

Proposed 103 Homes  
Amberley & Harrogate St  
Hendon  
Sunderland

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**CONTACT**      ☎ 0845 47 48 851

✉ [itransportplanning@outlook.com](mailto:itransportplanning@outlook.com)

🌐 [www.iprtgroup.com](http://www.iprtgroup.com)



GLOBAL BUSINESS INSIGHT AWARDS

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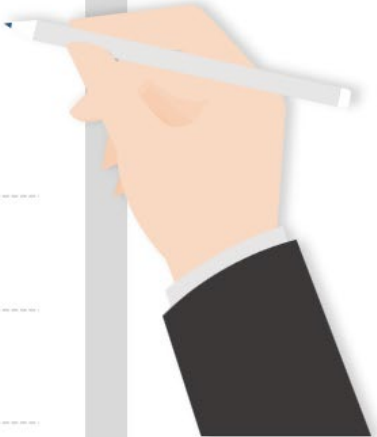
GLOBAL BUSINESS INSIGHT AWARDS


DR AMER WAHEED HALABI  
AS A WINNER OF INTERNATIONAL TRANSPORT CEO OF THE YEAR 2021

TERM	DEFINITION
<b>AADT</b>	<b>Annual Average Daily Traffic.</b> Average of 24 hours flows, seven days a week, for all days within the year
<b>AAWT</b>	<b>Annual Average Weekday Traffic.</b> As AADT but for five days, (Monday to Friday) only.
<b>Accessibility</b>	Accessibility can be defined as 'ease of reaching'. The accessibility objective is concerned with increasing the ability with which people in different locations, and with differing availability of transport, can reach different types of facility.
<b>AM Peak</b>	Denoting the morning peak period
<b>AST</b>	<b>Appraisal Summary Table.</b> This records the impacts of the scheme according to the Government's five key objects for transport, as defined in DfT guidance contained on its Transport Analysis Guidance web pages, Web TAG
<b>ATC</b>	<b>Automatic Traffic Count,</b> a machine which measures traffic flow at a point in the road.
<b>AWT</b>	<b>Average Weekday Traffic.</b> Average of Monday to Friday 24 hour flows.
<b>CIHT</b>	Chartered Institution of Highways and Transportation
<b>CERS / PERS</b>	<b>Cycling Environment Review System / Pedestrian Environment Review System</b>
<b>DfT</b>	<b>Department for Transport</b>
<b>DMRB</b>	<b>Design Manual for Roads and Bridges</b>
<b>FTP</b>	<b>Framework Travel Plan</b>
<b>HGV</b>	<b>Heavy Goods Vehicle</b>
<b>NH</b>	<b>National Highways</b>
<b>IP</b>	<b>Inter Peak.</b> The time between the AM and PM peaks
<b>Light vehicle</b>	Not a HGV. For traffic flow data. It is a vehicle less than 5.2m in length
<b>MfS</b>	<b>Manual for Streets</b>
<b>NPPF</b>	<b>National Planning Policy Framework</b>
<b>NRTF</b>	<b>National Road Traffic Forecast.</b> This document defines the latest forecasts of the growth in the volume of motor traffic.
<b>OGV1,OGV2</b>	<b>Other Goods Vehicle.</b> OGV1=Goods Vehicles with 2 or 3 axles, OGV2=Goods vehicle.
<b>PIC / PII</b>	<b>Personal Injury Collisions / Incidents</b>
<b>PM Peak</b>	Evening peak period.
<b>Severance</b>	Community severance is the separation of adjacent areas by road or heavy traffic, causing negative impact on non-motorised users, particularly pedestrians.
<b>SRN</b>	Strategic Road Network
<b>TA / TIA / TS</b>	<b>Transport Assessment / Traffic Impact Assessment / Transport Statement</b>
<b>TP</b>	<b>Travel Plan</b>
<b>TAG</b>	Transport Analysis Guidance, as defined in Web TAG
<b>TEMPRO</b>	<b>Trip End Model Presentation Program,</b> DfT software which provides forecast data on trips for transport planning purposes.
<b>VPD</b>	<b>Vehicles Per Day</b>
<b>Web TAG</b>	Government guidance on transport analysis at <a href="https://www.gov.uk/guidance/transport-analysis-guidance-tag">https://www.gov.uk/guidance/transport-analysis-guidance-tag</a>
<b>SCC</b>	Sunderland City Council



- i. The development proposals comprise 103 homes on the land adjoining Amberley Street and Harrogate Street, Hendon, Sunderland, google maps link <https://bit.ly/3DsFDDX>.
- ii. The Application site is in a well-established residential area, sustainable and accessible on foot, by cycle and public transport hence in line with the relevant national, regional and local transport policies.
- iii. It is anticipated that the development would attract the usual servicing requirements such as refuse collection, food deliveries and post. All manoeuvres will take place within the site – vehicles will be able to enter and egress in forward gear.
- iv. Parking would be provided having regards to SCC car and cycle parking SPD (June 2021) and the updated NPPF of July 2021.
- v. A Travel Plan has been produced to promote the sustainability and accessibility of the site and encourage sustainable travel.
- vi. The TA has concluded that:
  - The total person trips can be accommodated within the proposed and existing infrastructure.
  - Stopping Up orders might be required as well as limited improvements to the two bus stops along Suffolk St and traffic calming along a short section of Mowbray Rd. If deemed necessary, this will be discussed and agreed with SCC Highways. No additional mitigation proposals are required; and
  - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.
- vii. In summary, the proposed development meets all safety and Planning Policy requirements and will NOT have a material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.



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<b>5. Impact &amp; Mitigation</b> Preliminary Proposals (if any), Junction Capacity Assessment (if required), Travel Plan / Welcome Pack Recommendations, Residual Impact	<input type="checkbox"/>
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*i*chapter contents

- 1. Introduction**  
Development Proposals, Site Location

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- 2. Scoping, References & Guidelines**

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- 3. Existing Conditions**  
Highways and Infrastructure, Sustainable Travel, Local Amenities, Committed Developments, Personal Injury Incidents

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- 4. Development Proposals**  
Movement and Accessibility Strategy, Access & Visibility Splays, Parking Provision, Servicing Arrangements, Trip Generation, Multi Modal Trips Analysis

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- 5. Impact & Mitigation**  
Preliminary Proposals (if any), Junction Capacity Assessment (if required), Travel Plan / Welcome Pack Recommendations, Residual Impact

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- 6. Summary & Conclusions**



1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a TA for the proposed 103 homes on the land adjoining Amberley Street and Harrogate Street, Hendon, Sunderland, google maps link <https://bit.ly/3DsFDDX> .

**SITE LOCATION**

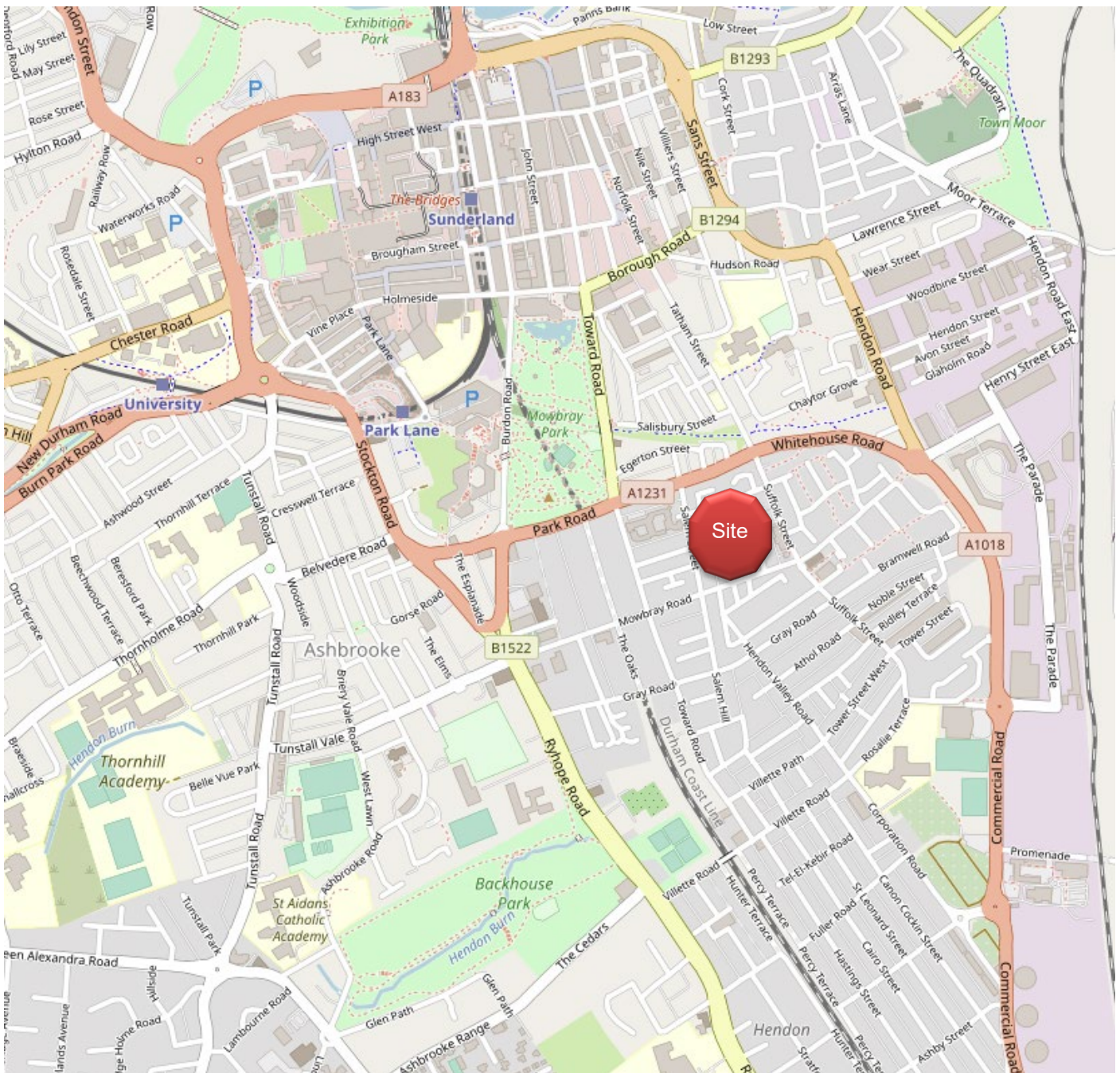


Figure 1.1  
Illustrative Layout

## ITP ETHICAL APPROACH

- 1.2 Places and streets that have stood the test of time are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. Experience suggests that many of the street patterns built today will last for hundreds of years. We owe it to present and future generations to create well-designed places that will serve the needs of the local community well.
- 1.3 Developments should not be designed just to accommodate the movement of motor vehicles. It is important that we place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.
- 1.4 The sense of place is fundamental to a richer and more fulfilling environment. It comes largely from creating a strong relationship between the street and the buildings and spaces that frame it.

### PRIORITIES

- Bring services to people to reduce the need to travel
- Give people and goods the opportunity to move from door to door by accessible and sustainable transport
- Encourage people to make the change to more sustainable transport



### VISION

- An Accessible, sustainable & efficient development in line with MfS, NPPF and other national, regional and local ethos
- Impact minimised and mitigated
- Safe for all road users

### WELLBEING

- Good for people and communities
- Good for the environment
- Good for places and the economy



**chapter contents**

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<b>6. Summary &amp; Conclusions</b>	<input type="checkbox"/>



2.1 This Analysis is in line with the Road Map and Contents on Page 4 which will in summary include:

*Chapter 3*

- A high-level review of the existing highway conditions.
- Site connectivity, accessibility and sustainability; and
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

- Chapter 4

- Development proposals, access and servicing arrangements.
- Car and Cycle Parking provision; and
- Development trip rates, trip generation & multi-modal trips

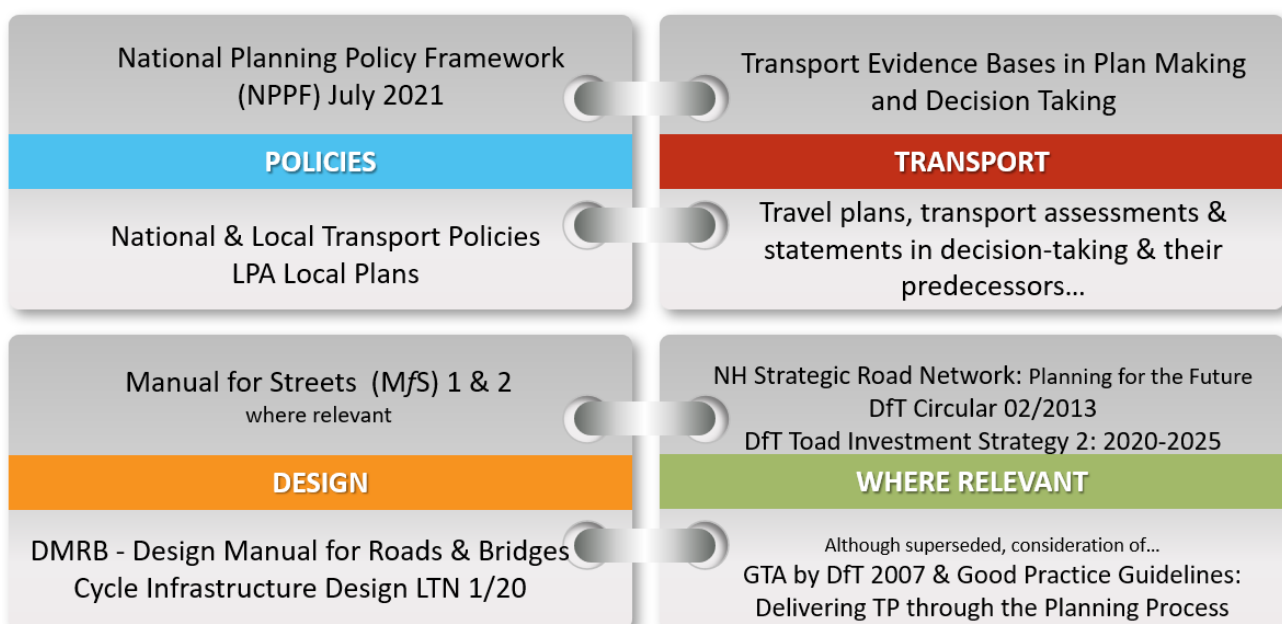
- Chapter 5

- Trips distribution and if necessary, junctions' capacity assessment.
- Residual impact and if any, mitigation proposals.

**REFERENCES & GUIDELINES**

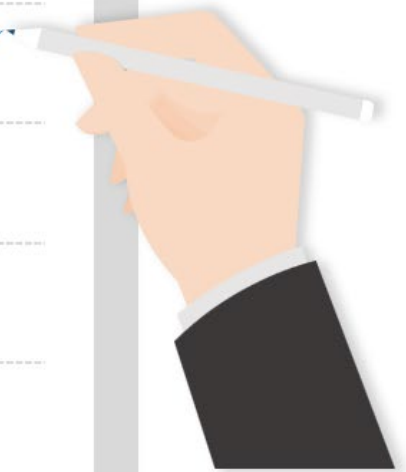
2.2 Technical References are annotated as Ref: XX the details of which are attached in Volume 3 – Technical References.

2.3 Where relevant, the Analysis will be in line with SCC Development Management SPD of June 2021 and:



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<b>6. Summary &amp; Conclusions</b>	<input type="checkbox"/>



## LOCAL AREA

- 3.1 The local area surrounding Amberley and Harrogate Street is predominantly residential with paved footways and street lighting.
- 3.2 The application site was previously occupied by residential dwellings and demolished in or about 2000 as part of application ref: 00/01451/LAD

Director Of Environment  
 F.A.O. Chief Building Control Officer  
 Civic Centre  
 Sunderland

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**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

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In pursuance of its powers under the above mentioned Acts and Orders, the City of Sunderland, as local planning authority, confirms that prior approval is not required for the demolition of the development outlined below:-

**Demolition of residential properties.**

at 25-27, 48-50, 52-54, 56-72 Mowbray Road, 1-3 and 5-10 Amberley Street South and 26 Salem Street, Hendon, Sunderland.

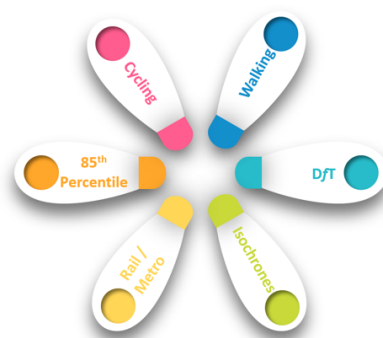
## SUSTAINABLE MODES OF TRAVEL

NTS, CIHT & Sustrans

**Cycling** substitute for short car trips, particularly under 5km Ref: 6 & forms part of a longer journey by public transport

<b>Bus</b>	<b>810 m</b>	<span style="background-color: #666699; color: white; border-radius: 10px; padding: 2px 5px;">Ref: 4</span>
<b>Walking</b>	<b>1.95 km</b>	<span style="background-color: #666699; color: white; border-radius: 10px; padding: 2px 5px;">Ref: 5</span>
<b>Cycling</b>	<b>7.25 km</b>	<span style="background-color: #666699; color: white; border-radius: 10px; padding: 2px 5px;">Ref: 6</span>
<b>Rail</b>	<b>1.61 km</b>	<span style="background-color: #666699; color: white; border-radius: 10px; padding: 2px 5px;">Ref: 4</span>

Reasonable walking distances to **"Rail"** is 1000m with 85<sup>th</sup> percentile **1.61km**



NTS & CIHT

**Walking** is a viable travel choice up to 2000 m (25 mins) where short journeys are required Ref: 4 & 5

Cycling & walking to become the norm by 2040 Ref: 6

**400m, 800m, 2km & 5km isochrones** attached in Appendices 3 & 4

### Bus Services

3.3 There are several bus services the nearest of which are along Suffolk Street with additional services along Towards Rd all of which are within 400m from the middle of the site (additional services within 560m)

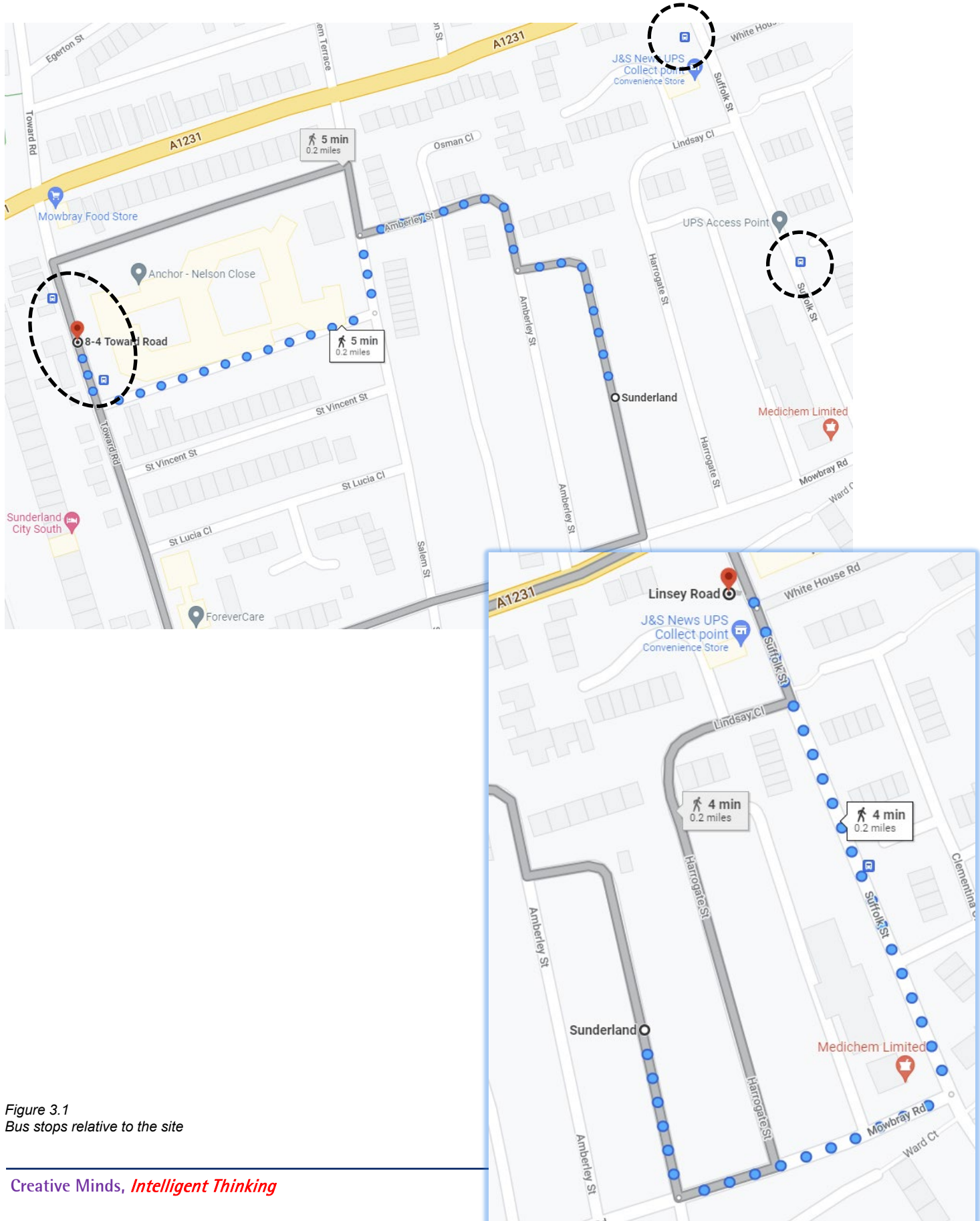


Figure 3.1  
Bus stops relative to the site

3.4 A summary of the bus services is included in Figure 3.2 with full timetables found at <https://www.nexus.org.uk/bus/timetables>

BUS SERVICE	ROUTE	*DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
10	Pennywell - Royal Hospital - Sunderland - Vilette Road - Grangetown	15		30
11	Pennywell - Pallion - Sunderland - Vilette Road - Grangetown	15		30
2	Washington - Sunderland - Vicarage Farm Estate	30		20
2A	Washington - Sunderland - Silksworth	30		60
39	Pennywell - Sunderland - Doxford International	30		60
39A	Pennywell - Sunderland - Doxford International	30		60
Within 560m – Ryhope Rd				
22	Sunderland - Peterlee – Durham	30		60
23	Hartlepool - Peterlee - New Seaham - Sunderland	30		-
60	Sunderland - New Seaham - Parkside	12		20
61	Sunderland - Murton	20		30
62	Sunderland - Seaham - Murton - Easington Village - Peterlee	60		-
62A	Peterlee - Horden - Easington Village	60		-
451	Sunderland - St Robert of Newminster Catholic School	Scholar	-	-

Figure 3.2  
Summary bus timetables

### Park Lane Metro

3.5 The closest metro station is Park Lane Metro Station (13 mins walk / 1km) which is on a direct link to Newcastle City Centre, Gateshead town centre, North and South Tyneside and all stations in between. These destinations are significant in terms of providing access to residential catchment areas, leisure and retail. The metro frequency is **every 12** minutes in the daytime and 15 minutes in the evening. The route map is illustrated in Figure 3.4.

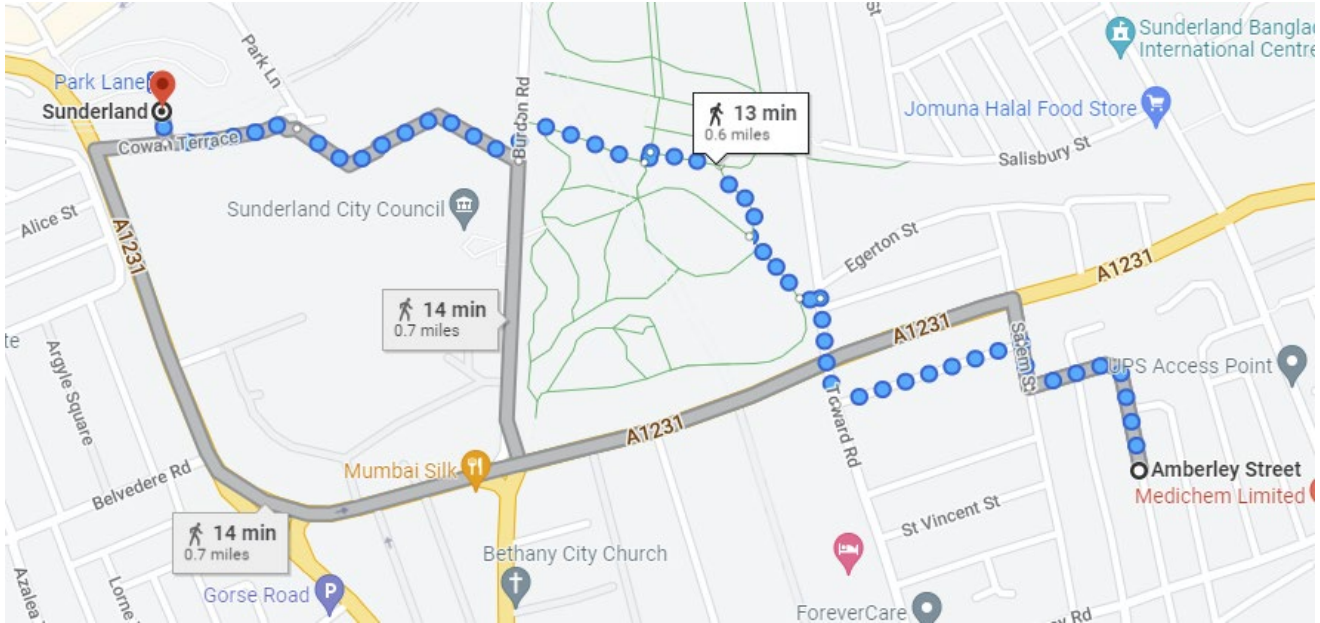


Figure 3.3  
Metro station relative to the site

- 3.6 There is a drive within Nexus to encourage cycling and have provided a substantial number of ‘smart cycle lockers’ at numerous Metro stations. This would provide integrated opportunities for cycle / metro use particularly folding cycles which are allowed on Metro at any time.
- 3.7 To support the above, Park Lane has 6 cycle pods providing 12 cycle spaces which will provide staff and residents with sustainable access by using a multi-modal method of travel <https://www.nexus.org.uk/cycle/list>

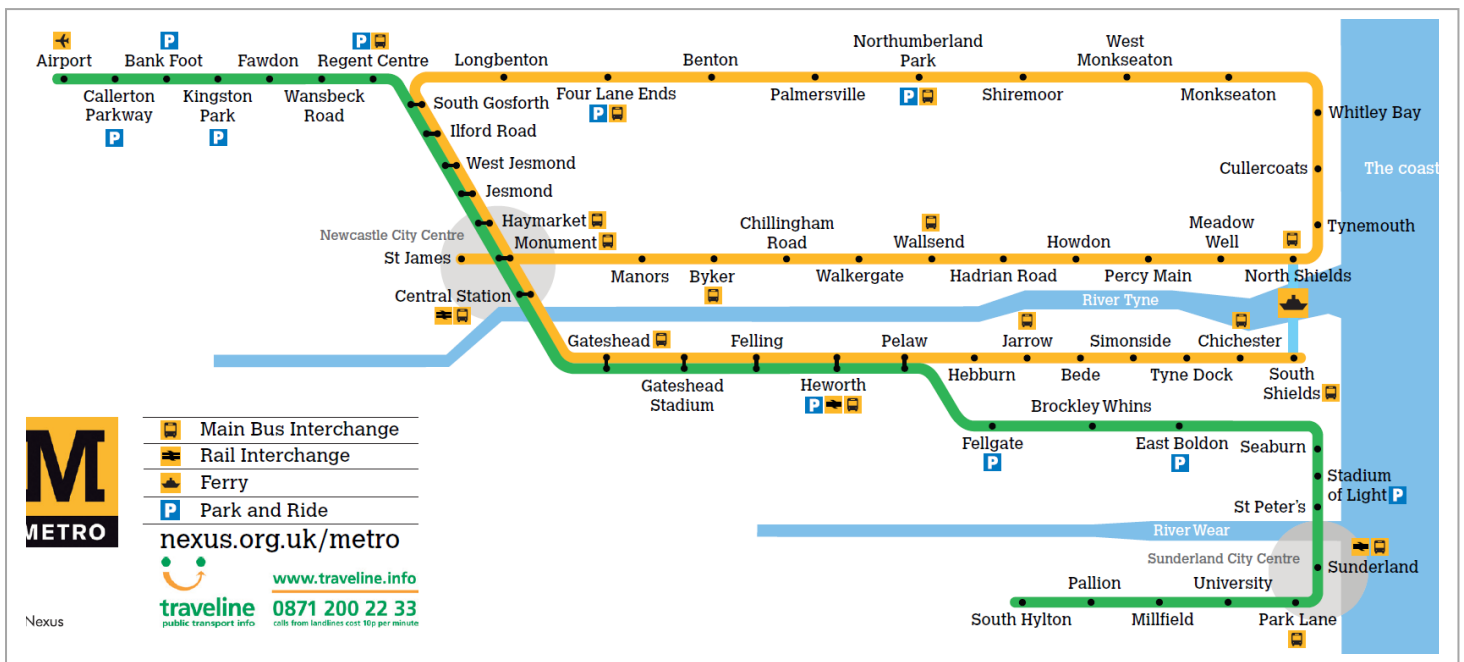


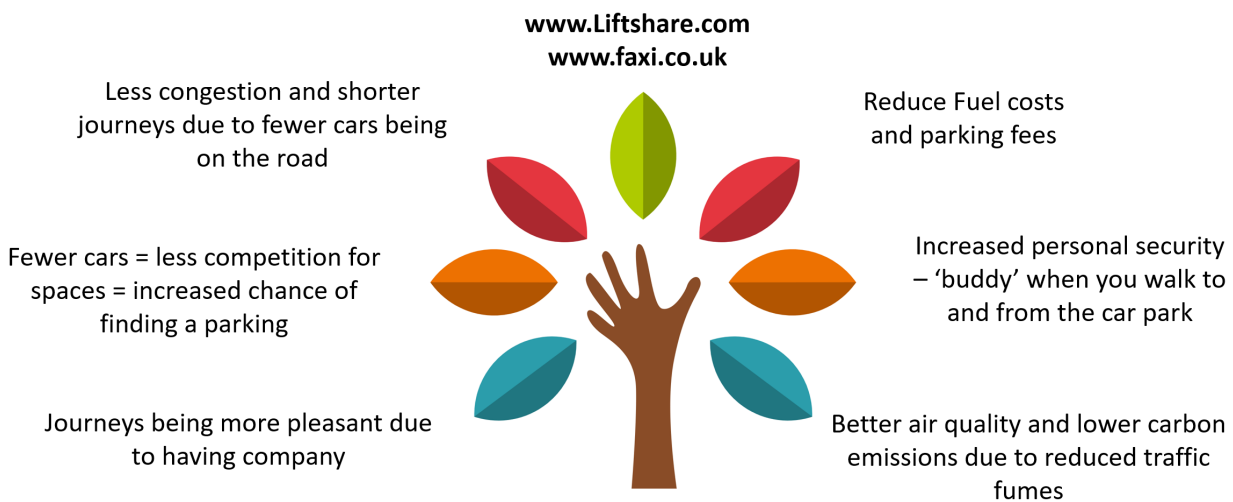
Figure 3.4  
Metro route map

**Sunderland Railway Station**

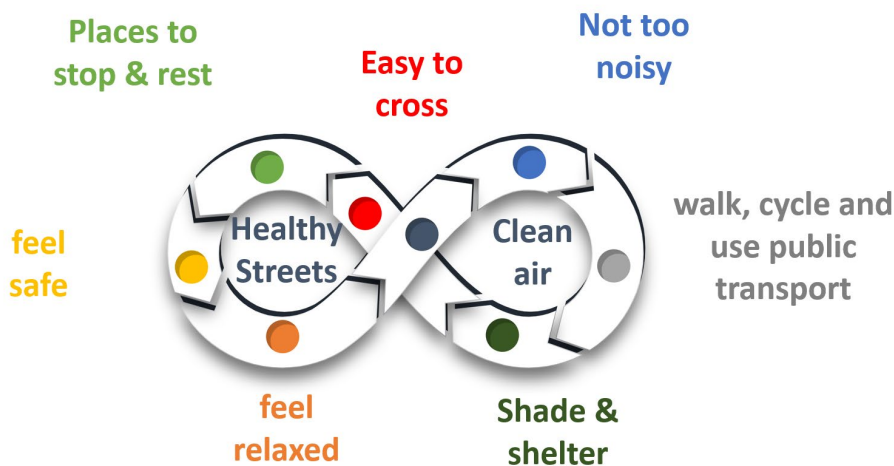
3.8 Similarly, Sunderland Railway / Metro Station is 13 minutes' walk / 1km walking distance from the Application site. the station is served by an hourly service between Newcastle and Middlesbrough. Most trains continue to Hexham (or Carlisle on Sunday) and Nunthorpe. Two trains per day (three on Sunday) continue to Whitby.

**Car Sharing**

3.9 Liftshare.com and faxi.co.uk are examples of many car sharing platforms operating throughout the UK. The programmes allow residents to sign up and view any car-sharing opportunities and allow commuters travelling by car to potentially car share with others.



**NON-MOTORISED ACCESSIBILITY**





### Walking & Cycling

- 3.10 The local area is predominantly residential and the application site itself was occupied by residential dwellings. As such, footways are generally provided throughout the adjoining roads network and has been serving the local community for decades.
- 3.11 Further, there are local and national cycle routes nearby including Route 1, 7, 70 and 11 as illustrated in Figure 3.5. During a site visit, several cyclists were observed using the adjoining roads network and drivers are accustomed to their presence and courteous towards them.
- 3.12 Full cycle maps can be found at [Sunderland North.pdf](#)

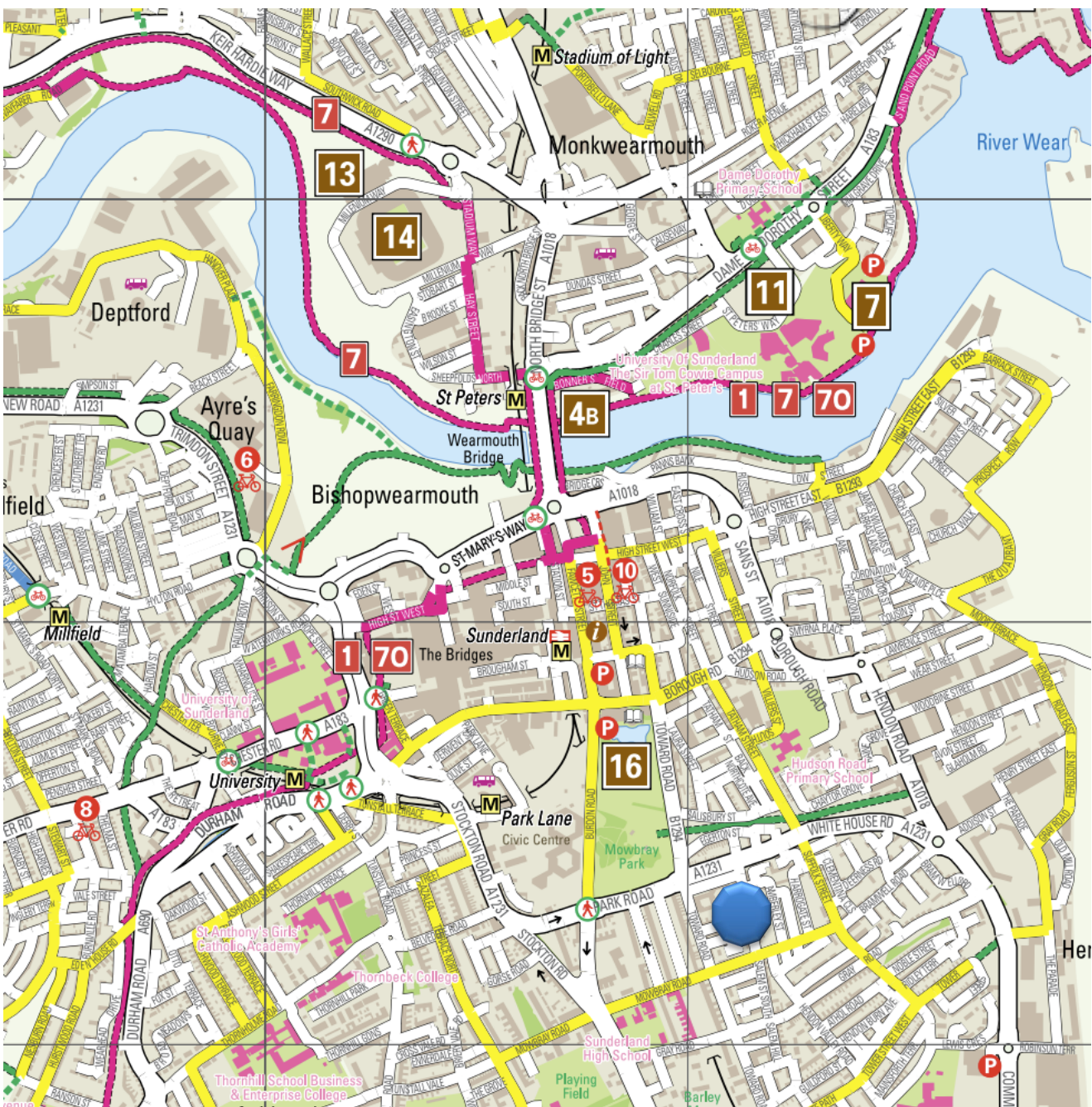


Figure 3.5  
Cycle routes relative to the site

### Local Amenities

3.13 The July 2021 NPPF continues to introduce the presumption in favour of sustainable development. Ref: 5  
 is the National Travel Survey (Table 0403) that outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.

3.14 As such, to assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to the Government’s index of multiple deprivation statistics which comprise four indicators of “Transport Inclusion”. These indicators are defined as four essential types of facilities in which access is required and comprise:

- Schools.
- Health Centres.
- Convenience Stores; and
- Post Offices

3.15 With the NTS findings in mind:

- |  |   |                     |
|--|---|---------------------|
| • Hudson Rd Primary & Valley Rd Academy                  |   | 600m / 8 mins walk  |
| • Sunderland High School                                 | Gray Rd   | 560m / 7 mins walk. |
| • Deerness Park Medical Centre, Pharmacy                 | Suffolk St  | 240m / 3 mins walk  |
| • Mowbray Food Stores                                    | Peel Street   | 400m / 5 mins walk  |
| • Sunderland City Centre<br>restaurants, university, etc | Numerous food and non-food retail, leisure, employment, | 13mins walk / 1km   |

### Accessibility Summary & Compliance with Policy

3.16 This Chapter described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal complies with the NPPF, and national guidelines and policies detailed in Appendix 1.

3.17 The infrastructure surrounding the site provides links to other sections of the City Centre and the wider area for pedestrians and cyclists.

3.18 In conclusion, in line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering residents of the development access to employment and local amenities from 400m walking up to 5km cycling distance from the site; therefore, it is considered that the site is accessible on foot, by cycling and public transport and offers opportunities for access by sustainable modes of travel other than a car.

### **COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES**

- 3.19 Sunderland is a thriving city with numerous committed and under construction developments particularly within the City Centre boundary (such as the Civic Centre redevelopment, Vaux site, etc).
- 3.20 Taking into consideration that the site will be developed by Thirteen Housing Group, the well-established residential nature of the local area, the previous site use, and accessibility on foot, bicycle and public transport, the proposals will not affect or be affected by any committed developments or highway network changes.
- 3.21 The above will be verified in Chapter 5 where trips distributions will be undertaken.

### chapter contents

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<hr style="border-top: 1px dashed #ccc;"/>		
<b>6. Summary &amp; Conclusions</b>		<input type="checkbox"/>

4.1 The development proposals comprise 103 homes on the land adjoining Amberley Street and Harrogate Street, Hendon. The development schedule is:

Type	Area (sqm)	No.
<b>BUNGALOWS</b>		
HT1	2 Bed 3 Person	64.2
HT2	2 Bed 3 Person	64.2
HT2A	2 Bed 3 Person	64.2
HT5	2 Bed 3 Person - accessible	76.1
<b>HOUSES</b>		
CAR	2 Bed 4 Person - corner	78.6
HOL	2 Bed 4 Person	82.1
DAL	3 Bed 5 Person	95.5
THE	3 Bed 5 Person - 2.5 storey	105.0
ROC	4 Bed 7 Person - 3 storey	123.1
<b>TOTAL:</b>		<b>103</b>

The diagram shows three callout boxes on the right side of the table. The first box, labeled '70', encompasses the Bungalows section (HT1, HT2, HT2A, HT5). The second box, labeled '25', encompasses the Houses section (CAR, HOL, DAL, THE). The third box, labeled '8', encompasses the ROC house type.

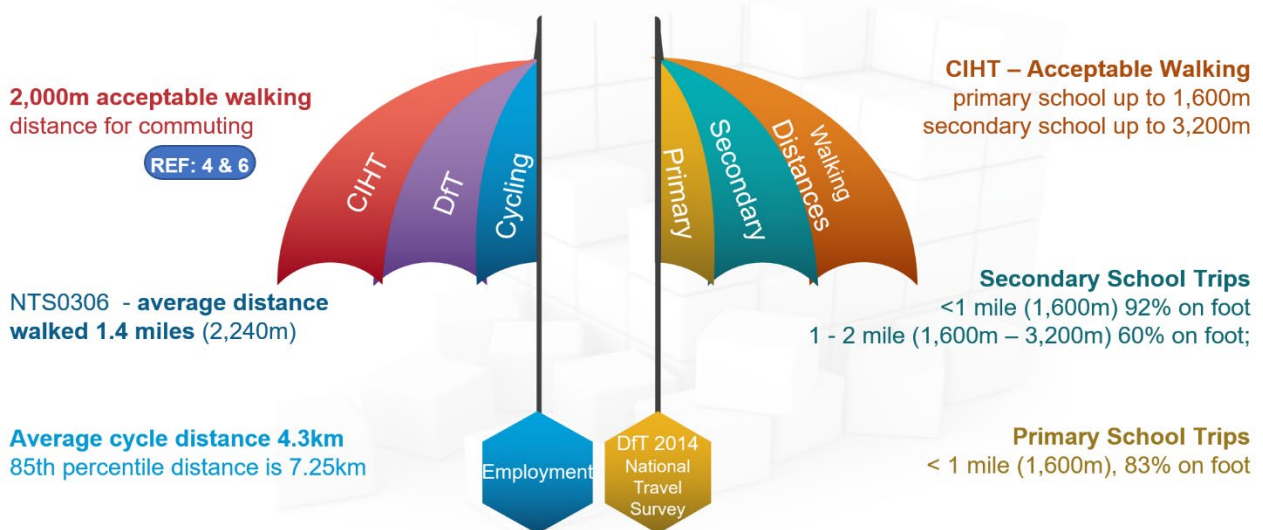
Figure 4.1  
Development schedule

## MOVEMENT AND ACCESSIBILITY STRATEGY

- 4.2 Sense of place is fundamental to a richer and more fulfilling environment; the Application site and the adjoining residential community achieve placemaking and meets the ethos of MfS.
- 4.3 Further, well-designed places have individual characteristics which work together to create their physical Character. The ten characteristics in the Government’s latest National Design Guide help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.
- 4.4 A sense of place is important for communities and neighbourhoods. Good places are about the people who live in them and use them. Good streets, squares and open spaces are memorable and lively. Their design will help foster communities and be safe and accessible for everyone. Good places help to promote a healthy lifestyle, providing access to amenities, green spaces and nature. Above all for the overall quality of life, good places should be delightful, enjoyable places that communities will cherish
- Putting people first: Housing developments are where we spend most of our time. This has a considerable impact on quality of life and sense of community. Therefore, achieving good design in ‘everyday’ places is imperative to providing robust and safe communities.
  - Sense of place: The proposed development draw on the opportunities presented by the local context to create a sense of place. This includes well designed buildings, spaces and streets which are not dominated by vehicles. Well-designed spaces and streets also allow for biodiversity enhancements which have several benefits for residents and can improve developer returns through integration of greenery and a strong sense of place.

- Creating sustainable places: New residential developments are an opportunity to help people live in a more sustainable manner. This includes establishing mixed communities, creating places which are not dependant on private car use and where walking is the preferred means of getting around for short trips. It also means providing safe and overlooked open spaces and streets to encourage a healthy lifestyle and making best use of land. This is in addition to the sustainability of the buildings themselves.
- Improving quality: The National Design Guide is in place to address the above issues and create a good quality and exemplar schemes. This project is an opportunity to raise the bar on residential developments of all sizes in all locations.

## ACCESSIBILITY AUDIT



### Accessibility Audit

- 4.5 Figure 4.2 is an extract from Sunderland Development Management SPD and indicates that the site is generally Highly Accessible.

### Pedestrian and Cycle Connectivity

- 4.6 As detailed in Chapter 3, footways are generally continuous within the adjoining roads network.
- 4.7 Further, there are a number of local and national cycle routes as demonstrated in Figure 3.5.
- 4.8 It is therefore considered that the development site will be integrated with existing pedestrian and cycle infrastructure in the area.

Residential					
AccessType	Criteria	Criteria Scores	Score	Sub-Score	
<b>Walking distance from centre of site to facilities using a safe direct route</b>	Distance to nearest bus stop	<200m	5	5	
		<400m	3		
		<500m	1		
		>500m	0		
	Distance to nearest Railway (incl Metro, Tram, etc) station	<400m	3	1	
		<800m	2		
		<1.2km	1		
		>1.2km	0		
	Distance to nearest Primary School	<200m	5	0	
		<400m	3		
		<600m	1		
		>600m	0		
Distance to nearest Food store	<200m	5	3		
	<400m	3			
	<600m	1			
	>600m	0			
<b>Cycling distance from centre of site</b>	Proximity to defined on or off-road cycle route	<100m	3	2	
		<500m	2		
		>500	1		
	Distance to nearest Secondary School	<400m	3	2	
		<600m	2		
		<1km	1		
		>1km	0		
	Distance to nearest Town Centre	<1km	3	2	
		1 - 3km	2		
		>3km	1		
	Distance to nearest Business Park or Employment concentration	<1km	3	2	
		1 - 3km	2		
>3km		1			
<b>Public Transport</b>	Bus frequency from nearest bus stop Mon - Sat daytime	<b>Urban/ Suburban</b>		5	
		< 15 mins	5		
		< 30 mins	3		
		> 30 mins	1		
		<b>Villages and Rural</b>			5
		< 60 mins	5		
	Train / Metro frequency from nearest station Mon - Sat daytime	< 120 mins	3	3	
		1 or more per day	1		
		30 mins or less	3		
		30 - 59 mins	2		
	Hourly or less frequent	1			
<b>Accessibility to other basic services</b>	Accessibility to other basic services, GP, Post Office, Library, Bank and Pub	At least 3 within 400m	5	5	
		At least 3 within 800m	3		
		At least 3 within 1.5km	1		
	Accessibility to play area or park	<200m	5	5	
		<400m	3		
		<600m	1		
	>600m	0			
<b>Total Aggregated Score</b>				<b>35</b>	
<b>KEY:</b>	<b>Low Accessibility</b>	<b>&lt;= 19</b>	<b>35</b>		
	<b>Good Accessibility</b>	<b>20 - 34</b>			
	<b>Highly Accessible</b>	<b>&gt;= 35</b>			

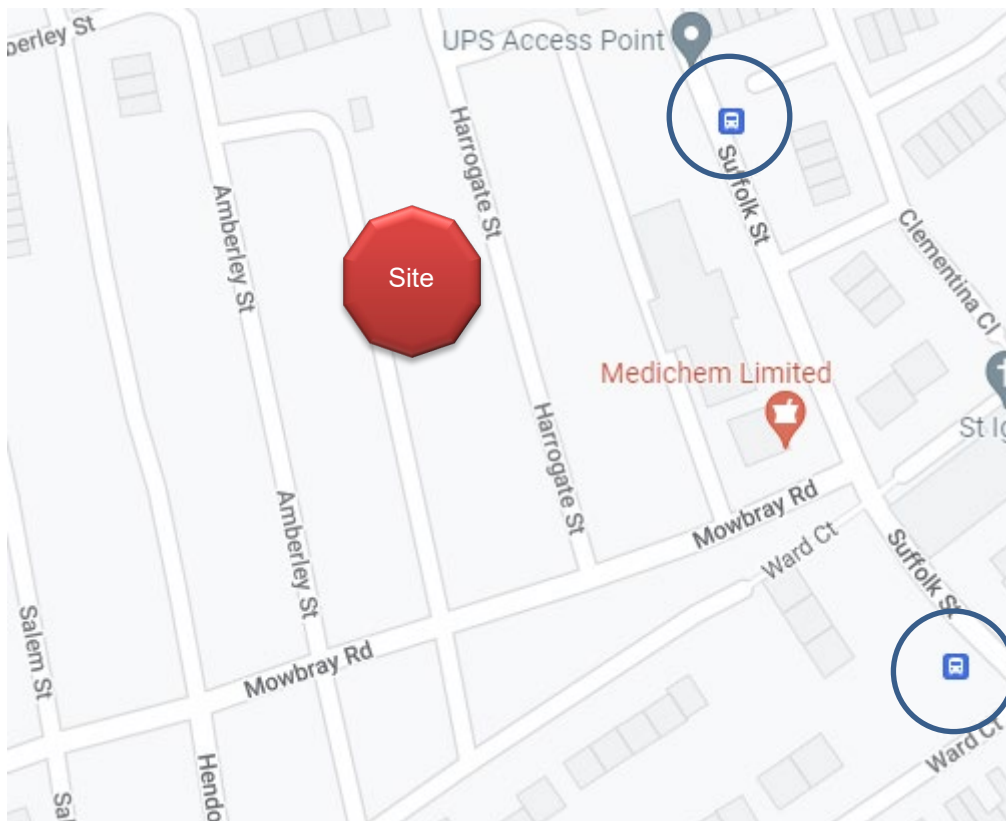
Figure 4.2  
Accessibility Audit

*Access to Education, Employment and Local Amenities*

4.9 The site accessibility audit confirmed that the site is within an acceptable walking and cycling distances from schools, employment centres, city centre and local amenities. These findings can be supported by the Department for Transport (DfT) National Travel Survey (NTS) data.

*Bus Stops*

4.10 The bus stops in the locality of the Application site are well established and serve an existing substantial local community. Taking into consideration the findings of Figure 4.4, the level of bus users resulting from the development proposals will not have a material impact on the capacity or bus stops infrastructure.



**DESIGN CODES M1 – M3**

4.11 The development layout makes best use of the existing infrastructure and previous land profile. This is intended to minimise waste and support the viability of this affordable housing scheme.

4.12 In line with the National Design Guide Codes M1-M3, the site’s masterplan has:



- An integrated network of routes for all transport modes:
  - With permeable interesting pedestrian and cyclists' links provided within the development which promotes walking, cycling and public transport journeys, minimise hiding spaces and concealed areas and integrate the development into the existing pattern of streets.
  - Consider the movement of pedestrians and cyclists at junctions with tighter corner radii on lower speed streets.
  - Take account of the full range of users.
  - Optimise the number of access points and routes into, out of and through a site for pedestrians and cyclists to ensure that this balance the requirements of good access and community safety.
  - Site that is connected with nearby main routes and transport facilities.
  - Formalise existing desire lines and providing direct routes through a site.
  - Align key routes with views to features/ marker buildings on or off site.
  - Run routes alongside retained landscape features, e.g., hedges, tree groups, watercourses, etc.
  - Make allowance for future links to adjacent development areas.
  - Achieve accessible routes and gradients which are integral to a well-designed public realm.
  - Include tree planting and landscaping within the streetscape to create attractive environments and create a distinction between different street types.
  - Reduce vehicle speeds led by reducing forward visibility (to design safety levels), physical and optical narrowing and changing surface materials.
- A clear structure and hierarchy of connected streets, primary, secondary, tertiary, shared surfaces and private drives:
  - The street pattern also forms the basis for perimeter blocks which ensure that the proposed buildings front onto the public realm and positively contribute to it.
  - Make allowance for existing and future links to adjacent areas.
  - Connected street layouts that reinforce:
    - The choice of routes making it easy and interesting to get from one place to another.
    - Direct routes that help minimise walking/ cycling distances and aid navigation.
    - A robust framework for the creation of linked places with a distinct character.
    - The frequent junctions and changes of direction which can naturally help reduce vehicle speeds.
    - The presence of walking and cycling routes along streets ensures that they are subject to natural surveillance and encourage the chance meetings which define communities.

- They help make better use of land through removal of the need for vehicle turning areas.
  - They encouragement of walking and cycling has benefits for health and community cohesion.
- Well-considered parking, servicing and utilities

### **Internal Layout**

- 4.13 Where a layout shows a surface width of 4.8m, an additional continuous 1.5m (1.2m minimum) hard paved service strip should also be provided, to be constructed to carriageway standard. This arrangement provides an “overrun strip” on which vehicles can safely traverse past each other.
- 4.14 On private shared drives, no more than three dwellings would be served. The development will be built to an adoptable standard with 5.5 metre road widths, 1.8 metre footways, street lighting, turning head, (or space to accommodate turning movements of large vehicles, 11.2m long) as demonstrated in Appendix 2.

### **Mowbray Rd**

- 4.15 Mowbray Road between Suffolk St and Salem Street is relatively straight and acts as a local distributor Road however, as the land to the north and south of it comes forward, i.e. the proposed development will result in changing the local environment and its characteristics, nature, identity, movement and introduce a sense of place; local residents will be increasing the multi-modal movements which will result in drivers exercising caution and being more aware of the local surroundings the result of which is lower speeds

## **MAIN SITE JUNCTIONS**

- 4.16 The main junctions with Salem Street, Mowbray Road and Suffolk Street remain unchanged as existing.

### **Visibility Splay**

- 4.17 ‘Manual for streets 2 - wider application of the principles is a companion guide to ‘Manual for streets’ and **extends its practices beyond residential streets to encompass both urban and rural situations**. It is intended to assist those in the planning, construction and improvement of our streets to deliver more contextually sensitive designs.
- 4.18 MfS2 explores in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design guidance between MfS1 and the Design Manual for Roads and Bridges (DMRB).

4.19 As discussed previously, the homes and frontages will change the local environment and increase activity along the site frontage which will support the ‘street’ environment hence, the vicinity of the site will fall within the definition of Street:

- It has a speed limit of 40 mph or less.
- It is built up with residential or a mix of residential and local facilities, shops and so on.
- It has a high place function e.g., direct frontage access, on street parking etc

4.20 The architectural drawings will include 2.4m x 43m which are suitable for 85<sup>th</sup> percentile wet road speeds of up to 30mph.at the junctions listed in para 4.13.

### Stopping Up

4.21 The proposed development may affect areas of highway which will therefore need to be stopped up (and diverted) under Section 247/257 of the Town and Country Planning Act 1990. Recent changes in legislation do however allow for Stopping Up applications to be made consecutively with the planning application and this will be discussed in detail with the Council as Highway Authority prior to doing so.

### CAR & CYCLE PARKING

4.22 Car and cycle parking would be provided having regards to the Revised NPPF of July 2021 and SCC Development Management SPD which requires:

#### Residential parking standards

Category	Accessibility Score		
	Low	Medium	High
Housing			
1 Bedroom	All levels - 1 per dwelling		
2-3 Bedrooms	2 spaces	2 beds -1 space 3 beds -2 spaces	1 space
4+ Bedrooms	3 spaces	2 spaces	2 spaces
Visitor parking	1 per 3 dwellings	1 per 5 dwellings	1 per 10 dwellings

4.23 As demonstrated in Figure 4.2, the site is highly accessible and would attract 1 parking space per dwelling and where possible, 2 spaces per 4 bedrooms house. The car parking schedule is demonstrated on the architectural plans in Appendix 2. 5% of properties will be equipped with an EV charging point.

- 4.24 Each house will be provided with a cycle shed in the rear garden as identified on the architectural layout drawings.
- 4.25 The architectural drawings will detail the car parking provision and provide a development schedule as part of the planning submission. Visitor parking spaces will be evenly distributed throughout the application site.
- 4.26 To verify the adequacy of the parking provision, Census Data was provided by the Office of National Statistics relating to the Car or Van availability (database KS404EW) for Sunderland Lower Layer Super Output Areas 016B&C\* which was recorded during the 2011 Census.

**KS404EW - Car or van availability**  
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population All households; All cars or vans  
 units Households  
 date 2011  
 rural urban Total

**Cars**                      **E01008735 : Sunderland 016B**    **E01008736 : Sunderland 016C**

	number	%	number	%	% Avg	130 Units
All categories: Car or van avail	1,032	100.0	609	100.0		
No cars or vans in household	543	52.6	387	63.5	58.05	60
1 car or van in household	362	35.1	175	28.7	31.9	33
2 cars or vans in household	109	10.6	35	5.7	8.15	8
3 cars or vans in household	16	1.6	6	1.0	1.3	1
4 or more cars or vans in hous	2	0.2	6	1.0	0.6	1

- 4.27 The Census Data indicates that on average, 58% of residents do not own a car with 31.9% owning 1 car and a minute 8.15% owning 2 cars. This converts into 60 families who would not own a car, 33 owning 1 car only and 8 homes owning 2 cars.
- 4.28 It is therefore concluded that the car parking provision provided would adequately meet the demands of residents and their visitors.

-----  
 \*The site falls in both Census Areas

## SERVICING

- 4.29 It is anticipated that the development would attract the usual servicing requirements such as refuse collection, food deliveries and post. The development's design and layout will allow for all movements and turning points to be accommodated within the site.
- 4.30 Swept path analysis for an 11.2m refuse vehicle is attached in Appendix 2.
- 4.31 In line with MfS:
- Residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point; waste collection vehicles should be able to get to within 25 m of the storage point the gradient between the two should not exceed 1:12. (para 6.8.9)
  - Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55 m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable. (Para 6.8.10)

## VEHICULAR TRIP GENERATION

- 4.32 To establish the potential trips generated by the proposed development, estimates are prepared using the TRICS computer database. The TRICS database contains vehicle count surveys from existing developments across the United Kingdom and was searched for similar developments to give estimated trip generation for the Statement.
- 4.33 The ***analysis methodology was conducted in accordance with TRICS Good Practice Guide 2021*** based on the following selection parameters:
- 03 - Residential                      B – Affordable / Local Authority Houses
  - The TRICS database version used was 2022 v7.9.1.
  - Sites in London, Northern Ireland, Republic of Ireland and the Isle of Man were excluded.
  - The busiest AM and PM peak hours between 07:00 – 09:00 and 16:00 – 18:00 is considered.
  - Re-surveyed sites and those surveyed during COVID were filtered and the older data excluded; and
  - The data was 'cross tested'.
- 4.34 A summary of the TRICS output is shown in Figure 4.2 and a full set of printout included in Appendix 5.

	Time Period		No. of Units		103 family homes		
			Arrival		Departure		
			TRICS Rate	Vehicles	TRICS Rate	Vehicles	
<b>Total Vehicles</b>	0800	0900	0.139	14	0.190	20	34
	1700	1800	0.272	28	0.211	22	50

Figure 4.3  
Peak hour trips generated by the proposed development

4.35 Figure 4.3 demonstrates that the development proposals may result in 34 and 50 movements in the AM and PM peak hours. Taking into account the number of access points and trips distribution (discussed in Chapter 5), and in line with [Ref: 9](#), the 30 movements threshold will not be exceeded in any one directions, hence, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

#### MULTI-MODAL MODES OF TRAVEL

4.36 To estimate the likely modal split associated with travel to/from the proposed development, Census Data was provided by the Office of National Statistics relating to the existing travel characteristics of local residents [employed and not working from home] for Sunderland Lower Layer Super Output Area 016B&C which were recorded during the 2011 Census.

4.37 The percentage modal split has been applied to the total calculated vehicular generated trips (Figure 4.3) to derive the total number of multi-modal person trips associated with the proposed residential development as shown in Figure 4.4.

4.38 The Census Data indicates that only 50.5% of residents travel by single-occupancy vehicle (SOV) followed by walking, public transport and car-sharing.

4.39 This data would be useful to the Travel Plan Co-ordinator, to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

<i>Database QS701EW</i>				<i>Two-way Trips</i>	
<i>Mode of Travel</i>	<i>016B</i>	<i>016C</i>	<i>Average Percentage</i>	<i>AM Peak</i>	<i>PM Peak</i>
<i>Tram / Metro</i>	6.0%	2.6%	4.3%	3	4
<i>Train</i>	1.5%	0.2%	0.9%	1	1
<i>Bus</i>	9.7%	17.4%	13.5%	9	13
<i>Taxi</i>	1.1%	1.2%	1.2%	1	1
<i>Motorcycle</i>	0.6%	0.2%	0.4%	0	0
<i>Car</i>	53.7%	48.0%	50.9%	34	50
<i>Passenger</i>	7.0%	8.6%	7.8%	5	8
<i>Cycle</i>	2.5%	1.2%	1.9%	1	2
<i>Walking</i>	17.0%	20.0%	18.5%	12	18
<i>Other</i>	0.8%	0.5%	0.6%		
<i>Total</i>	100.0%	100.0%	100.0%	67	98

Figure 4.4  
2011 Census Data – Method of Travel to Work  
Person Trips by Mode

**i**chapter contents

<b>1. Introduction</b> Development Proposals, Site Location	<input checked="" type="checkbox"/>
<b>2. Scoping, References &amp; Guidelines</b>	<input checked="" type="checkbox"/>
<b>3. Existing Conditions</b> Highways and Infrastructure, Sustainable Travel, Local Amenities, Committed Developments, Personal Injury Incidents	<input checked="" type="checkbox"/>
<b>4. Development Proposals</b> Movement and Accessibility Strategy, Access & Visibility Splays, Parking Provision, Servicing Arrangements, Trip Generation, Multi Modal Trips Analysis	<input checked="" type="checkbox"/>
<b>5. Impact &amp; Mitigation</b> Preliminary Proposals (if any), Junction Capacity Assessment (if required), Travel Plan / Welcome Pack Recommendations, Residual Impact	<input checked="" type="checkbox"/>
<b>6. Summary &amp; Conclusions</b>	<input type="checkbox"/>





## EXTENT OF IMPACT

- 5.1 Figure 4.3 demonstrated that the development proposals may result in 34 and 50 movements (arrival + departure) in the AM and PM peak hours.
- 5.2 Taking into account the number of access points and trips distribution (Figure 5.1), the less than 1 movement per minute will not exceed the 30 movements threshold in any one direction, hence, no highway or junction capacity assessment is required, and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

### Trips Distribution

- 5.3 To predict the trips distribution, Census Data was provided by the Office of National Statistics relating to the existing Location of Usual Residence and Place of Work for Mid Layer SOA 016 and is attached in Appendix 6 however, the distribution is summarised as follows:

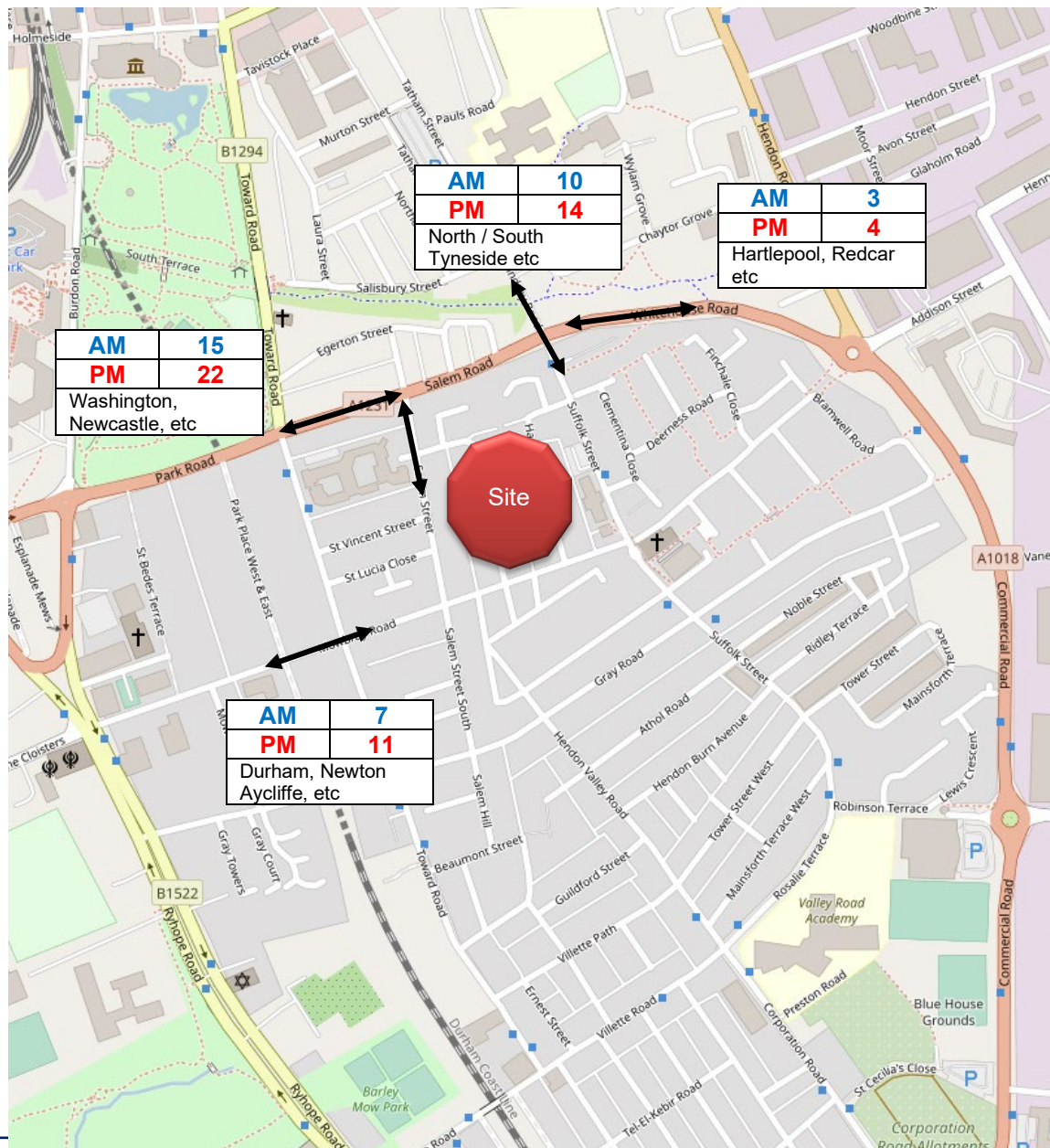


Figure 5.1  
Trips Distribution

### **Non-Motorised Accessibility**

- 5.4 Figure 4.4 indicated that the development proposals may generate up to 18 pedestrians, 2 cyclist and 18 public transport (bus/Metro/Taxi) users in the peak hours.
- 5.5 Based on the connectivity and accessibility discussions in Chapters 3 and 4, it is concluded that the proposed and existing infrastructure will be capable of the additional multi-modal development demand.

### **Travel Plan & Welcome Pack**

- 5.2 A Travel Plan is produced which in high-level terms sets out the overall outcomes, targets and indicators for the entire development. The Travel Plan key elements include:

KEY ELEMENT	CONTENT
Background	Explaining site, location, and numbers of people, measures already in place, current share of travel methods, if known and reason for producing the plan.
Scope of the plan	Identifying the travel elements of the destination's activity that the plan is addressing (commuter journeys, business travel, visitor travel, pupil and staff journeys) identifying main travel and transport issues.
Objectives	Stating what the plan is trying to achieve (e.g., reduction in single car users, increase in walking, cycling and public transport use).
Measures / Action Plan	Detailing the proposed actions and measures proposed to encourage sustainable travel, reduce single occupancy car use and achieve the stated objectives. The action plan will outline the implementation programme for the proposed measures, including roles and responsibilities, focusing on the implementation and delivery of the travel plan and including timeframes.
Surveys	Survey data outlining mode split travel for users.
Targets / Indicators	Identifying outcomes and targets against which the effectiveness of each measure will be reviewed (including short medium and long-term milestones).
Monitoring	Setting out arrangements for the review and monitoring of the plan on an ongoing basis to determine whether objectives are being met
Marketing & Promotion	A strategy for communicating the travel plan to all site users, including: <ul style="list-style-type: none"> <li>• Raising awareness of sustainable travel options</li> <li>• Promoting individual measures and initiatives</li> <li>• Disseminating travel information from the outset and on an ongoing basis.</li> </ul>

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### **Construction Traffic Management Plan**

5.6 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement Ref: 13

### **RESIDUAL IMPACT**

5.7 Taking into account all the factors assessed in this report, a final analysis of the impacts resulting from the development proposals has been carried out and is summarised below:

- Junction / Link Capacity      No Impact.
- Driver Delay                      No Impact.
- Environmental Impact          No Impact.
- Road Safety                        No Impact.
- Public Rights of Way          No Impact; and
- Overall                                No Impact.

5.8 It is therefore considered that the development proposals would have no impact in respect of highways and transport.



- |  |                                     |
|--|-------------------------------------|
| <b>1. Introduction</b><br>Development Proposals, Site Location   | <input checked="" type="checkbox"/> |
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| <b>6. Summary &amp; Conclusions</b>  | <input checked="" type="checkbox"/> |



- 6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
  - Safe and suitable access to the site can be achieved for all users.
  - The highway network in the area can accommodate the anticipated trip generation; and
  - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning ‘test’ which prevents refusal on transport grounds unless the impacts of development are ‘severe’.
- 6.4 Detailed analysis indicates that the development will not result in a material impact and demonstrated that:
- The total person trips can be accommodated within the proposed and existing infrastructure.
  - Stopping Up orders might be required as well as limited improvements to the two bus stops along Suffolk St and traffic calming along a short section of Mowbray Rd. If deemed necessary, this will be discussed and agreed with SCC Highways. No additional mitigation proposals are required; and
  - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.
- 6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.

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Creative Minds, *Intelligent Thinking*

Registered Office  
Lugano Building, 57 Melbourne Street, Newcastle upon Tyne, NE1 2JQ  
DDI: 0845 47 48 851 Cell: 07886 225 813 Fax: 0871 900 7432

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### Sites Appraisal & Feasibility Assessments

### Transport Assessments Transport Statements Green Sustainable Travel Plans

