</b>
	<b>Appendix 4 – TRICs Data</b>	<b>24</b>
	<b>Appendix 5 – Mode Split Data</b>	<b>31</b>

# 1 Introduction

---

## 1.1 Overview

- 1.1.1 Meraki Alliance has been commissioned by Northern Trust to prepare a Transport Statement (TS) to support a planning application for provision of 1,251sqm (13,470sft) of new build B2/B8 industrial units and refurbishment of an existing block within the existing Number 1 Industrial Estate located in the Consett area of Durham. The planning and highways authority is Durham County Council (DCC).
- 1.1.2 Number 1 Industrial Estate is located within an industrial area c.2.5km north of Consett. It has been active for a number of years and is accessed via a purpose built network of roads, including Werdohl Way, and junctions which were built to provide access to the existing development and other future development within the industrial estate. Werdohl Way meets with the B6308 Medomsley Road at a priority junction to the south-east of the industrial estate and with the A691 Villa Real Road and at a roundabout junction to the east of the industrial estate. The A691 Villa Real Road provides a route into Consett and onto the surrounding highway network.
- 1.1.3 As shown on the site layouts attached at **Appendix 1** the development is proposed over two sites: Site A will comprise two new build blocks each containing three B2/B8 units (six in total), totalling 562sqm (6,050sqft). Site A will be supported by provision of 21 car parking spaces, six of which will be marked for disabled use.
- 1.1.4 Access into site A for all modes is proposed via a purpose built simple priority junction taken from the western kerb line of the section of Werdohl Way which runs north to south through the industrial estate.
- 1.1.5 Site B will comprise one new build block containing seven B2/B8 units, totalling 689sqm (7,420sqft) and refurbishment of an existing block to create two larger B2/B8 units in place of the existing six smaller units within that block. Site B has 16 existing parking spaces, located on the northern side of the existing block, and an additional 34 are proposed, on the southern side of the existing block. As such, a total of 50 car parking spaces are proposed 12 of which will be marked for disabled use.
- 1.1.6 The existing access points into the parking area on the northern side on the existing block within site B will remain and the proposed parking area on the southern side will be served via a purpose built simple priority junction taken from the eastern kerb line of the section of Werdohl Way which runs north to south through the industrial estate.

- 1.1.7 Swept path analyses has been undertaken at site A and B to demonstrate that a 3.5T panel van, which is the largest vehicle expected to access the development, can successfully manoeuvre the site access and parking spaces. A copy of the drawings are attached at **Appendix 2**.
- 1.1.8 The speed limit on Werdohl Way, from which the site is accessed, is 30mph and as such, as per the guidance set out within the Design Manual for Road and Bridges, a visibility splay of 2.4m x 90m is recommended at the site access points. As demonstrated on the drawing attached at **Appendix 3**, the level of visibility is achievable at the proposed site access points into sites A and B.
- 1.1.9 The development benefits from segregated pedestrian walkways on both sites A and B which link into the footways provided on both sides of the Werdohl Way.
- 1.1.10 This TS demonstrates that the site is in a location which offers employees and visitors sustainable travel options when accessing the site, can be safely and appropriately accessed and that the traffic generated by the development has a negligible impact upon the surrounding transport networks.

## 2 Policy

---

### 2.1 Introduction

2.1.1 Relevant transport policies and guidance have been reviewed at both a national and a local level to assist in this assessment and in the shaping of the new development. These are reviewed in turn below.

### 2.2 National Planning Policy Framework – July 2021

2.2.1 The revised NPPF was published in July 2021 and represents the Government's latest approach to planning policy.

2.2.2 The NPPF states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

### 2.2.3 The NPPF also states that when considering development proposals:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that.

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

### 2.2.4 It also sets out that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and



e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5 It also states that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

### **2.3 Durham County Council Local Transport Plan 3 – Transport Strategy (March 2011)**

2.3.1 Durham County Council published its latest Local Transport Plan (LTP3) in March 2011 providing a 10-year strategy to 2021 covering all forms of transport. The objectives of LTP3 were developed as local interpretations of DfT Transport Goals and can be summarised as follows:

Support economic growth by improving journey time reliability on key business, commuting and freight routes. Connectivity between labour and business markets should also be supported.

Deliver transport improvements required to support sustainable housing provision. Greenhouse gas emissions can be reduced through local transport's support of the Carbon Reduction Strategy.

Improving public health by encouraging and enabling physically active travel.

Enhance resident's quality of life by ensuring accessibility to key services, social networks, goods and places.

2.3.2 Within LTP3 a delivery framework has been developed with reference to the specific challenges that County Durham expects to face in the coming years. The objectives of LTP3 will be achieved with the following measures.

The overall pedestrian and cycle network will continue to be developed and improved for the benefit of all of its users and to encourage walking/cycling. The provision of light controlled crossings will be based on a priority needs assessment. More detailed policies on the development of walking and cycling are outlined in the Rights of Way Improvement Plan and the County Durham Cycling Strategy.

A reduction in road traffic congestion at pinch-points, particularly in the early morning and late evening peak periods, through the implementation of traffic control solutions.

The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres. Bus travel will be supported through a greater emphasis on information provision and marketing, additionally.

Reducing the proportion of trips made by single occupancy car travel through car sharing and teleworking initiatives.

## **2.4 County Durham Local Plan – October 2021**

2.4.1 Durham County Council local plan was adopted in October 2021 and sets out a plan for County Durham to guide development and spatial planning in the county up to 2030.

2.4.2 The plan shows the allocated sites providing a potential for over 6000 new homes across the county. The plan aims to locate the new homes in the right places to capitalise on the investment.

2.4.3 The Council seeks to use the planning process to deliver an integrated and sustainable transport network. Development proposals will be assessed on this basis and as a result developers are encouraged to mitigate the impact of their proposals on existing transport infrastructure. Policy 48 of The Plan states that all development shall encourage sustainable travel by:

Delivering, accommodating and facilitating investment in sustainable modes of transport such as walking, cycling, bus and rail transport, alternative fuel vehicles and car sharing;

Providing appropriate, well designed, permeable and direct routes for all modes of transport, so that new developments clearly link to existing routes for the convenience of all users;

Ensuring that any vehicular traffic generated by new development following the implementation of sustainable transport measures can be safely accommodated on the local and strategic highway network without causing

additional congestion or can be made safe by appropriate transport improvements.

## **2.5 Section Summary**

- 2.5.1 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. The development of sites which offer alternatives to the use of the private car should be encouraged.
- 2.5.2 The site is ideally located to assist in delivering these aims and aspirations and has potential, through the implementation of the site Travel Plan to deliver a highly sustainable development in transport terms.
- 2.5.3 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

## **3 Existing Sustainable Transport Provision**

---

### **3.1 Introduction**

- 3.1.1 As identified in Section 1.2 above, the Government's objectives are to ensure that developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 Travel by non-car modes is encouraged at the site and as outlined in Section 1.0, the development benefits from segregated pedestrian footways which link into the footways provided on both sides of the Werdohl Way.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity residential developments.

### **3.2 Walking and Cycling**

- 3.2.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site include the northern extent of Consett, the western extent of Leadgate and the eastern extent of Blackhill, within which are large residential settlements, thus providing the opportunity for potential employees to walk to work and access local facilities.
- 3.2.2 Segregated pedestrian footways are provided on both sites A and B which connect into the footways provided on both sides Werdohl Way, providing a safe environment for employees should they wish to walk to and from work or to access the surrounding local facilities.
- 3.2.3 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. In addition, the 5.0 kilometre cycling catchment area from the centre of the site includes Consett, Leadgate and Blackhill in their entirety, which provides the opportunity for potential employees to cycle to and from work and access local facilities.

### **3.3 Public Transport**

- 3.3.1 The nearest bus stops are located on Werdohl Way c.300m walking distance from sites A and B which are served by bus number 16 and ED1, providing a service between Durham and Consett every 30 minutes during the daytime and every 60 minutes in the evenings and on Sundays.
- 3.3.2 In addition, the bus stops located on both sides of the A691 Villa Real Road c.900m walking distance from sites A and B are served by bus numbers 16, 16A, 16B, 78, 101B, 765, 820, V5 and X15. These buses provide regular services to all of the surrounding villages and towns as well as Durham, Sunderland and Newcastle providing a sustainable transport for employees living further afield.
- 3.3.3 Furthermore, there are a wealth of additional bus services available from Consett and both bus and rail facilities within Durham, Sunderland and Newcastle for employees to utilise.

### **3.4 Summary**

- 3.4.1 The site is within a reasonable walking and cycling distance of residential developments, as such there are lots of potential employees who live within walking and cycling distance of the site. In addition, there are local facilities within walking cycling distance which could be utilised by employees.
- 3.4.2 There are segregated pedestrian footways provided on both sites A and B which link into the footways provided on both sides of Werdohl Way, providing a safe environment for employees should they wish to walk to and from work, to access the bus stops on Werdohl Way and the A691 Villa Real Road or the surrounding local facilities.
- 3.4.3 There are bus stops are located on Werdohl Way c.300m walking distance from sites A and B providing a regular service between Durham and Consett, in addition to, the bus stops located on both sides of the A691 Villa Real Road c.900m walking distance from sites A and B providing regular services to all of the surrounding villages and towns as well as Durham, Sunderland and Newcastle. Thus, providing a sustainable transport option for employees living locally or further afield.
- 3.4.4 Furthermore, there are a wealth of additional bus services available from Consett and both bus and rail facilities within Durham, Sunderland and Newcastle for employees to utilise.

3.4.5 In summary it is considered that the site is in a sustainable location with a host of facilities available for employees to utilise should they wish.

## 4 Highways Impact

- 4.1.1 In accordance with the government’s Guidance on Transport Assessment, the trip generation of the development has been assessed in order to consider impact and access to the site by a range of modes.
- 4.1.2 Total vehicle rates obtained from the TRICs database for ‘Employment – Industrial Unit’ have been utilised to determine the potential trip generation of the proposed development, based on the total 1,251sqm proposed. The total vehicle trip rates derived are summarised in **Table 4.1** and a copy of the TRICs outputs are attached at **Appendix 4. 12.51**

**Table 3.1: Total Vehicle Trip Rates and Generation**

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (per 100sq2m)	0.702	0.152	0.054	0.609
Trip Generation	9	2	1	8

- 4.1.3 In order to derive the trip generation by mode, journey to work mode split data for the **County Durham 010 Middle Super Output Area (MSOA)**, in which the development site is situated has been obtained from the National Statistics website. A copy of the mode split data is attached at **Appendix 5** and a summary is provided in **Table 4.2**.

**Table 4.2: National Statistics Mode Split Data for County Durham 010 MSOA**

Mode	Percentage
Pedestrian	14.1%
Bicycle	0.8%
Motorcycle	0.3%
Car Driver	70.4%
Car Passenger	8.7%
Bus	5.2%
Train	0.4%
Total	100%

4.1.4 Using the modal split data in **Table 4.2** and the total vehicle trips in **Table 4.1**, the morning and evening peak hour trips for each mode have been calculated and are shown in **Table 4.3**.

**Table 4.3: Trip Generation by Mode**

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	2	1	0	1
Bicycle	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	9	2	1	8
Car Passenger	1	0	0	1
Bus	1	0	0	1
Train	0	0	0	0
Total	13	3	1	11

4.1.5 The development, sites A and B, are forecast to generated circa 11 two-way vehicular trips during the AM Peak hour on the highway network and nine two-way vehicular trips during the PM Peak hour. This equates to an increase in traffic flows on the local highway network of approximately one vehicle every five minutes during the AM peak hour and one every six minutes during the AM and PM Peak hour. The proposals would also generate vehicular flows throughout the day when the highway network is not at its peak.

4.1.6 As the roads serving the industrial estate were purpose built to serve the existing development and any future developments it is concluded that the highway network immediately surrounding the sites is more than adequate to serve the proposed development.

4.1.7 Furthermore, taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have a negligible impact on the local highway network.



## 5 Summary and Conclusions

---

- 5.1.1 Meraki Alliance has been commissioned by Northern Trust to prepare a Transport Statement (TS) to support a planning application for provision of 1,251sqm (13,470sft) of new build B2/B8 industrial units and refurbishment of an existing block within the existing Number 1 Industrial Estate located in the Consett area of Durham. The planning and highways authority is Durham County Council (DCC).
- 5.1.2 Number 1 Industrial Estate is located within an industrial area c.2.5km north of Consett. It has been active for a number of years and is accessed via a purpose built network of roads, including Werdohl Way, and junctions which were built to provide access to the existing development and other future development within the industrial estate. Werdohl Way meets with the B6308 Medomsley Road at a priority junction to the south-east of the industrial estate and with the A691 Villa Real Road and at a roundabout junction to the east of the industrial estate. The A691 Villa Real Road provides a route into Consett and onto the surrounding highway network.
- 5.1.3 The development is proposed over two sites: Site A will comprise two new build blocks each containing three B2/B8 units (six in total), totalling 562sqm (6,050sqft). Site A will be supported by provision of 21 car parking spaces, six of which will be marked for disabled use.
- 5.1.4 Access into site A for all modes is proposed via a purpose built simple priority junction taken from the western kerb line of the section of Werdohl Way which runs north to south through the industrial estate.
- 5.1.5 Site B will comprise one new build block containing seven B2/B8 units, totalling 689sqm (7,420sqft) and refurbishment of an existing block to create two larger B2/B8 units in place of the existing six smaller units within that block. Site B has 16 existing parking spaces, located on the northern side of the existing block, and an additional 34 are proposed, on the southern side of the existing block. As such, a total of 50 car parking spaces are proposed 12 of which will be marked for disabled use.
- 5.1.6 The existing access points into the parking area on the northern side on the existing block within site B will remain and the proposed parking area on the southern side will be served via a purpose built simple priority junction taken from the eastern kerb line of the section of Werdohl Way which runs north to south through the industrial estate.

- 5.1.7 It is concluded that the development fully conforms to the main aims and aspirations of the wider and economic objectives of national and local policy.
- 5.1.8 This TS has shown that the proposals include safe means of access for all road users, adequate parking provision and manoeuvring space.
- 5.1.9 This TS demonstrates that the site is in a location which offers employees sustainable travel options when accessing the site and it can be safely and appropriately accessed.
- 5.1.10 The development, sites A and B, are forecast to generate circa 11 two-way vehicular trips during the AM Peak hour on the highway network and nine two-way vehicular trips during the PM Peak hour. This equates to an increase in traffic flows on the local highway network of approximately one vehicle every five minutes during the AM peak hour and one every six minutes during the AM and PM Peak hour. The proposals would also generate vehicular flows throughout the day when the highway network is not at its peak.
- 5.1.11 As the roads serving the industrial estate were purpose built to serve the existing development and any future developments it is concluded that the highway network immediately surrounding the sites is more than adequate to serve the proposed development.
- 5.1.12 Furthermore, taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have a negligible impact on the local highway network.
- 5.1.13 Overall, it is considered that the site is a suitable location for the development and there are no highways or transport concerns.

# Appendix 1 – Proposed Site Layouts

---



SCHEDULE OF ACCOMMODATION  
BLOCK 1

Unit	total sq.m	total sq.ft net	cars	m <sup>2</sup> /per car
1	154	1658	3	51
2	204	2196	2	51
3	204	2196	2	51
<b>Total NET</b>	<b>562</b>	<b>6050</b>	<b>11</b>	

SCHEDULE OF ACCOMMODATION  
BLOCK 2

Unit	total sq.m	total sq.ft net	cars	m <sup>2</sup> /per car
1	154	1658	3	51
2	102	1098	2	51
3	102	1098	2	51
<b>Total NET</b>	<b>358</b>	<b>3854</b>	<b>7</b>	

Grand Total NET 920  
Total NET 12100

**MATERIAL KEY**

- Air Entrained Concrete Finish to apron to Loading Doors
- 600 x 600mm Concrete Paving
- Flags, shading indicates tactile paving
- Tactile paving and dropped kerb
- Gravel Infill
- Grassed areas
- Bollards to Loading Doors
- Assumed site boundary (to be checked against title deeds)

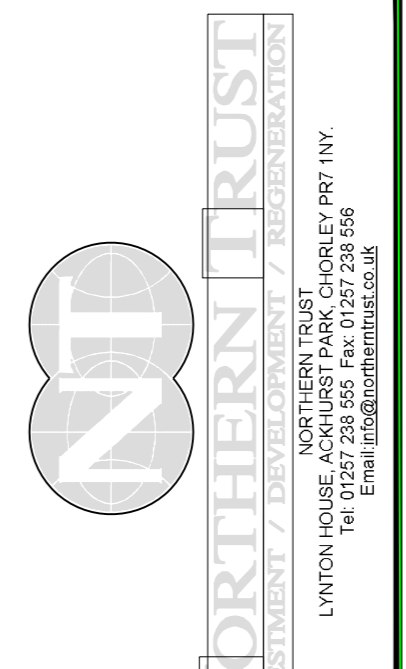
**parking provision block 1**  
11 car parking spaces including (3 disabled parking spaces)  
3 loading bay/delivery bay spaces

**parking provision block 2**  
10 car parking spaces including (3 disabled parking spaces)  
3 loading bay/delivery bay spaces

scale 1/200

Rev: Date: Details: [Drawn/Checked]

ISSUED FOR: PLANNING APPLICATION SUBMISSION

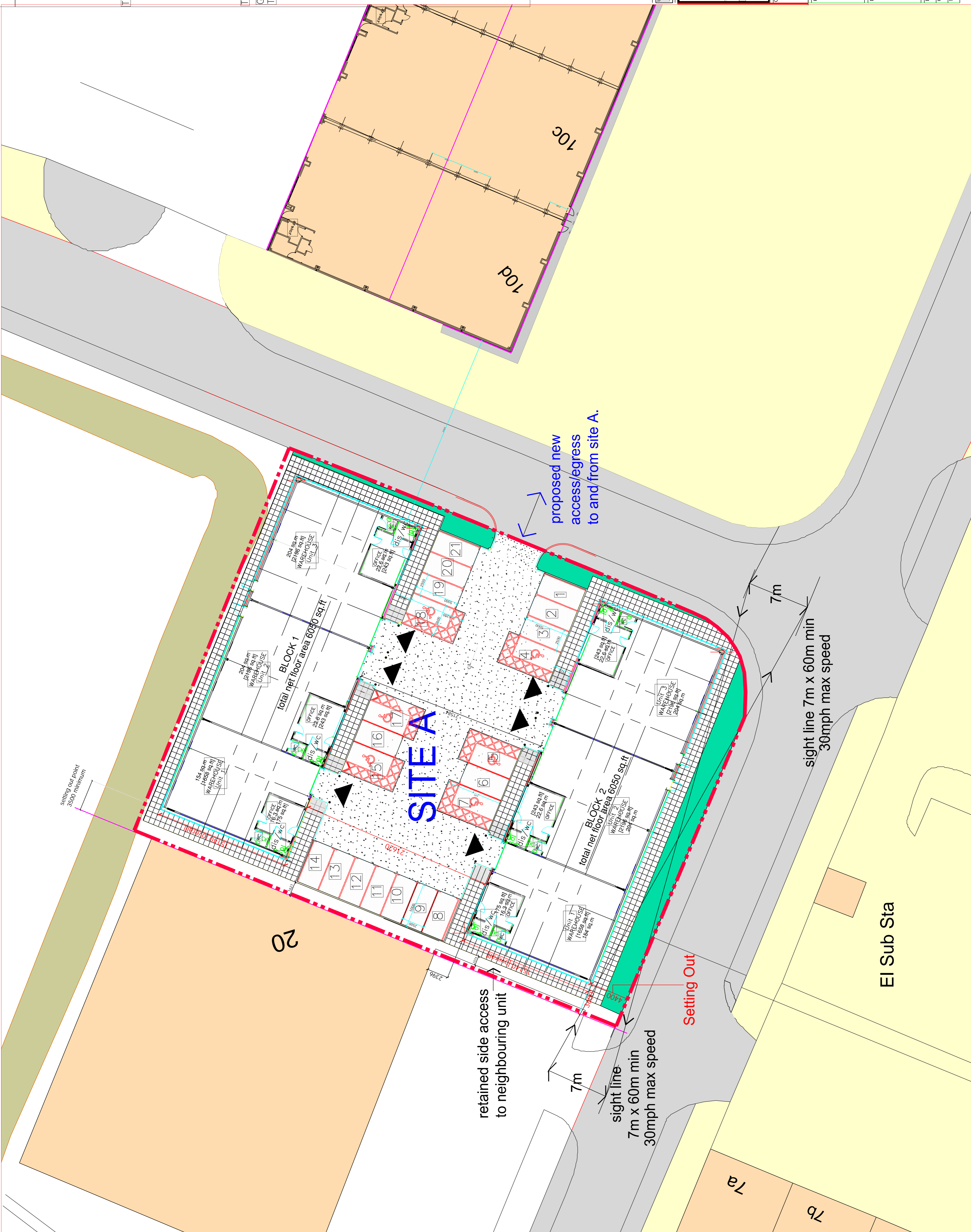


Project: Consett, Durham  
DH8 6SZ

Drawing: Proposed site layout  
SITE 'A'

Drawn By	DE	Date	28.12.2	Drawing No.	
Checked By	DE	Date	28.12.2	WJ-187-102	
Scale	1/200				

electronic path to this drawing - WJ-



**SITE A**

proposed new access/egress to and from site A.

sight line 7m x 60m min  
30mph max speed

retained side access to neighbouring unit

sight line 7m x 60m min  
30mph max speed

Setting Out

EI Sub Sta



All the dimensions shall be verified by the contractor on site prior to work commencing.  
Do not scale from this drawing.  
Only work to written dimensions.  
This drawing is for the contractor's use only and is not to be used for any other purpose without the consent of the architect.  
Notes

**SCHEDULE OF ACCOMMODATION**  
**BLOCK A - NEW BUILD**

Unit	Total sq.m	Total cars	m <sup>2</sup> /car
1	154	1660	51.3
2	76.2	820	50.5
3	76.2	820	50.5
4	76.2	820	50.5
5	76.2	820	50.5
6	76.2	820	50.5
7	154	1660	51.3
<b>total</b>	<b>889</b>	<b>7420</b>	<b>4.3</b>

**BLOCK B - REFURBISHMENT/REMODELLING**

Unit	Total sq.m	Total cars	m <sup>2</sup> /car
1	232	2500	4.5
2	232	2500	4.5
3	232	2500	4.5
4	232	2500	4.5
10A	464	5000	8
10B	464	5000	8
<b>total</b>	<b>1856</b>	<b>20,000</b>	<b>10.8</b>

total provision Blocks A and B combined: 27,420 sq. ft.

**MATERIAL KEY**

- Air Entrained Concrete Finish to concourse and aprons to Loading Doors
- Dense bitumen macadam to car park areas with 3mm thickness white thermoplastic markings to bays.
- 600 x 600mm Concrete Paving
- Flags, shading indicates tactile paving
- Tactile paving and dropped kerb
- Gravel infill
- Grassed areas
- Bollards to Loading Doors
- Assumed site boundary (to be checked against title deeds)

D 28.2.2.2 Revised internal layout for Block B inserted and parking modified to C 29.12.2.2 Car-Park loading bays  
B 18.12.2.2 Proposed depth from 14.400 to 10.800  
A 28.4.2.2 Proposed bollards before preferred site  
B 28.4.2.2 Proposed bollards before preferred site

**PLANNING APPLICATION**

**NORTHERN TRUST**  
INVESTMENT / DEVELOPMENT / REGENERATION  
NORTHERN TRUST  
LYNCH HOUSE, AVONDALE PARK, DORSET, WIMBORNE, DORSET, DT9 9JL  
Tel: 01305 324444  
Email: ntr@northerntrust.co.uk

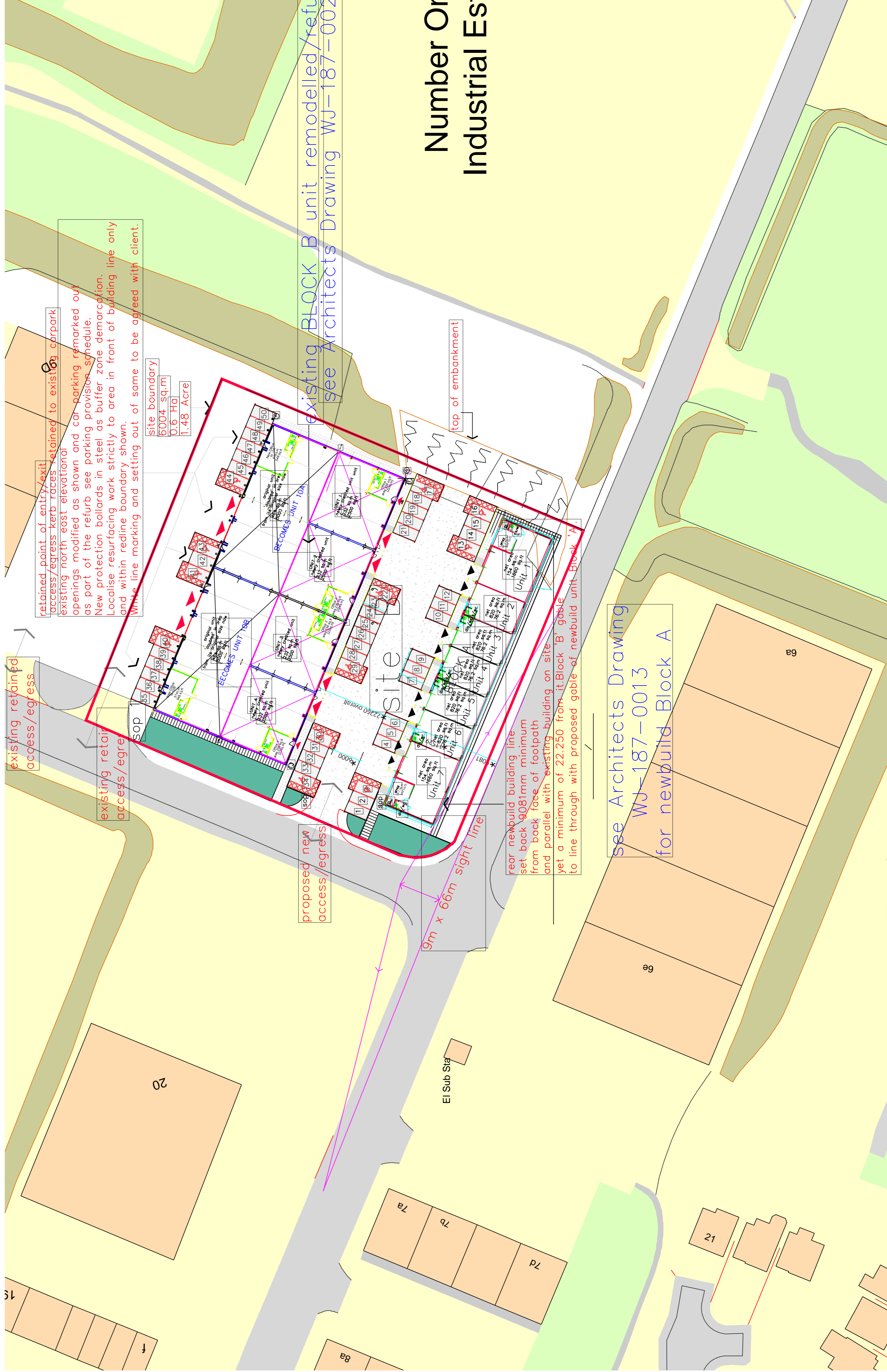
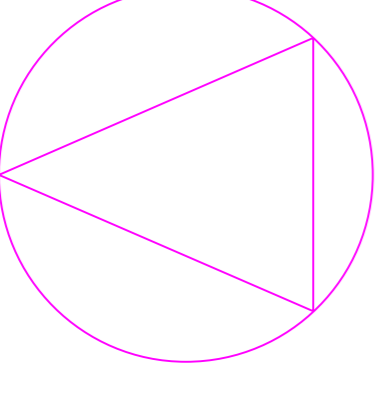
Client  
Project  
Consett, Durham  
DH8 6SZ

Drawing  
proposed site layout  
'SITE B'

Drawn By	DE	Date	13.7.21	Drawing No.	
Checked By	DE	Date	13.7.21		WJ-187-000
Scale	1/500				

electronic path to this drawing - WJ-

NORTH



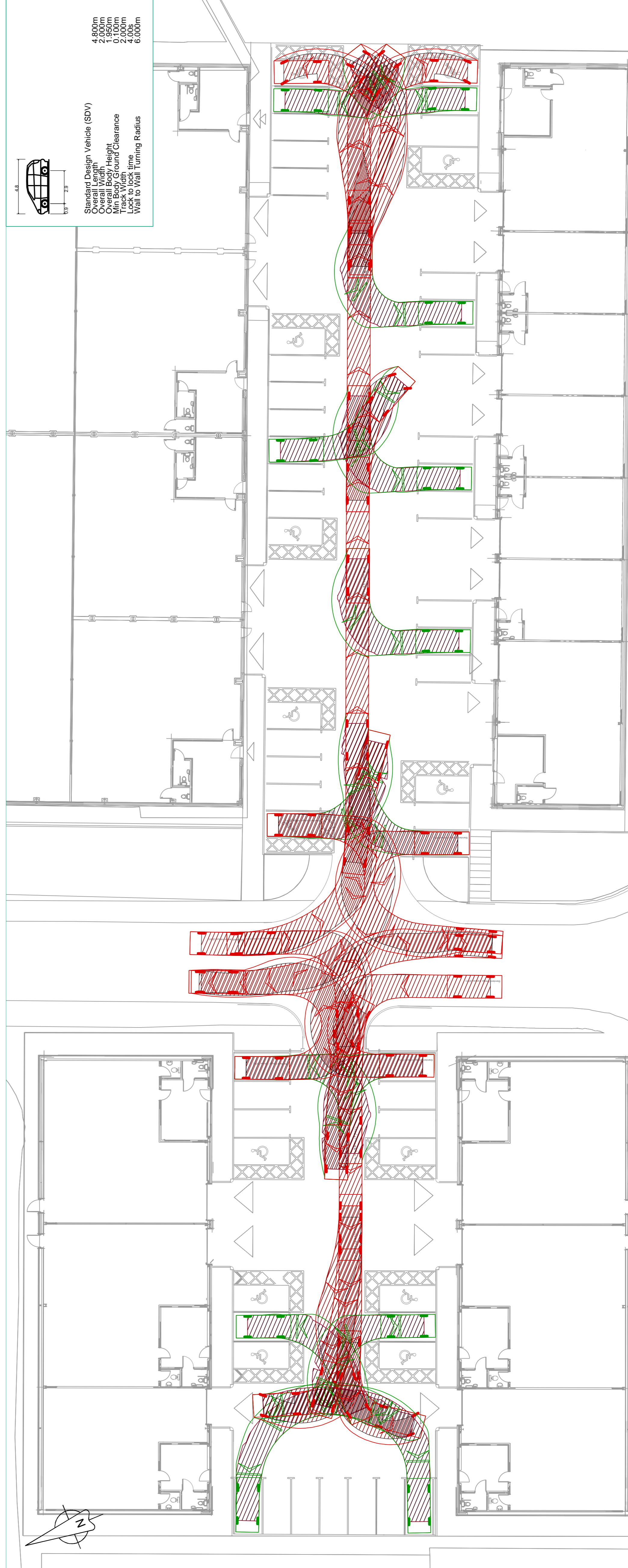
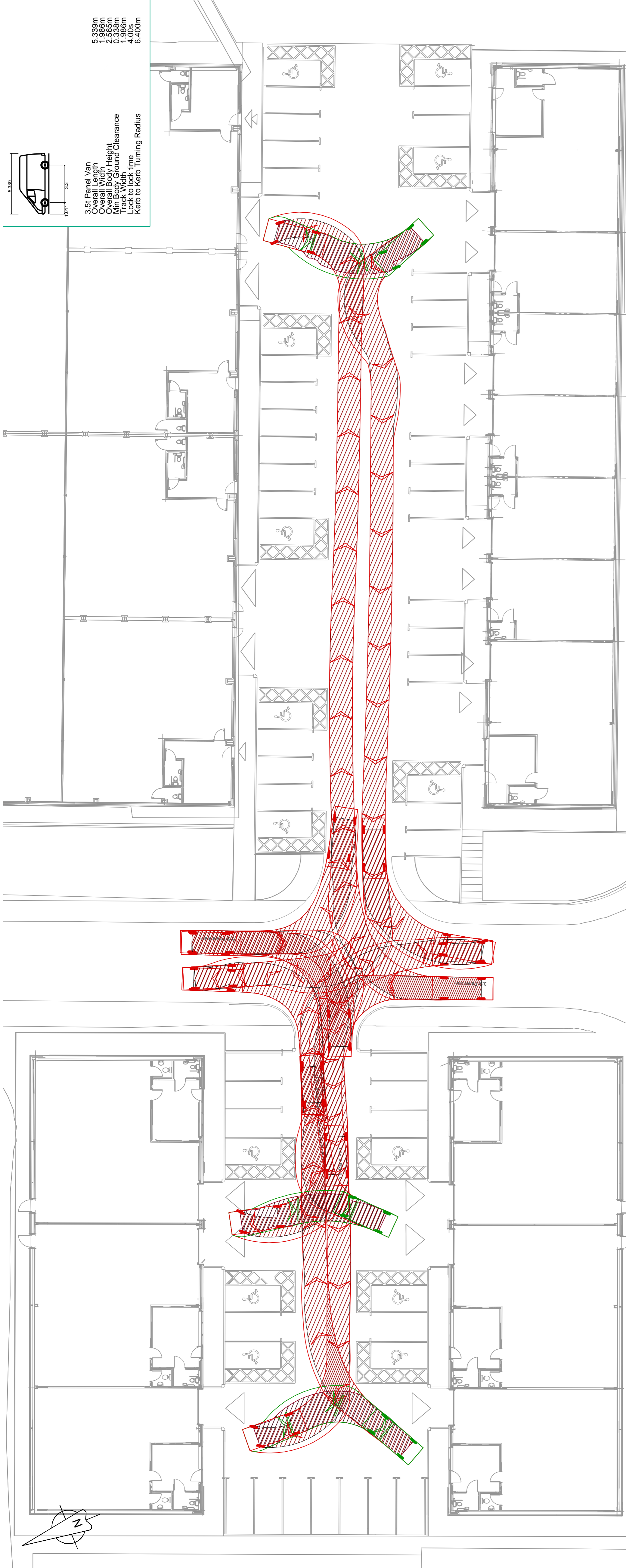
Number Or  
Industrial Est

## Appendix 2 – Swept Path Analyses

---



DO NOT SCALE



REV	DATE	BY	TS	FIRST ISSUE	DESCRIPTION	CHK	APP
-	22/08/2023						

FOR INFORMATION ONLY

**attp** AIMEE THOMPSON TRANSPORT PLANNING

CLIENT: NORTHERN TRUST  
 ARCHITECT: N/A  
 PROJECT: CONSETT DURHAM  
 TITLE: SWEPT PATH ANALYSIS

SCALE @ A1: 1:200  
 CAD FILE: 23013\_SPA\_001.dwg  
 PROJECT NO: 23013  
 DRAWING NO: 23013/SPA/001

CHECKED: AT  
 DESIGNED: TS  
 DATE: 22/08/2023  
 APPROVED: AT

© Aimee Thompson Transport Planning Ltd  
 E: 01507 342334 E: aimee@attp.org.uk



## **Appendix 3 – Site Access Visibility Splays**

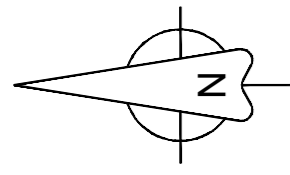
---



DO NOT SCALE

KEY

JUNCTION VISIBILITY SPLAY IN



2.4 x 90m JUNCTION VISIBILITY SPLAY  
IN ACCORDANCE WITH DMRB (30mph)

2.4 x 90m JUNCTION VISIBILITY SPLAY  
IN ACCORDANCE WITH DMRB (30mph)

2.4 x 30m JUNCTION VISIBILITY SPLAY  
TO EXISTING JUNCTION

2.4 x 30m JUNCTION VISIBILITY SPLAY  
TO EXISTING JUNCTION



REV	DATE	BY	TS	FIRST ISSUE	DESCRIPTION	CHK	APP
	22/08/2023		TS				AT

DRAWING STATUS

FOR INFORMATION ONLY



AIMEE THOMPSON  
TRANSPORT  
PLANNING

CLIENT:

NORTHERN TRUST

ARCHITECT:

N/A

PROJECT:

CONSETT  
DURHAM

TITLE:

VISIBILITY ASSESSMENT

SCALE @ A1:

1:250

CHECKED:

AT

APPROVED:

AT

CAD FILE:

23013\_VIS\_001.dwg

DESIGN DRAWN:

TS

DATE:

22/08/2023

PROJECT NO:

23013

DRAWING NO:

23013/VIS/001

REV:

-

© Aimee Thompson Transport Planning Ltd  
T: 01507 342334 E: a.t@attp.co.uk

## Appendix 4 – TRICs Data

---

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area  
Actual Range: 260 to 3200 (units: sqm)  
Range Selected by User: 150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	7 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	12
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	12
-----------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20	PUMPS, MOTORS & FANS	BEDFORD	Survey Type: MANUAL
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS	BLACKPOOL	Survey Type: MANUAL
3	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL  Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS	BRISTOL CITY	Survey Type: MANUAL
4	CB-02-C-02 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION	CUMBRIA	Survey Type: MANUAL
5	EC-02-C-02 CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm Survey date: FRIDAY 07/05/21	FABRICS MANUFACTURE	CHESHIRE EAST	Survey Type: MANUAL
6	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	Survey Type: MANUAL
7	HC-02-C-01 JAYS CLOSE BASINGSTOKE  Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: MANUAL
8	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE  Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-06	STEEL FABRICATION		LANCASHIRE
	TOLLGATE ROAD BURSCOUGH			
	Edge of Town Industrial Zone			
	Total Gross floor area:		700 sqm	
	Survey date: THURSDAY		21/04/22	Survey Type: MANUAL
10	NF-02-C-03	SHEET METAL CONTRACTOR		NORFOLK
	ELVIN WAY NORWICH HELLESDON			
	Edge of Town Industrial Zone			
	Total Gross floor area:		260 sqm	
	Survey date: THURSDAY		07/11/19	Survey Type: MANUAL
11	PB-02-C-01	STEEL FABRICATOR		PETERBOROUGH
	NEWARK ROAD PETERBOROUGH FENGATE			
	Edge of Town Industrial Zone			
	Total Gross floor area:		1772 sqm	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
12	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS		VALE OF GLAMORGAN
	VERLON CLOSE BARRY			
	Edge of Town Industrial Zone			
	Total Gross floor area:		1500 sqm	
	Survey date: THURSDAY		06/05/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

## TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

## TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	1611	0.000	4	1611	0.000	4	1611	0.000
05:30 - 06:00	4	1611	0.031	4	1611	0.000	4	1611	0.031
06:00 - 06:30	5	1615	0.050	5	1615	0.037	5	1615	0.087
06:30 - 07:00	5	1615	0.124	5	1615	0.012	5	1615	0.136
07:00 - 07:30	12	1424	0.135	12	1424	0.029	12	1424	0.164
07:30 - 08:00	12	1424	0.357	12	1424	0.035	12	1424	0.392
08:00 - 08:30	12	1424	0.357	12	1424	0.064	12	1424	0.421
08:30 - 09:00	12	1424	0.345	12	1424	0.088	12	1424	0.433
09:00 - 09:30	12	1424	0.199	12	1424	0.082	12	1424	0.281
09:30 - 10:00	12	1424	0.164	12	1424	0.123	12	1424	0.287
10:00 - 10:30	12	1424	0.181	12	1424	0.100	12	1424	0.281
10:30 - 11:00	12	1424	0.164	12	1424	0.176	12	1424	0.340
11:00 - 11:30	12	1424	0.117	12	1424	0.105	12	1424	0.222
11:30 - 12:00	12	1424	0.111	12	1424	0.129	12	1424	0.240
12:00 - 12:30	12	1424	0.105	12	1424	0.158	12	1424	0.263
12:30 - 13:00	12	1424	0.105	12	1424	0.094	12	1424	0.199
13:00 - 13:30	12	1424	0.164	12	1424	0.205	12	1424	0.369
13:30 - 14:00	12	1424	0.111	12	1424	0.158	12	1424	0.269
14:00 - 14:30	12	1424	0.111	12	1424	0.105	12	1424	0.216
14:30 - 15:00	12	1424	0.094	12	1424	0.164	12	1424	0.258
15:00 - 15:30	12	1424	0.082	12	1424	0.152	12	1424	0.234
15:30 - 16:00	12	1424	0.076	12	1424	0.123	12	1424	0.199
16:00 - 16:30	12	1424	0.076	12	1424	0.164	12	1424	0.240
16:30 - 17:00	12	1424	0.023	12	1424	0.152	12	1424	0.175
17:00 - 17:30	12	1424	0.023	12	1424	0.457	12	1424	0.480
17:30 - 18:00	12	1424	0.018	12	1424	0.152	12	1424	0.170
18:00 - 18:30	12	1424	0.018	12	1424	0.082	12	1424	0.100
18:30 - 19:00	12	1424	0.023	12	1424	0.088	12	1424	0.111
19:00 - 19:30	4	1611	0.031	4	1611	0.047	4	1611	0.078
19:30 - 20:00	4	1611	0.000	4	1611	0.031	4	1611	0.031
20:00 - 20:30	4	1611	0.000	4	1611	0.016	4	1611	0.016
20:30 - 21:00	4	1611	0.000	4	1611	0.016	4	1611	0.016
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>3.395</b>			<b>3.344</b>			<b>6.739</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	260 - 3200 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



## Appendix 5 – Mode Split Data

---

## QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 23 August 2023]

population All usual residents aged 16 to 74  
units Persons  
area type 2011 super output areas - middle layer  
area name E02004303 : County Durham 010  
rural urban Total

<b>Method of Travel to Work</b>	<b>2011</b>	<b>%</b>
Train, Underground, metro, light rail, tram	29	0.5%
Bus, minibus or coach	289	5.2%
Motorcycle, scooter or moped	15	0.3%
Driving a car or van	3,916	70.4%
Passenger in a car or van	484	8.7%
Bicycle	47	0.8%
On foot	785	14.1%
Total	5,565	

