



Tim Speed Consulting

*Transport Statement
Proposed Energy Facility
Hownsgill Park, Consett*

for
Project Genesis

Document Validation

Project: Proposed Energy Facility, Hownsgill Park, Consett, Transport Statement

Project number: TSC543

File reference: TSC543-01

Issue/Revision	Draft	Issue 1	Issue 2	Issue 3	Issue 4
Issue Date		28 th October 2020	4 th November 2020		
Prepared by		<i>Tim Speed</i>	<i>Tim Speed</i>		
Checked by		<i>Linda Richardson</i>	<i>Linda Richardson</i>		
Authorised by		<i>Tim Speed</i>	<i>Tim Speed</i>		



Tim Speed Consulting

29 Westacres Crescent
Newcastle Upon Tyne
NE15 7NY

0191 241 2437
www.timspeedconsulting.co.uk



Contents

1. Introduction.....4

2. Existing Conditions.....5

3. Proposals6

4. Accessibility8

5. Conclusions 11

Appendix A - Site Location and Cycle Maps

Appendix B - Proposed Site Layout



1. Introduction

1.1. Project Genesis is applying for planning permission for an energy facility at Hownsgill Park, Consett. The location of the site is shown in Appendix A.

1.2. This Transport Statement has been prepared to accompany the planning application.



2. Existing Conditions

- 2.1. All streets in the vicinity have a maximum speed limit of 30mph and have street lighting.
- 2.2. The Hownsgill Park spine road has a carriageway width of 7.3 metres. It has a continuous footway on its western side and short lengths of footway on its eastern side.
- 2.3. All other streets in the vicinity have a footway on each side.
- 2.4. The visibilities from the spine road in each direction along the unnamed major arms of the priority road are excellent.



3. Proposals

- 3.1. It is proposed to develop the site on the western side of the spine road with a 20MWth host technology energy facility. It would be actively set up for district heating and combined heat and power. The proposed layout is shown in Appendix B.
- 3.2. The visibilities from the site access in each direction along the Hownsgill Park spine road would be excellent.
- 3.3. The plant would operate seven days per week every week with pre-planned short shut downs for maintenance work. There would be three staff working at the facility on each of three eight-hour shifts per day, 0600-1400, 1400-2200 and 2200-0600. For a robust traffic assessment scenario of all staff travelling by single occupancy cars, which may not actually be the case in reality, there would be nine inbound and nine outbound movements per day, a total of 18 vehicle movements per day.
- 3.4. The delivery of raw materials and the collection of resulting materials would be made 0700-1900 Monday to Friday and 0700-1300 on Saturdays.
- 3.5. 60,000 tonnes of refuse-derived fuel would be delivered to the facility per year in 23 tonne capacity articulated containerised trucks with walking floors resulting in 2609 inbound and 2609 outbound movements per year, an average of 18.2 vehicle movements per weekday.
- 3.6. 2000 tonnes of process chemicals would be delivered to the facility in tipper trucks with a 20 tonne capacity, resulting in 100 inbound and 100 outbound movements per year, an average of 0.7 vehicle movements per weekday.
- 3.7. At the A692/Hermiston Retail Park access roundabout, it is likely that in the order of 50% of the delivery trucks would travel from and to the northwest and in the order of 50% would travel from and to the northeast.
- 3.8. The output from the operation, 7200 tonnes of fly ash, 1200 tonnes of bottom ash and 1000 tonnes of spent chemicals, would be collected from the facility in sheeted tipper trucks with a 20 tonne capacity, resulting in 470 inbound and 470 outbound movements per year, an average of 3.3 vehicle movements per weekday.
- 3.9. At the A692/Hermiston Retail Park access roundabout, it is likely that in the order of 50% of the collection trucks would travel from and to the northwest and in the order of 50% would travel from and to the northeast.



Proposed Energy Facility, Hownsgill Park, Consett, Transport Statement

- 3.10. A robust prediction of the total number of vehicle movements per weekday associated with the facility would be 22 HGV movements and a maximum of 18 car movements. On average, there would be less than two HGV movements and no car movements during each weekday network peak hour.
- 3.11. It can be seen that there would be a negligible number of vehicle movements associated with the proposed facility.
- 3.12. It is proposed to provide seven car parking spaces, one of which would be marked for the disabled.
- 3.13. It is proposed to provide three Sheffield cycle parking stands.



4. Accessibility

4.1. Introduction

4.1.1. This section of the Transport Statement provides information on how the proposed facility can be accessed by means other than the private car.

4.2. Public Transport

4.2.1. The nearest bus stops are located the Hownsgill Park spine road. Each bus stop is a 122 metre/1½ minute walk from the site access.

4.2.2. Bus service V11 stops at these bus stops. A summary of the bus service, correct at the time of preparation of this section of the Transport Statement in September 2020, is included in Table 4.1.

Table 4.1. Summary of the Bus Service on the Hownsgill Park Spine Road.

Service No.	Route	Times	Weekday Daytime Frequency
V11	Hownsgill Park bus depot, Hownsgill Park spine road, Templetown The Chequers, Consett bus station.	North-eastbound: Monday – Friday: every 15 mins 1000-1730. Saturday: every 15 mins 1045-1715. South-westbound: Monday – Friday: every 15 mins 1007-1737. Saturday: every 15 mins 1056-1726.	Every 15 minutes

4.2.3. A further bus stop is located on the unnamed road approximately midway between its junctions with the Hownsgill Park spine road and with The Chequers. It is a 478 metre/6 minute walk from the site access.

4.2.4. North-westbound bus services V1 and V11 stop at this bus stop. A summary of the V1 bus service, correct at the time of preparation of this



section of the Transport Statement in September 2020, is included in Table 4.2.

Table 4.2. Summary of the V1 Bus Service on the Unnamed Road.

Service No.	Route	Times	Weekday Daytime Frequency
V1	Templetown The Chequers, Derwentside College, Consett bus station, Delves Lane/Greenways, Delves Briardale shops, Delves Castledene Road, Consett bus station.	North-westbound: Monday – Friday: 0825, hourly 0937-1637. Saturday: hourly 0937-1637.	Hourly

4.2.5. At Consett bus station, there are numerous connecting bus services from and to a range of origins and destinations.

4.3. Walking and Cycling

4.3.1. Walking is the most important mode of travel at the local level and offers the potential to replace short car trips, particularly those less than two kilometres.

4.3.2. Cycling has the potential to substitute for short car trips, particularly those less than five kilometres.

4.3.3. Extracts of the County Durham cycle map are shown in Appendix A. On the first map, National Cycle Network (NCN) routes are shown turquoise. NCN Route 7 (Sunderland – Carlisle – Glasgow – Inverness) and NCN Route 14 (Darlington – Hartlepool – Durham – Consett - South Shields) run parallel to the Hownsgill Park spine road at the rear of the application site. In addition, there are a number of Linking Routes (shown red, gold and purple) in the area.

4.3.4. On the second map, traffic-free cycle routes are shown green, official on-road cycle routes are shown wide blue, official cycle routes adjacent to the



road are shown narrow blue and advisory on-road cycle routes are shown yellow. There are a number of cycle routes in the area.

4.3.5. It is proposed to provide three Sheffield cycle parking stands.

4.4. Sustainability

4.4.1. Bus routes provide good services from and to a range of origins and destinations.

4.4.2. There are a number of cycle routes in the area.

4.4.3. It is therefore the case that the proposed facility is located in a sustainable location.



5. Conclusions

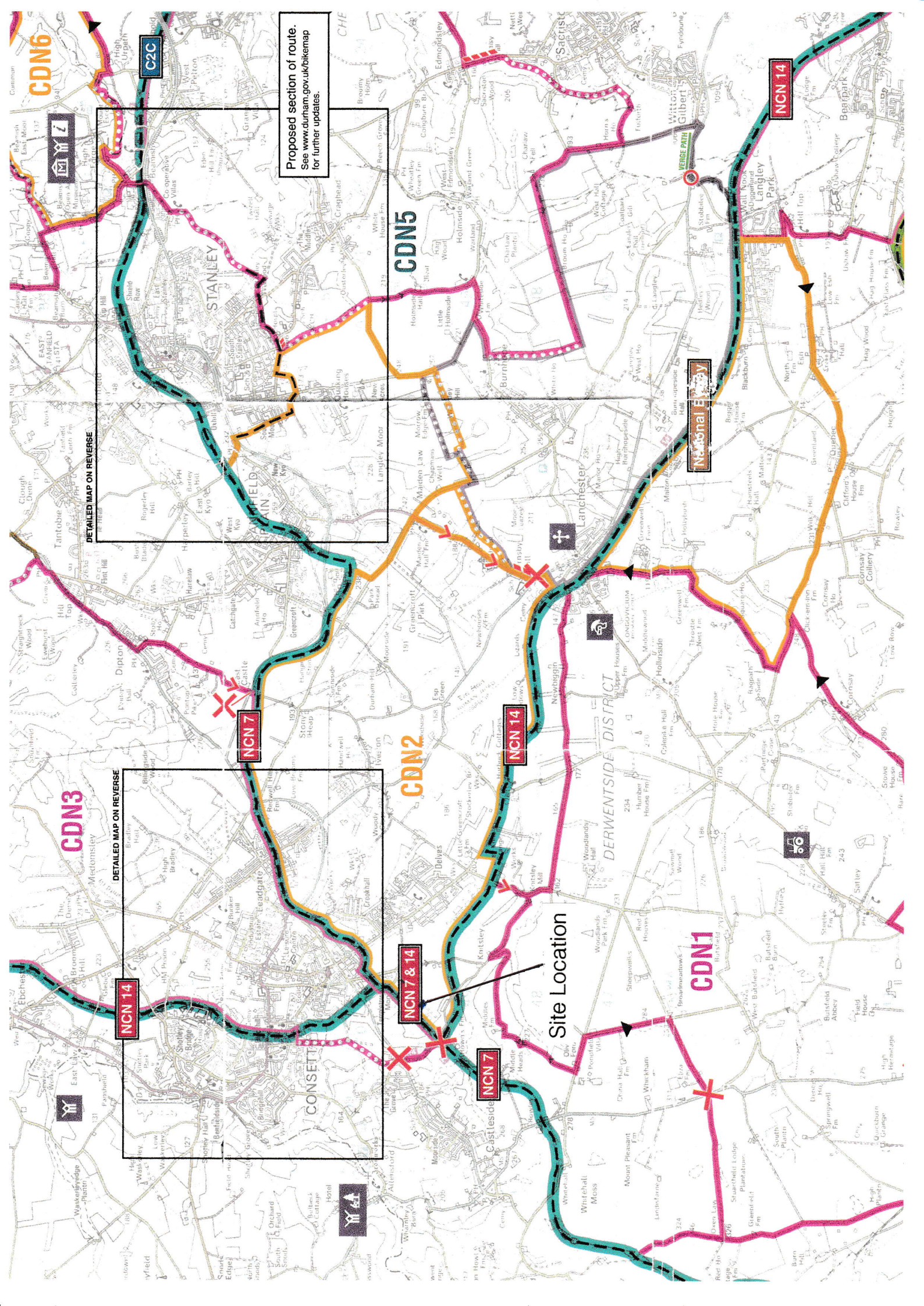
- 5.1. Project Genesis is applying for planning permission for an energy facility at Hownsgill Park, Consett.
- 5.2. Bus routes provide good services from and to a range of origins and destinations.
- 5.3. There are a number of cycle routes in the area. It is proposed to provide three Sheffield cycle parking stands.
- 5.4. The proposed facility is located in a sustainable location.
- 5.5. There would be a negligible number of vehicle movements associated with the proposed facility on the local highway network.



Appendix A

Site Location and Cycle Maps





Proposed section of route.
See www.durham.gov.uk/bikemap
for further updates.

DETAILED MAP ON REVERSE

DETAILED MAP ON REVERSE

National Express

Site Location

CDN6

CDN5

CDN2

CDN3

CDN1

NCN 7

NCN 14

NCN 7 & 14

NCN 7

NCN 14

NCN 14

VEGE PATH

DERWENTSIDE DISTRICT



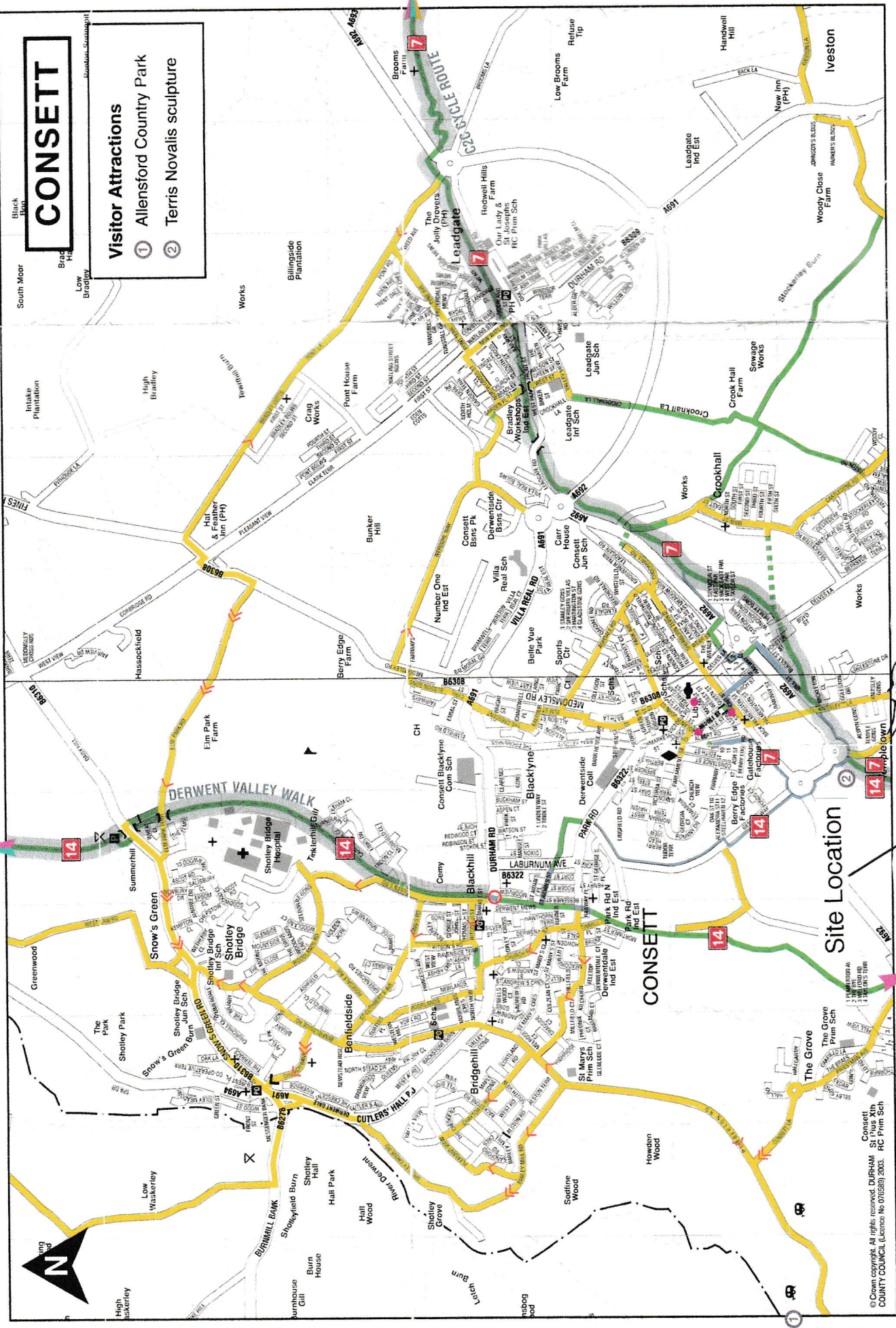
Pansfield (¼ mile) Ebchester (1 mile) Rowlands Gill (6 miles), Swalwell (9 miles)



CONSETT

Visitor Attractions

- ① Allensford Country Park
- ② Terris Novalis sculpture



Site Location

© Crown copyright. All rights reserved. DURHAM St Pius Xth COUNTY COUNCIL (Licence: No 01005817/2003). RC Prim Sch

Anfield Plain (3 miles), Stanley (6 miles) Iveston only

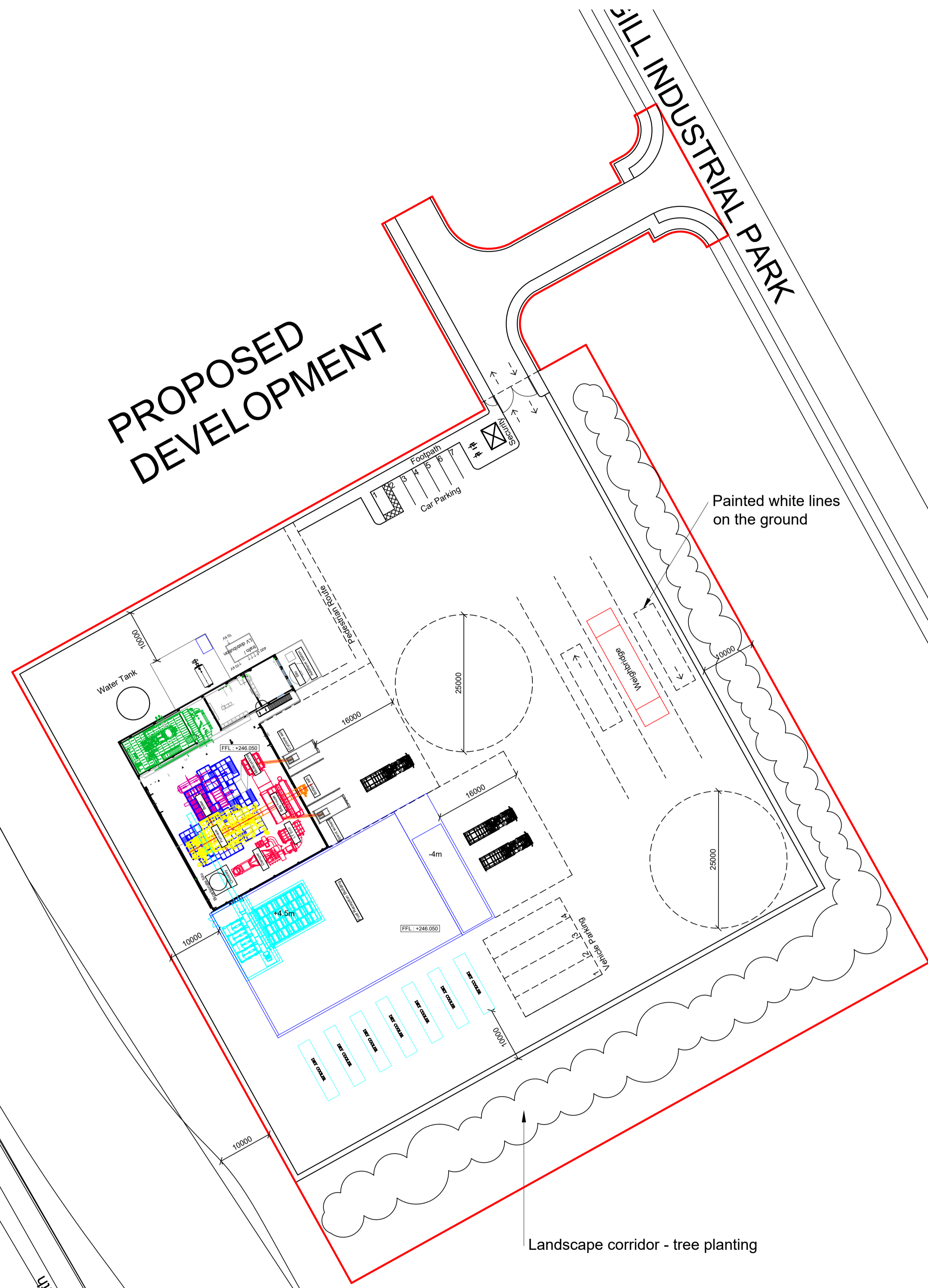
Appendix B
Proposed Site Layout



**COAST TO COAST
CYCLE PATH**

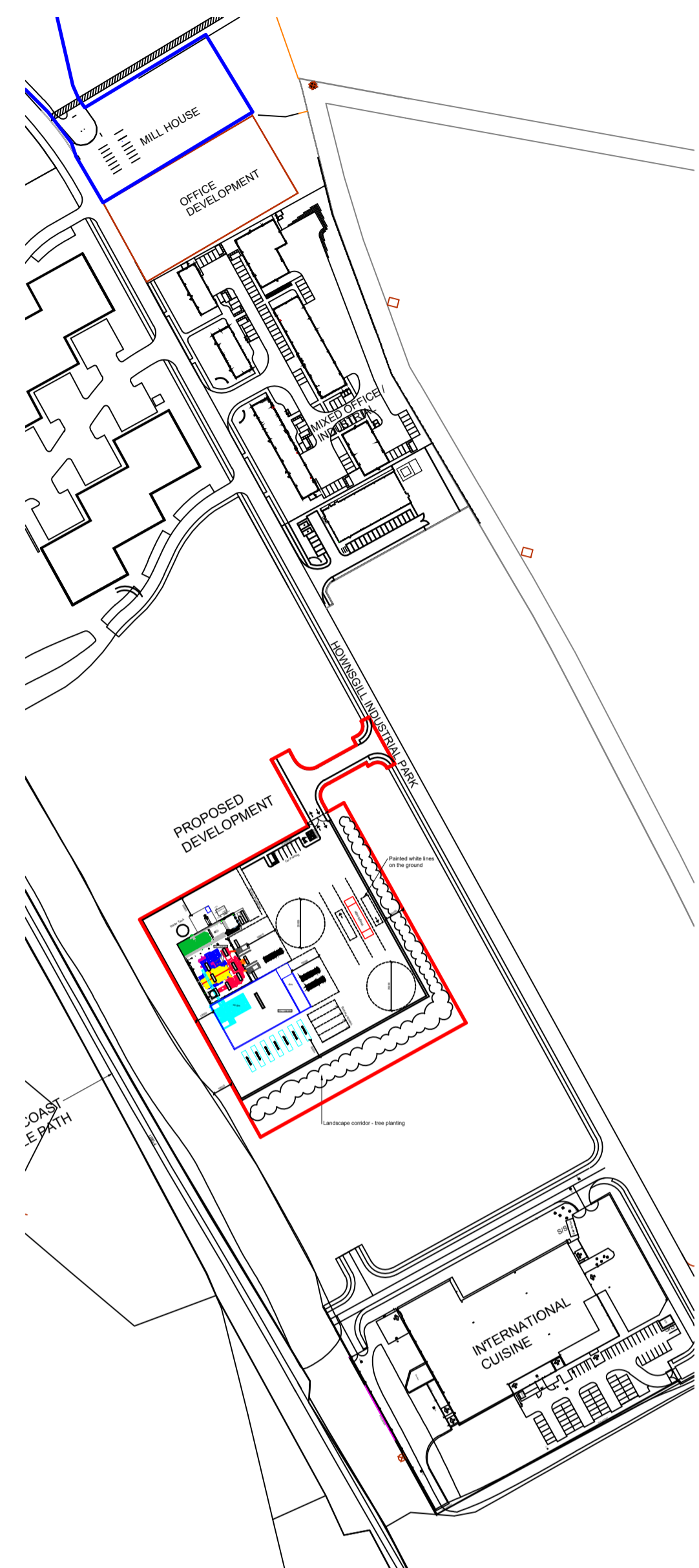
**PROPOSED
DEVELOPMENT**

HILL INDUSTRIAL PARK



Painted white lines
on the ground

Landscape corridor - tree planting



Key Location Plan
1:2500

NOTE:

Site area
4.04 acres
1.64 hectares

NOTES:
 © SADLER BROWN LIMITED
 THIS DRAWING IS THE SUBJECT OF COPYRIGHT WHICH VESTS IN SADLER BROWN LIMITED. IT IS AN INFRINGEMENT OF COPYRIGHT TO REPRODUCE THIS DRAWING, BY WHATEVER MEANS, INCLUDING ELECTRONIC, WITHOUT THE EXPRESS WRITTEN CONSENT OF SADLER BROWN LIMITED WHICH RESERVES ALL ITS RIGHTS.
 SADLER BROWN LIMITED ASSERTS ITS RIGHTS TO BE IDENTIFIED AS THE AUTHOR OF THIS DESIGN. ALL DRAWINGS, IMAGES AND MODELS ARE SUBJECT TO THE COPYRIGHT, DESIGNS & PATENTS ACT 1988.
 DRAWING NOT TO BE SCALED.
 REPORT ERRORS & OMISSIONS TO ARCHITECT.
 CHECK ALL DIMENSIONS ON SITE.
 DRAWING TO BE READ IN CONJUNCTION WITH HEALTH AND SAFETY PLAN AND ALL RELEVANT RISK ASSESSMENTS.

Rev	Revision	Date	Dwn	Chd
-	First Issue	03.11.20	FC	DD

Rev	Revision	Date	Dwn	Chd

Rev	Revision	Date	Dwn	Chd

Project: **EFW Facility, Consett**
 Client: **Project Genesis Ltd**
 Layout Title: **Proposed Site Plan**

Scale: 1:500

Scale in m. 0 5 10 15 20 25

Drawing Number: **AL(0) 012**

Project Genesis Ltd
 SBAJKA Project No: 2200033
 Scale: A1
 Status: **PLANNING**

SBAJKA ARCHITECTS GROUP