



Transport Statement

Benton House, Front Street, Benton

Outcomes First Group

Atria, Spa Road,
Bolton, BL1 4AG

Prepared by:

SLR (trading as Vectos (South) Limited)

6 Victory House, Exeter, EX2 4AA

SLR Project No.: 422.064829.00001

30 January 2024

Revision: V1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	30 January 2024	Sophie Corney	Bob Cocker	Tim Bright

Basis of Report

This document has been prepared by SLR (trading as Vectos (South) Limited) (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Outcomes First Group (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	Planning Policy.....	3
3.0	Existing Conditions.....	9
4.0	Development Proposals.....	17
5.0	Trip Generation.....	19
6.0	Summary and Conclusions	25

Appendices

- Appendix A Site Layout
- Appendix B TRICS Output



1.0 Introduction

- 1.1 SLR has been commissioned by Outcomes First Group to provide transport and highways advice in relation to a change of use at Benton House to provide a Special Educational Needs (SEN) School. The site layout is available at **Appendix A**.
- 1.2 The application proposes the “change of use from a Conservative Club (Class E) to education use (Class F1), associated internal and external alterations to the building, and alterations to the grounds including provision of a multi-use games area and new fencing”. This constitutes the reuse of the existing Grade II listed building at Front Street in Newcastle to accommodate up to 60 pupils and 30 full-time staff.
- 1.3 The site has most recently been in use by the Benton Conservative Club and includes a bar and restaurant facilities. Function Rooms are also available for events and wedding's accommodating approximately 80 guests. Benton House also currently accommodates a residential flat and tattoo parlour with the social club space remaining vacant.
- 1.4 Outcomes First Group (OFG) is a provider of independent special educational needs schools. The educational services offered by OFG support children, young people and adults with special educational needs and disabilities including social, emotional, mental health, behavioural and physical challenges.
- 1.5 The site is located within the administrative boundaries of North Tyneside Council and Newcastle City Council.
- 1.6 An accompanying Travel Plan will be provided alongside this TS in accordance with paragraph 3.1.2 of the North Tyneside Transport and Highways Supplementary Planning Document (2022).
- 1.7 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF, 2023) and the local transport planning policy documents as outlined in **Section 2** of this report.

Report Structure

- 1.8 This report details the potential impact of the proposed development on the surrounding transport network. It is divided into the following sections:
 - **Section 2: Policy Context** – reviews the relevant local and national transport planning policies and local planning policies;
 - **Section 3: Baseline Conditions** – describes the existing conditions at the proposed development site, and the surrounding transport network;
 - **Section 4: Development Proposals** – describes the proposed development, access arrangements and parking;
 - **Section 5: Trip Generation and Development Impact** – assessment of the number of trips that are likely to be generated by the proposed development, and its likely net impact; and



- **Section 6: Summary and Conclusion** – summary of the findings of the Transport Statement.



2.0 Planning Policy

- 2.1 This section provides a review of the background policy that is relevant to the transportation aspects of the application.

National Policy

National Planning Policy Framework (NPPF, December 2023)

- 2.2 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

- 2.3 The NPPF identifies that “plans and decisions should apply a presumption in favour of sustainable development” and for decision-taking this means:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 2.4 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposals:

- 2.5 Paragraph 108:

“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.”



2.6 Paragraph 111:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.7 Paragraph 112:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”

2.8 Paragraph 114:

“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; 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.”*

2.9 Paragraph 115:

“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.”

2.10 As such development should provide opportunities for sustainable travel, safe and suitable access, align with national design guidance and mitigate any significant traffic impacts in terms of capacity, congestion or highway safety.

2.11 With respect to the location and design of developments, it states at Paragraph 116 that applications 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.”

National Planning Practice Guidance

2.12 The web-based National Planning Practice Guidance (NPPG) replaced the DfT’s Guidance on Transport Assessment on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.13 The NPPG discusses the purpose of Travel Plans and Transport Assessments/Statements and how they relate to each other, specifically:

“the primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing development and through this to thereby reduce the demand for travel by less sustainable modes...”

Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel plan, though producing a Travel plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or ‘severe’ impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Transport Assessments and Statements can be used to establish whether the transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

North Tyneside Local Plan (2017-2032)

2.14 The North Tyneside Local Plan was adopted in July 2017. The document sets out the policies and proposals to guide planning decisions and establishes a framework for sustainable growth and development within North Tyneside. The plan covers the period up to 2032.



DMI.3: Presumption in Favour of Sustainable Development

- 2.15 The council will work with applicants to find solutions to ensure proposals can be approved where possible. In the event that there are no relevant policies to the application or relevant policies are out of date, the council will take into account whether:
- “Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
 - Specific policies in the NPPF indicate that development should be restricted”.

S7.3: Transport

- 2.16 There is an objective to deliver a modal shift to more sustainable modes of transport within new developments with specific interest on increasing the modal share of public transport, walking, cycling and other non-motorised modes. This policy recognises the need to reduce the impacts that contribute to climate change whilst encouraging active and healthier lifestyles.

DM7.4: New Development and Transport

- 2.17 The council will ensure that the transport requirements are commensurate with the scale and type of development and will be taken into account to promote sustainable travel. As such, the policy details the following:
- a) “Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footways and cycle routes. Connections will be integrated into existing networks with opportunities to improve connectivity identified;
 - b) All major development proposals likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment and a Travel Plan in accordance with standards set out in the Transport and Highways SPD (LDDI2);
 - c) The number of cycle and car parking spaces provided in new developments will be in accordance with the standards set out in accordance with standards set out in the Transport and Highways SPD (LDDI2);
 - d) New developments will need to demonstrate that existing or proposed public transport services can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport hubs;
 - e) New developments in close proximity to public transport hubs, whenever feasible, should provide a higher density of development to reflect increased opportunities for sustainable travel; and



- f) On developments considered appropriate, the Council will require charging points to be provided for electric vehicles in accordance with standards set out in the Transport and Highways SPD (LDD12)”

DM7.5: Employment and Skills

- 2.18 The policy notes that applicants of proposals to contribute towards “the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training.”

Transport and Highways Supplementary Planning Document (2022)

- 2.19 The Transport and Highways Supplementary Planning Document (SPD) has been prepared to support policies S7.3 – Transport and DM7.4 – New Development and Transport in the North Tyneside Local Plan.
- 2.20 It is noted within paragraph 3.1.3 that “where a Transport Statement is provided a Full Travel Plan must also be included”. Further details are provided in Appendix F of the document.
- 2.21 The guidance suggests that cycle parking provision should be located within convenient locations near main and staff entrances where they are secure, overlooked and provided in accordance with LTN1/20. Cycle and car parking requirements are detailed at **Table 2.1**.

Table 2.1: Parking Requirements

Parking Type	Use Class	Parking Allocation
Car Parking	F1 (a) Provision of Education – Secondary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff Parking for associated offices to be provided in accordance with parking standard for B1 office use
Cycle Parking	F1 (a) Provision of Education – Secondary Schools	1 stand per 5 students 1 stand per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 students for visitors

- 2.22 It is also noted that guidance details a minimum provision of 2 disabled spaces and 1 disabled space per 20 spaces thereafter.
- 2.23 Parking for two-wheeled motorised transport should be provided at a minimum rate of 5% of the overall number of spaces on developments with 20 or more car parking spaces.
- 2.24 EV charging points will be provided in accordance with policy requirements.
- 2.25 It should be noted that the guidance does not set out specific allocations for SEN schools which have specific transport and travel requirements for pupils.

North Tyneside Parking Strategy

- 2.26 The North Tyneside Parking Strategy was created in conjunction with the Transport Strategy for North Tyneside and sets out the approach to managing parking within the borough.



- 2.27 The strategy seeks to encourage a shift to more sustainable modes of transport, improve bus priority and support and integrated public transport network, support a change in culture which prompts people to adapt their travel behaviour in more sustainable forms and to encourage an increased demand to cycle, walk and wheeling.

The Transport Strategy for North Tyneside, 2017-32

- 2.28 The Transport Strategy for North Tyneside was first adopted in 2017 and was revised in 2021. It describes the policy context, challenges faced by North Tyneside and the principles to be applied to the Authority's work on transport.
- 2.29 The transport related priorities noted within the document include regeneration, roads and pavements, safe walking and cycling and taking steps and seeking investment to make the borough carbon net-zero by 2030.
- 2.30 The aims of the strategy are to reduce carbon emissions by transport, including supporting a change in culture that prompts people to use more sustainable forms of transport and supporting a shift to electric vehicles.

Planning for the Future Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne (2010-2030)

- 2.31 The Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne sets out the spatial planning framework to deliver economic prosperity and create lifetime neighbourhoods. It represents the Local Plan for Gateshead and Newcastle upon Tyne.
- 2.32 The document was formally adopted in March 2015 and covers the period up until 2030.

Policy CS13: Transport

- 2.33 The policy sets out that "the enhancement and delivery of an integrated transport network to support sustainable development and economic growth will be achieved by:
- Promoting sustainable travel choices
 - Improving the operation of the transport network and its wider connections
 - Ensuring development"
- 2.34 As part of this policy, it is noted that development:
- g) "Is located where the use of sustainable transport modes can be maximised;
 - h) Minimises car trips, promotes and enhances public transport and for major development provides sustainable Travel Plans;
 - i) Connects safely to and mitigates the effects of development on the existing transport networks;
 - j) Includes charging infrastructure for electric vehicles within major developments;
 - k) Provides cycle parking and supporting infrastructure; and
 - l) Provides for direct, safe, secure and continuous pedestrian and cycling links".



3.0 Existing Conditions

3.1 This section considers the existing conditions at the site, and the surrounding transport network.

Site description

3.2 The application site consists of the existing Benton House – a Grade II listed building located on Front Street, Newcastle upon Tyne, NE7 7XE.

3.3 The application site is located approximately 6km northeast of Newcastle City Centre. A site location plan is shown at **Figure 3.1**.

3.4 The site is bounded by Front Street along its northern boundary, Hoylake Avenue to the south and commercial buildings to the east and west.

3.5 The site itself contains a significant area of trees and grassed areas as well as a car park which accommodates approximately 40 cars, although these spaces are currently unmarked. The site is accessed via a privately maintained access road which connects to Hoylake Avenue.

3.6 Benton House most recently functioned as Benton Conservative Club and contains one apartment dwelling and a tattoo shop. The tattoo shop is not included within the development proposals and will remain as existing.

Figure 3.1: Site Location



Local Highway Network

A191 Front Street

- 3.7 Front Street is a two-way carriageway located to the north of the site. The road is marked as 4 lanes in the vicinity of the site although parking bays and bus stops occupy part of the eastbound carriageway. There are continuous footways on either side of the carriageway with controlled crossings, providing access to nearby residential streets and the 'Four Lane Ends' Metro station. Streetlighting is provided along the street with double yellow lines marked adjacent to the site. Front Street is subject to a 30mph speed limit.
- 3.8 Pedestrian only access to the site is available from Front Street.

Hoylake Avenue

- 3.9 Hoylake Avenue is a two-way residential street located along the southern site boundary, providing vehicular access to the site. It routes in an east west alignment from Coach Lane to Benton Lane. Footways are available on both side of the carriageway between Manor Walk and the site entrance however there is no footway for approximately 50m along the northern side of the road immediately east of the site entrance. Streetlighting is available and double yellow lines are provided along the street. Hoylake Avenue is subject to a 20mph speed limit.

Benton Road / A188

- 3.10 Benton Lane is a two-way carriageway located approximately 150m west of the site access. It routes in a north south alignment from the A189/B1505 roundabout in the north to Coast Road in the south. From Front Street, Benton Lane is accessed via a 4-arm signalised junction which includes controlled pedestrian crossing points. There are footways with streetlighting on either side of the carriageway and uncontrolled crossing points with dropped kerbs and tactile paving available along its length.

Coast Road / A1058

- 3.11 Coast Road is a dual carriageway located approximately 2km south of the site access. It routes in an east west alignment from Beach Road in the east to the Newcastle Central Motorway in the west.

Walk and Cycle Accessibility

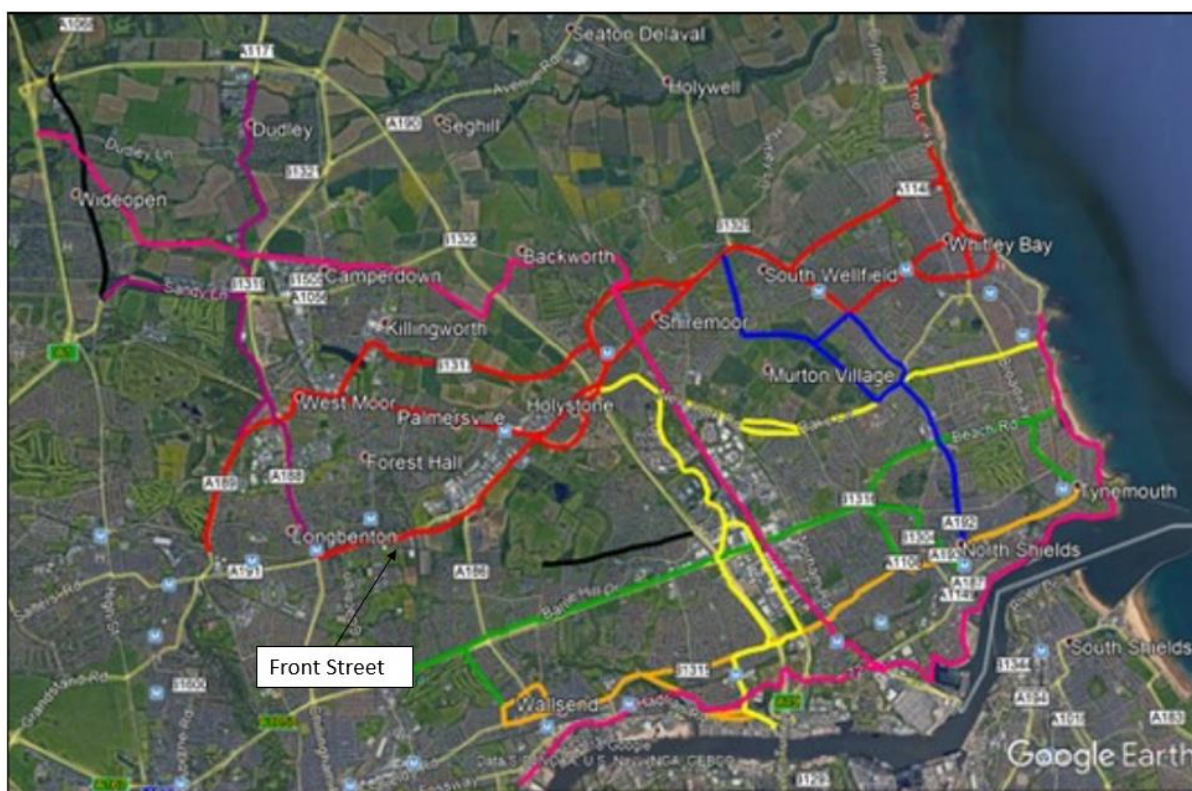
- 3.12 A continuous network of footways is available both from Hoylake Avenue and Front Street routing towards Benton Road, nearby residential streets and nearby public transport connections. On Front Street, a controlled pedestrian crossing point with dropped kerbs and tactile paving is available 80m from the site, providing safe access to the 'Four Lane Ends' Metro station, approximately north 250m from the site. A further controlled crossing point is accessible at the Benton Road crossroads junction, approximately 200m east of the site. This can be utilised to access additional bus stops.
- 3.13 Additionally, continuous footways are available along Hoylake Avenue and Manor Walk, routing towards Benton Road where bus stops and retail facilities are located. Whilst a



continuous pedestrian footway is not provided immediately east of the site access, the adjacent footway along Hoylake Avenue can be utilised for pedestrians travelling to the residential areas east of the site.

- 3.14 As shown within Figure 3 of the Newcastle LCWIP and contained at **Figure 3.2** below, Front Street is noted as being a Strategic Cycle Route. The LCWIP states the following: “As specified in the North Tyneside Cycling Strategy, these strategic routes will be supported by a grid of local cycling and walking routes with the aim that everyone is within 250m of a cycle route”.

Figure 3.2: LCWIP Strategic Cycle Routes



Public Transport

- 3.15 The closest bus stop is the ‘Front Street – College Lane’ bus stop, located directly adjacent to the site. Services available from this stop are services 335 and 392 which route to Killingworth and Longbenton. The bus stop serving the westbound services features a flag and timetable while the bus stop serving the eastbound services features sheltered seating, a flag and timetable. There is a signal-controlled crossing point available approximately 100m east of the site, providing access to the eastbound bus stop on Front Street.
- 3.16 Additional bus services including 37, 38, 352, 354 and 995 are accessible approximately 300m west of the site, along the A191 from the Balliol Gardens (eastbound) and Benton Lodge Avenue (westbound). In addition to this, further services are available from the Bus and Coach Station located at the Four Lane Ends metro station, approximately 250m northwest of the site.



3.17 A summary of the services available are detailed at **Table 3.1**.

Table 3.1: Bus Services and Frequencies

No	Route	Average number of bus services (buses/hour)				
		AM Peak	Inter-Peak	PM Peak	Sat	Sun
335	Killingworth-Longbenton- Front Street, College Lane -Hadrian Park	1 per hour				No Service
	Hadrian Park- Front Street, College Lane -Longbenton-Killingworth	1 per hour				No Service
392	Marden Estate Ennerdale Road- Front Street, College Lane -Tyneview Park & Benton Park View	07:44	No Service			
	Tyneview Park & Benton Park View- Front Street, College Lane -Marden Estate Ennerdale Road	No Service		16:33	No Service	
37	Denton Burn Wickham View Terminus-Newcastle upon Tyne Central Station- Benton, Balliol Gardens -Killingworth-Cramlington	1 per hour	Every 30 minutes	2 per hour	Every 30-60 minutes	1 per hour
	Cramlington-Killingworth- Benton, Lodge Avenue -Newcastle upon Tyne Central Station-Denton Burn Wickham View Terminus	1 per hour	Every 30 minutes	2 per hour	Every 30-60 minutes	1 per hour
352	Newcastle upon Tyne Haymarket Bus Station-Longbenton- Benton, Balliol Gardens -Killingworth-Cramlington	1 per hour				No Service
	Cramlington-Killingworth- Benton, Balliol Gardens -Longbenton-Newcastle upon Tyne Haymarket Bus Station	1 per hour				No Service
354	Newcastle upon Tyne Haymarket Bus Station-Longbenton- Benton, Balliol Gardens -Killingworth-North Shields Transport Hub	1 per hour				No Service
	North Shields Transport Hub-Killingworth- Benton, Lodge Avenue -Longbenton-Newcastle upon Tyne Haymarket Bus Station	1 per hour				No Service
995	Byker Metro-Walkergate- Benton, Lodge Avenue -DWP Tyneview Park	1 service	No Service			

3.18 As demonstrated at **Table 3.1**, the site has access to 6 bus services available from the bus stops located within 250m of the site. The site has access to hourly services to locations including Newcastle City Centre, Longbenton and Cramlington.

Rail

3.19 The closest station is the 'Four Lane Ends' metro station, located approximately 250m northwest of the site, along Benton Lane. This equates to a 3-minute walk or 1-minute cycle. The station has a total of 33 cycle storage spaces in the form of 5 lockers, 18 spaces and 5



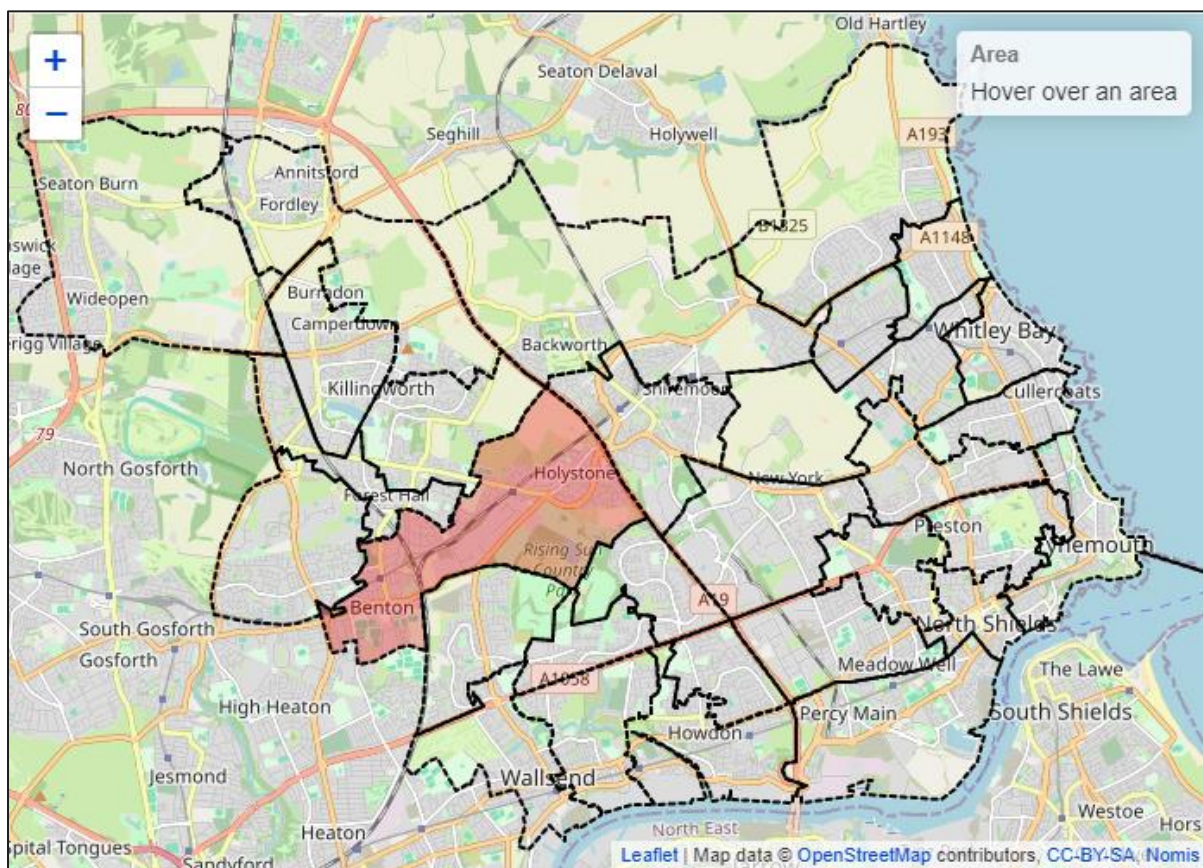
Streetpods (with 10 spaces). Station platforms are accessed via stairs, escalator or lift and there is level access to the bus station. A multi-storey carpark with 22 accessible spaces is available.

- 3.20 Rail services to South Shields run every 12 minutes during the daytime, Monday to Saturday. Services are increased to every 15 minutes in the evenings and Sundays. Additionally, rail services to St James via Whitley Bay run every 12 minutes during the daytime, Monday to Saturday and every 15 minutes on evenings and Sundays.

Existing Travel Patterns

- 3.21 To understand the current modal transport choice by existing employees in the vicinity of the site, reference has been made to the 2011 Census Journey to Work dataset. A percentage breakdown of the modes used to travel to work within the selected area is obtained using census data.
- 3.22 **Figure 3.3** indicates the location selected for the Journey to Work analysis. This is the North Tyneside 018 Middle Super Output Area (ref: E02001755). This area covers the site location and is considered to provide an accurate representation of the modes of travel to the site for the workplace population.

Figure 3.3: Census 2011 North Tyneside MSOA



- 3.23 Details of the modal split extracted from the census data is detailed at **Table 3.2**.



Table 3.2: Method of Travel to Work (North Tyneside 018)

Method of Travel to Work	Total	Percentage
Underground, metro, light rail or tram	323	7%
Train	36	1%
Bus, minibus or coach	419	9%
Taxi	35	1%
Motorcycle, scooter or moped	27	1%
Driving a car or van	2620	58%
Passenger in a car or van	374	8%
Bicycle	108	2%
On foot	538	12%
Other method of travel to work	4	0%
Total	4,484	100%

3.24 The 2011 census data shown in **Table 3.2**, demonstrates that the primary mode of transport for the workplace population in the area is driving a car, representing 58% of travel to work journeys. Of the remaining modes, 12% travel by foot, 9% by bus and 7% by underground.

Injury Collision Data

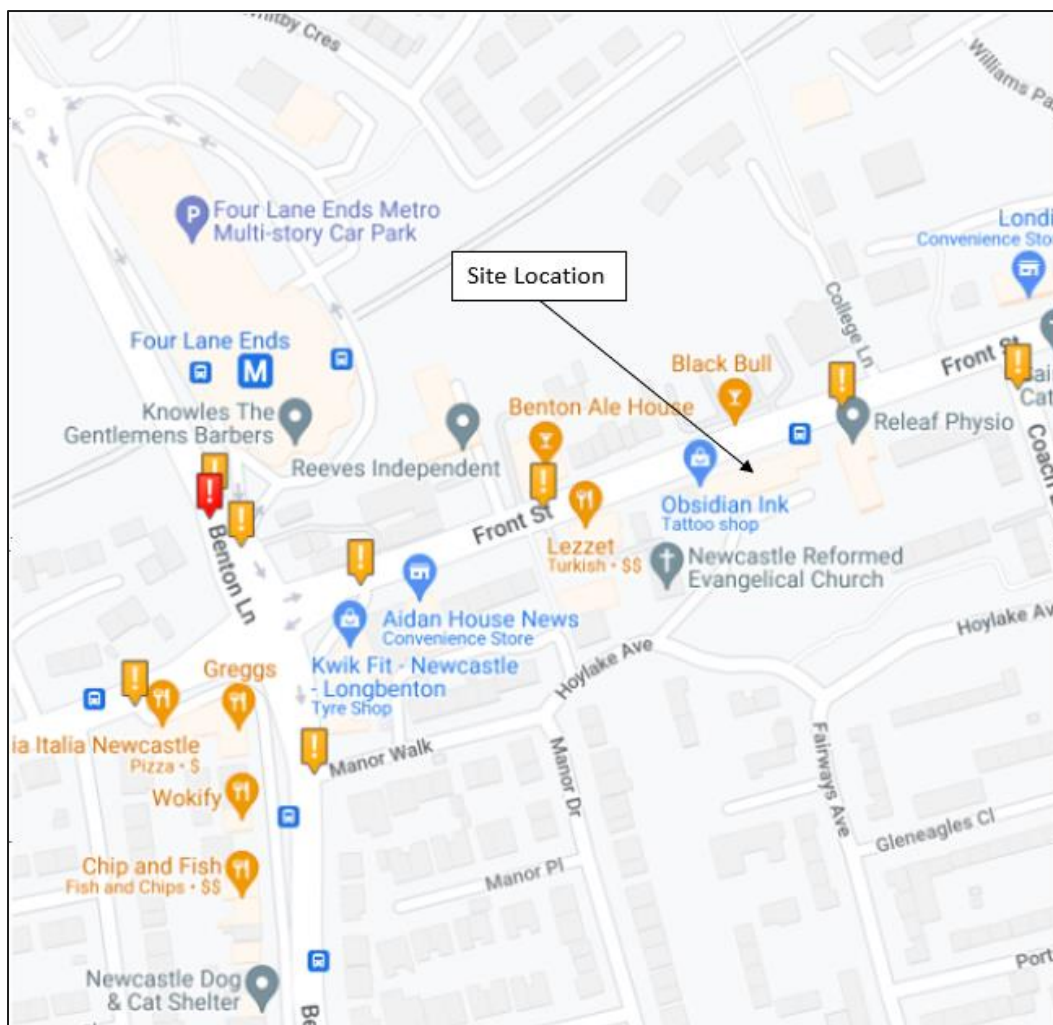
3.25 It is recommended in the NPPG, ID42-015 that:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."

3.26 Personal Injury Collision (PIC) data was obtained from Crashmap for the most recent 3-year period, between 2020-2022, in accordance with NPPG guidance. The study area includes the highway network within the vicinity of the site, as shown at **Figure 3.4**.



Figure 3.4: Collision Map



- 3.27 As shown at **Figure 3.4**, there are no collisions recorded on Hoylake Avenue itself. A slight collision took place in 2022 at the Manor Walk / Benton Road junction and involved a pedal cycle.
- 3.28 Additionally, a number of collisions have taken place on Front Street, of which one in 2021 involved a pedestrian casualty. Further slight collisions along Front Street involved vehicles only.
- 3.29 Overall, the frequency and distribution of collisions in the local area suggest that there are no highway safety concerns present within the vicinity of the site. There is no patterns of collisions in the local area which would otherwise suggest that the geometry of the road layout results in a specific safety issue, or that existing conditions may be exacerbated by the development proposals.

Summary

- 3.30 This section of the TS demonstrates that the site is extremely well located to encourage trips to be undertaken via sustainable modes of transport including via local bus and rail networks. The site is located directly adjacent to the closest bus stop and a further 300m



from additional bus stops providing access to locations including Killingworth, Cramlington and North Shields. Moreover, the site is located approximately 350m south of the Four Lane Ends Metro Station which provides frequent services to South Shields and St James.

- 3.31 Additionally, the site benefits from a continuous footway network with controlled crossings from both Front Street and Hoylake Avenue routing to nearby public transport stops, including bus stops and the nearby metro station.
- 3.32 A collision review of the previous 3-year period demonstrates that the surrounding highway network is not subject to any existing issues that may be exacerbated by the development proposals.



4.0 Development Proposals

- 4.1 The application seeks planning permission for a change of use from a vacant social club (Class E) which incorporates a single dwelling, to day education use (Class F1) for Outcomes First Group. The existing building has a floor area of 1056sqm, excluding the existing tattoo parlour.
- 4.2 Outcomes First Group runs independent specialist schools, and it is proposed to provide a day SEN school for pupils. The school will have a registered capacity for up to 60 pupils with 30 Full-time equivalent (FTE) staff. Pupils attending the site will have an Education Health Care Plan (EHCP) with a diagnosis of Social Emotional and Mental Health (SEMH) need.
- 4.3 The proposals also include a Multi-Use Games Area (MUGA) which will be located along the eastern site boundary.
- 4.4 The age range of pupils would be 11 to 18, with pupils attending school between 08:45-15:30 and staff between 07:45 and 17:00 during weekdays. The school will adopt the North Tyneside school term dates and will operate during these dates only. Due to the nature of the school, it is anticipated that pupils will mostly travel to school via minibus or private taxi. It is possible that a limited number of the older pupils may travel to the school independently, via public transport.
- 4.5 The school will not reach maximum registration until after year 2 of operation. The number of pupils present and registered to the school will increase gradually. Also, it is unlikely that the school will be at maximum capacity (60 pupils) at any one time as some pupils would not attend on a five-day basis.
- 4.6 It is anticipated that staff will travel via a combination of private car, public transport, walking and cycling.
- 4.7 As noted above, the site was most recently operated as a social club which opened between 11:00-15:00 on Wednesdays, Fridays and Saturdays, and between 19:00-23:30 Monday to Saturday. The club was also open on Sundays between 12:00-15:00 and 19:00-22:00. Additionally, the site also accommodates one apartment dwelling.

Access and Parking Arrangements

- 4.8 Vehicular access to the site will be obtained via an existing private drive which meets Hoylake Avenue at a simple priority junction. The driveway operates as a shared space and varies in width allowing only single vehicle widths in places, although this arrangement is historic. While it is not proposed to alter the access widths, it is proposed to mark out a simple give way arrangement for exiting vehicles, allowing priority for vehicles entering the site. This will formalise the existing arrangement to provide for safer traffic movement. The driveway will continue to provide a shared surface arrangement. This is demonstrated at **Drawing 422.064829.00001/PD01 Rev A**. The existing site access visibility splays, where it meets Hoylake Avenue, are satisfactory and will remain unaffected by the proposals.
- 4.9 Additionally, pedestrian access will be obtained from an existing entrance onto Front Street, shown with the layout submitted alongside this application.



- 4.10 The car park will contain a total of 40 car parking spaces to accommodate both staff and visitor parking, and student drop-off and pick-up. The provision of car parking will reflect the expected parking demand identified within the trip generation exercise provided at **Section 5**.
- 4.11 The parking standards set out within the Transport and Highways SPD notes an allocation of 2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff. Based on the development proposals, this equates to a provision of 28 car parking spaces. Therefore, the site exceeds the standards set by North Tyneside Council, however it should be noted that the guidance does not set out specific allocations for SEN schools which have specific transport and travel requirements for pupils.
- 4.12 Moreover, the development will provide a sheltered bicycle shelter for 12 bicycles. North Tyneside Council notes a requirement that would equate to 27 bicycle parking spaces for staff and pupils. However, due to the nature of the proposals being for a SEN school, it is anticipated that pupils will predominantly travel to the site via shared transport as noted above.

Servicing Arrangements

- 4.13 The existing access will remain unchanged, with vehicular access obtained from Hoylake Avenue. A swept path analysis for the car park has been undertaken using a Standard Design Vehicle (SDV) to demonstrate private vehicle and taxi movements, as this will be the primary mode of transport for most students. As demonstrated at **Drawing 422.064829.00001/PD01/AT01 Rev A**, an SDV can turn within the site and exit in a forward gear.
- 4.14 Additionally, **Drawing 422.064829.00001/PD01/AT02 Rev A** demonstrates that a refuse vehicle and emergency fire vehicle can enter and exit the site in a forward gear, via a 3-point turn.
- 4.15 Refuse collection will be located on-site, with access obtained from the car park.

Summary

- 4.16 This section demonstrates that the development proposals will retain the previously approved site access arrangements off Hoylake Avenue, with the inclusion of a priority give-way system to accommodate the movement of traffic in and out of the site. On this basis the site accords with paragraph 114b of the NPPF, as safe and suitable access will be provided for all users of the development. The development will continue to provide parking provision within the private car park, which will cater for the expected development demand. On this basis, the proposals will not result in an unacceptable impact on safety or have a severe impact on traffic operation on the wider highway network, in accordance with paragraph 115 of the NPPF.



5.0 Trip Generation

Overview

5.1 This chapter sets out the trip generation associated with the existing site and the proposed development. A net trip impact of the development is provided to quantify the residual impact of the proposals.

Existing Trip Generation

5.2 This trip generation exercise utilises the TRICS database version 7.10.4, considering the previous site use. Benton House comprises 1056sqm of internal floor area. The criteria set out within TRICS for the site is as follows:

- **Land Use:** 07 - Leisure
- **Sub Land Use:** Q – Community Centre
- **Type:** Vehicle Only
- **Regions:** England (excluding Greater London)
- **Locations:** 'Suburban Area', 'Edge of Town', 'Neighbourhood Centre';
- **Survey Days:** Weekdays

5.3 The criteria reflects the existing use of the site and its location. Surveys were taken from Monday to Friday and therefore reflect the working week. The resultant trip rate and trip generation is displayed at **Table 5.1** and the full TRICS output is available at **Appendix B**.

Table 5.1: Previous Site Trip Rate and Generation

Time Period	Trip Rate			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	0.395	0	0.395	4	0	4
08:00-09:00	1.588	1	2.588	17	11	27
09:00-10:00	1.411	0.97	2.381	15	10	25
15:00-16:00	1.294	1.029	2.323	14	11	25
16:00-17:00	1.005	1.102	2.107	11	12	22
17:00-18:00	0.81	1.264	2.074	9	13	22
Daily (07:00-19:00)	11.297	10.205	21.502	119	108	227

5.4 As demonstrated at **Table 5.1**, the existing site had the potential to generate approximately 27 two-way vehicle trips in the AM peak hour and 22 in the PM peak hours. This equates to approximately 227 two-way vehicle trips over a typical 12-hour day (07:00-19:00). The site most recently accommodated a social club which operated as an event venue which is unlikely to be reflected in the above figures. It should, also be noted peak demands for such



a use would likely occur during the weekend, therefore for these reasons it is likely that the above trip generation is an underestimate of previous peak trip generation.

Proposed Trip Generation

- 5.5 The proposals comprise the change of use from a former social club to a SEN school. There are no comparable trip rates available within the TRICS database for such a use. Due to the specific transport characteristics of the proposed trip generation for the site, is based upon a first principles approach utilising information provided by the site operator.
- 5.6 The site will provide capacity for up to 60 pupils aged 11-18 and up to 30 FTE staff. The proposed trip generation for the site has been split into staff and pupil trips.

Staff Trip Generation

- 5.7 To determine the staff vehicle trip generation, the 2011 Census Journey to Work modal split has been reviewed. As shown at **Table 3.2**, projections based on the 2011 Census indicates that 58% may choose to travel by private car.
- 5.8 Staff will be encouraged to travel to work through a combination of transport modes including car sharing, cycling, walking and public transport. It is anticipated that due to the sustainable location of the site, staff will utilise the nearby bus and metro services available. There are realistic and attractive opportunities for sustainable travel to and from the site. Therefore, the figures based on the historic census data, are likely to be an overestimate of the number of staff likely to travel to the site via private car.
- 5.9 Staff will primarily arrive between 07:45-08:15 and will depart between 15:45-17:00. Staff arrival and departure is unlikely to overlap with pupil drop-off and pick-up.
- 5.10 For the purposes of this assessment, trip generation has been categorised into whole hour periods.
- 5.11 The proposed trip generation for school staff is shown in **Table 5.2** which is based on the mode share information indicated within the travel to work data contained within **Table 3.2**,



Table 5.2: Proposed Staff Trip Generation

	Arrival	Departure	Two-Way
Underground, metro, light rail or tram	2	2	4
Train	0	0	0
Bus, minibus or coach	3	3	6
Taxi	0	0	0
Motorcycle, scooter or moped	0	0	0
Driving a car or van	18	18	35
Passenger in a car or van	3	3	5
Bicycle	1	1	1
On foot	4	4	7
Other method of travel to work	0	0	0
Total	30	30	60

- 5.12 **Table 5.2** presents the total trip generation by mode associated with staff arrivals and departures. Based on the travel to work data which indicates that 58% of the 30 staff may use a private car to arrive and depart from the site it is anticipated that staff vehicle travel would generate approximately 35 two-way vehicle trips throughout the working day.
- 5.13 All staff are expected to arrive between 07:45-08:45, before pupils arrive. As staff are expected to leave any time between 15:45-17:00, the number of trips has been split evenly to reflect this within an approximate one-hour period in the AM and an approximate two-hour period in the PM, as demonstrated at **Table 5.3**.
- 5.14 It should be noted that staff trips will only occur during term time, in contrast to the former social club use which was utilised by members of the public throughout the year and at weekends. The development will operate Mondays to Fridays during term time. This equates to approximately 190 days out of the year.

Table 5.3: Proposed Staff Vehicular Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
07:00-08:00	9	0	9
08:00-09:00	9	0	9
15:00-16:00	0	9	9
16:00-17:00	0	9	9

Pupil Trip Generation

- 5.15 Due to the nature of a SEN school and the provision of travel by the operator or education authority, the proportion of taxi trips will be higher than a typical education use, with private travel not anticipated to be a likely mode of choice.
- 5.16 Newcastle City Council provides Special Educational Needs Disability (SEND) Travel Support. The local authority has a statutory duty to assist with travel arrangements to



support eligible young people aged 5-16. This includes those who have a SEND statement or EHC Plan, a disability or mobility problem.

- 5.17 The development will provide capacity for up to 60 pupils. Pupils will predominantly travel to and from the site by shared taxi or minibus. Pupil drop-off will take place between 08:45 to 09:15, and pupil pick-up will be between 15:00-15:30. The operator has noted that drop-off and pick-up is flexible to accommodate schools within the local area. It is anticipated that pupils will travel to the site via the following modes:
- Approximately 36 will travel by minibus (approximately 4 pupils per vehicle)
 - Approximately 24 will travel by taxi (approximately 2 pupils per vehicle)
- 5.18 Although the site will provide capacity for 60 enrolled pupils, the likely maximum number on site would be 54. This is due to pupils engaging in off-site activities and some pupils may not attend on a five-days a week basis. In addition to this, it takes into account a 10% decrease due to student absence.
- 5.19 The school will likely operate with a small number of pupils initially, before increasing the number of pupils attending over time.
- 5.20 Based on the assumptions above it is anticipated that 24 pupils would arrive by taxi (resulting in 12 taxis), with a further 36 arriving by minibus (resulting in 9 minibuses). The resultant trip generation for pupils is shown at **Table 5.4**.

Table 5.4: Proposed Pupil Vehicle Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
08:00-09:00	11	11	21
09:00-10:00	11	11	21
15:00-16:00	21	21	42

*Subject to rounding

- 5.21 As shown at **Table 5.4**, the proposals will result in 21 two-way vehicle movements in the AM peak hour and 42 two-way vehicle trips between 15:00-16:00, associated with pupil drop-off and pick-up. This is considered to be a worst-case scenario, as it may be that some vehicles stay on-site, and the school is not expected to be operating at full capacity from the first day of operation.

Total Proposed Trip Generation

- 5.22 **Table 5.5** shows the total proposed trip generation of the site, including all staff and pupil arrivals and departures.



Table 5.5: Total Proposed Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
07:00-08:00	9	0	9
08:00-09:00	19	11	30
09:00-10:00	11	11	21
15:00-16:00	21	30	51
16:00-17:00	0	9	9
17:00-18:00	0	0	0
Total Daily	60	60	120

*subject to rounding

Net Vehicle Trip Generation

- 5.23 This section demonstrates the net vehicle trip generation for the site. The impact of the development has been calculated utilising the existing site trip generation shown in **Table 5.1**, and the proposed shown in **Table 5.5**. This is shown at **Table 5.6**.

Table 5.6: Net Vehicle Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
AM Period			
07:00-08:00	+5	0	+5
08:00-09:00	+2	0	+2
09:00-10:00	-4	0	-4
PM Period			
15:00-16:00	+7	+19	+26
16:00-17:00	-11	-3	-13
17:00-18:00	-9	-13	-13

- 5.24 **Table 5.6** demonstrates that the proposals would result in an increase of 2 vehicle trips in the network AM peak period (08:00-09:00) and a decrease of 13 vehicle trips in the network PM peak period (17:00-18:00). Whilst the proposals would constitute an increase of 26 vehicle trips between 15:00-16:00, this is outside of the traditional network peak and therefore would not have a significant impact on the operation of the local highway network.
- 5.25 When considering the overall daily trip generation of the proposals compared to the existing site use, the development would result in a daily (07:00-19:00) decrease of 107 vehicle trips.

Parking Demand

- 5.26 As shown within the site layout supplied, the site will provide a total of 40 car parking spaces.
- 5.27 Based on the proposed staff trip generation indicated above, it is anticipated that approximately 18 staff will travel to the site via private car. Moreover, it is expected that pupil



transport will require sufficient space for 21 vehicles to be parked at the site when picking up students. This is less likely to be an issue when dropping off at the school due to staggered arrival times. This equates to a parking accumulation of 39 vehicles in total. Therefore, the level of car parking available at the site is sufficient to accommodate the 39 vehicles that could be on site at any one time.

Traffic impact

- 5.28 The trip generation exercise demonstrates that the proposed change of use from the existing social club to a SEN school results in an overall decrease in vehicle trips throughout a typical day. As shown at **Table 5.6**, the proposals would result in a decrease of 107 vehicle trips across the day when compared with the previous use as a social club, as the previous use would have operated throughout the day, including within network peak hours and during evenings and weekends. It is therefore considered that this would not create an unacceptable impact upon road safety or have a severe impact upon the operation of the local highway network, in accordance with paragraph 115 of the NPPF.
- 5.29 In terms of the hourly movements **Table 5.6** demonstrates that the proposals would result in an increase of 2 vehicle trips in the network AM peak period (08:00-09:00). This is not considered to be a significant increase which would result in any perceptible impact occurring. Similarly, it is noted that the site would result in an increase of 26 two-way vehicle trips between the hours of 15:00-16:00, again this is not considered to be a significant number of movements, and which occurs outside of the network peak hours.
- 5.30 At other times the proposals result in a decrease of 13 vehicle trips in the school afternoon peak period (16:00-17:00) and the network peak period (17:00-18:00) and a decrease of 4 trips between 09:00-10:00. Overall, therefore, the proposals will not generate a significant impact on the operation of the local highway network.
- 5.31 The traffic generation exercise has also been conducted using the average number of pupils likely to be on site once the school is fully occupied. This scenario will not be realised immediately, as the admissions to the school will increase gradually, and may indeed never reach the consented maximum. Furthermore, the school will also not be operating at full capacity as some pupils will not be attending on a five days-a-week basis, and other pupils will be on learning-based activities outside of the school grounds. Therefore, the traffic impact should be considered as a worst-case scenario.
- 5.32 It should be noted that the proposed development would be operational only during school term dates, whereas the previous site would have been operational throughout the year, and at weekends.
- 5.33 The trip generation exercise demonstrates that the site will provide a sufficient level of car parking to accommodate the proposed number of vehicles expected to be on site. The accompanying Travel Plan will further mitigate the impacts of the development, with measures aiming to reduce single car occupancy primarily amongst staff travelling to the site.



6.0 Summary and Conclusions

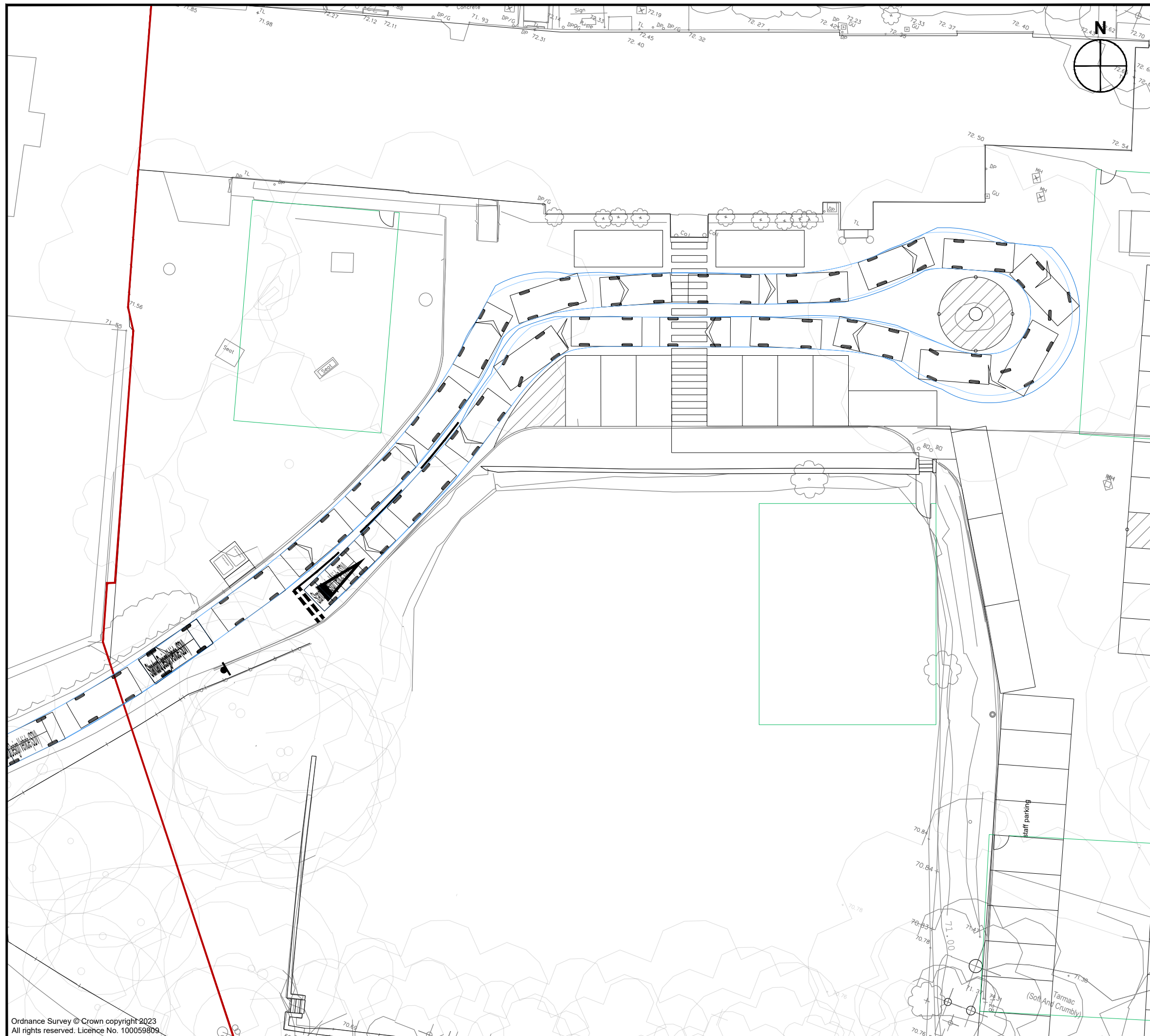
- 6.1 SLR have been commissioned by Outcomes First Group to provide highways and transportation advice in relation to the change of use of the former social club at Benton House to a SEN school accommodating up to 60 pupils.
- 6.2 Outcomes First Group (OFG) is a provider of independent special educational needs schools. The educational services offered by OFG support children, young people and adults with special educational needs and disabilities including social, emotional, mental health, behavioural and physical challenges.
- 6.3 This report demonstrates that the site provides excellent opportunities for staff and visitors to travel to the site by sustainable modes of transport including walking, cycling and public transport, in accordance with paragraph 114 of the NPPF.
- 6.4 A review of the previous 3-years of collision data has demonstrated that the local highway network is not subject to any existing issues that may be exacerbated by the development proposals.
- 6.5 The development proposals will retain the existing vehicular site access via Hoylake Avenue. The private drive will operate as a give way arrangement to aid the flow of traffic entering and exiting the site. This is considered suitable for the proposed development.
- 6.6 The trip generation exercise in **Section 5** indicates that the proposals would result in a decrease in vehicle trips across the day when compared to the previous use of the site, with a negligible increase in vehicle trips during the AM peak hour and a decrease in the PM peak hour. Small increases can be observed at other times coinciding with school operating hours however these are not considered significant, particularly when compared to the previous use of the site.
- 6.7 Additionally, the site will provide a total of 40 car parking spaces in accordance with the parking standards set out within the North Tyneside Transport and Highways SPD. The provision of car parking is shown to be appropriate and proportionate in relation to the proposed use.
- 6.8 Cycle parking and EV charging will be provided in accordance with current policy. A Travel Plan has also been submitted in support of this application which will encourage travel to the site by sustainable modes of travel and seek to reduce vehicles generated by the proposed use.
- 6.9 On the basis of the above, the proposal is unlikely to impact on the capacity or safety of the existing highway network or result in a material impact requiring additional mitigation.
- 6.10 It is concluded that the development is in accordance with paragraph 114 and 115 of the NPPF (2021), the transport policies of the New London Plan (2021) and the North Tyneside Local Plan (2017). Therefore, there is no reason to refuse the application on transport grounds.
- 6.11 In summary, this Transport Statement demonstrates that:



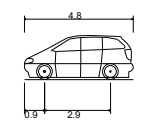
- The site would result in an overall decrease in vehicular trips associated with the site throughout an average day;
- The location of the site accords with relevant national and local transport planning policies; and
- The surrounding road network operates satisfactorily, in accordance with the NPPF.

6.12 On the basis of the above, it is considered that the site should be accepted on transportation and highways grounds.





- Notes:**
1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.
 3. Proposed layout is based on SGM drawing : 27.07.23 model



Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

THE STANDARD DESIGN VEHICLE (SDV) IS A COMPOSITE OF SMALLEST 95% OF PRIVATE VEHICLES REGISTERED TO DRIVE ON UK HIGHWAYS AND HAS BEEN DEvised BY THE I.C.E (INSTITUTE OF CIVIL ENGINEERS).

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Parking bays removed	JB	BC	26.01.2024

STATUS: **INFORMATION ONLY**

CLIENT: **Outcomes First Group Holdings Limited**

PROJECT: **Front Street, Benton, Newcastle**

DRAWING TITLE: **Swept Path Analysis Large Car (SDV)**

SCALES: **1:250 at A3**

DRAWN: **JB** CHECKED: **BC** DATE: **13.12.2023**

SLR

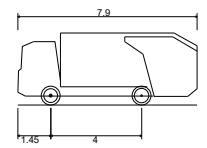
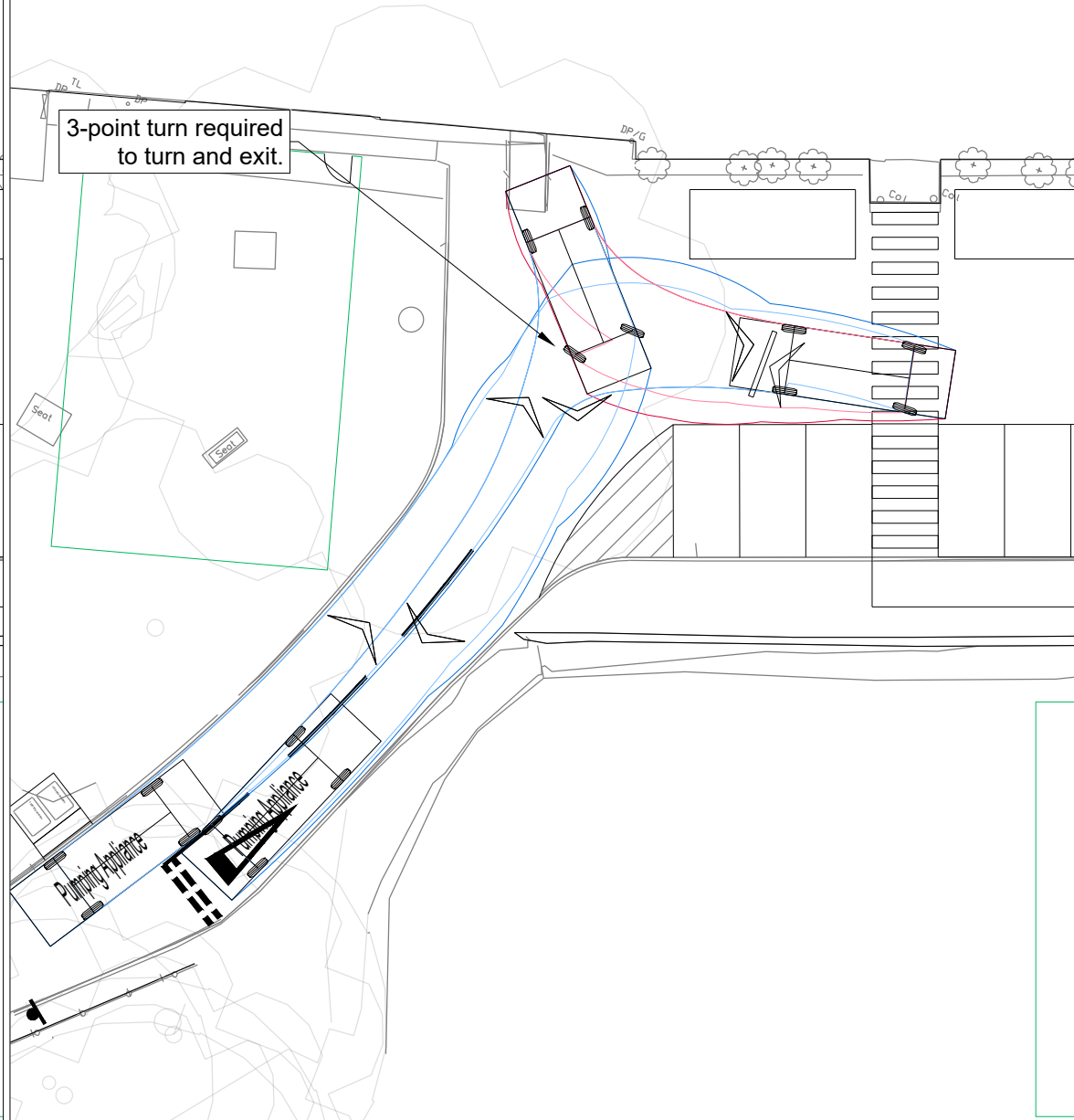
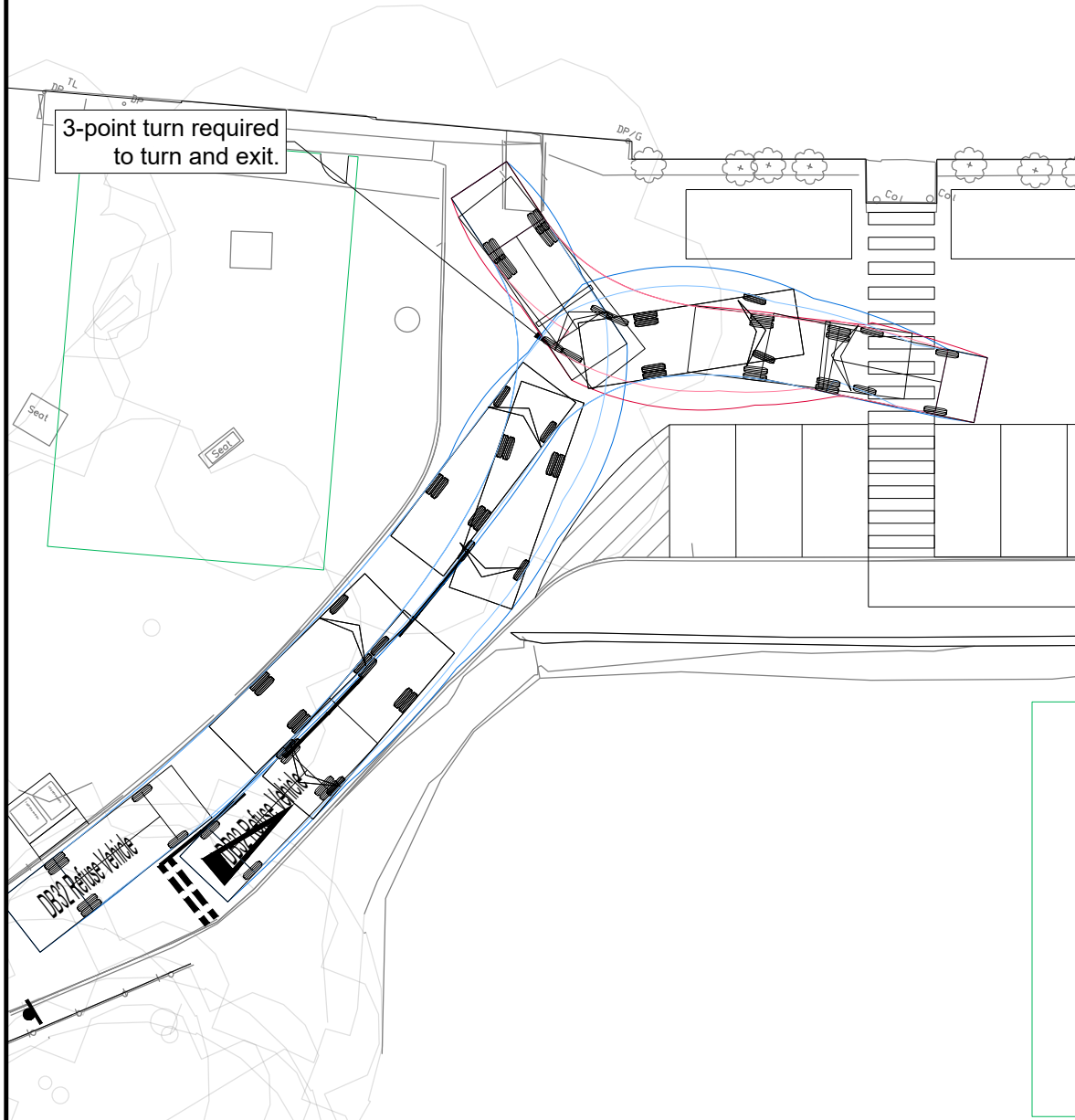
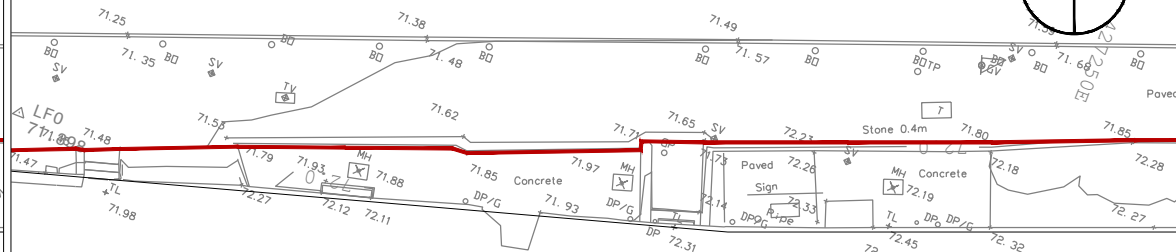
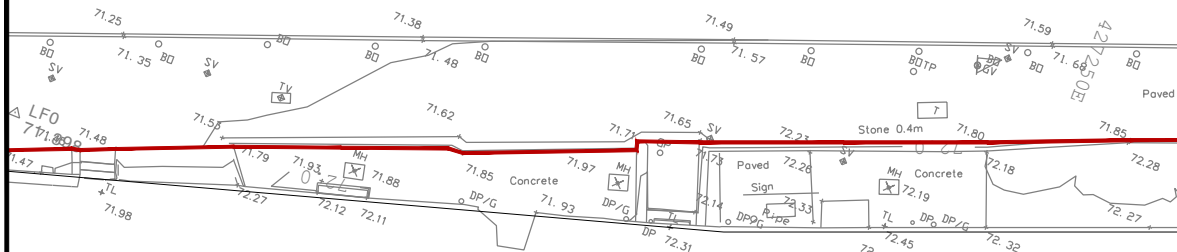
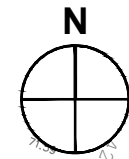
DRAWING NUMBER: **422.064829.00001/PD01/AT01** REVISION: **A**

Ordnance Survey © Crown copyright 2023
 All rights reserved. Licence No. 100059809

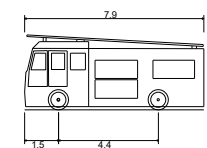
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Refuse Vehicle

Emergency Fire Vehicle



DB32 Refuse Vehicle
 Overall Length 7.900m
 Overall Width 2.400m
 Overall Body Height 3.183m
 Min Body Ground Clearance 0.388m
 Max Track Width 2.400m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 9.625m



Pumping Appliance
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m

- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.
 3. Proposed layout is based on SGM drawing : 27.07.23 model
 4. Stationary steering has been used to demonstrate successful swept path analysis

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Parking bays removed	JB	BC	26.01.2024

STATUS: INFORMATION ONLY

CLIENT: Outcomes First Group Holdings Limited

PROJECT: Front Street, Benton, Newcastle

DRAWING TITLE: Swept Path Analysis Refuse Vehicle & Emergency Fire Vehicle

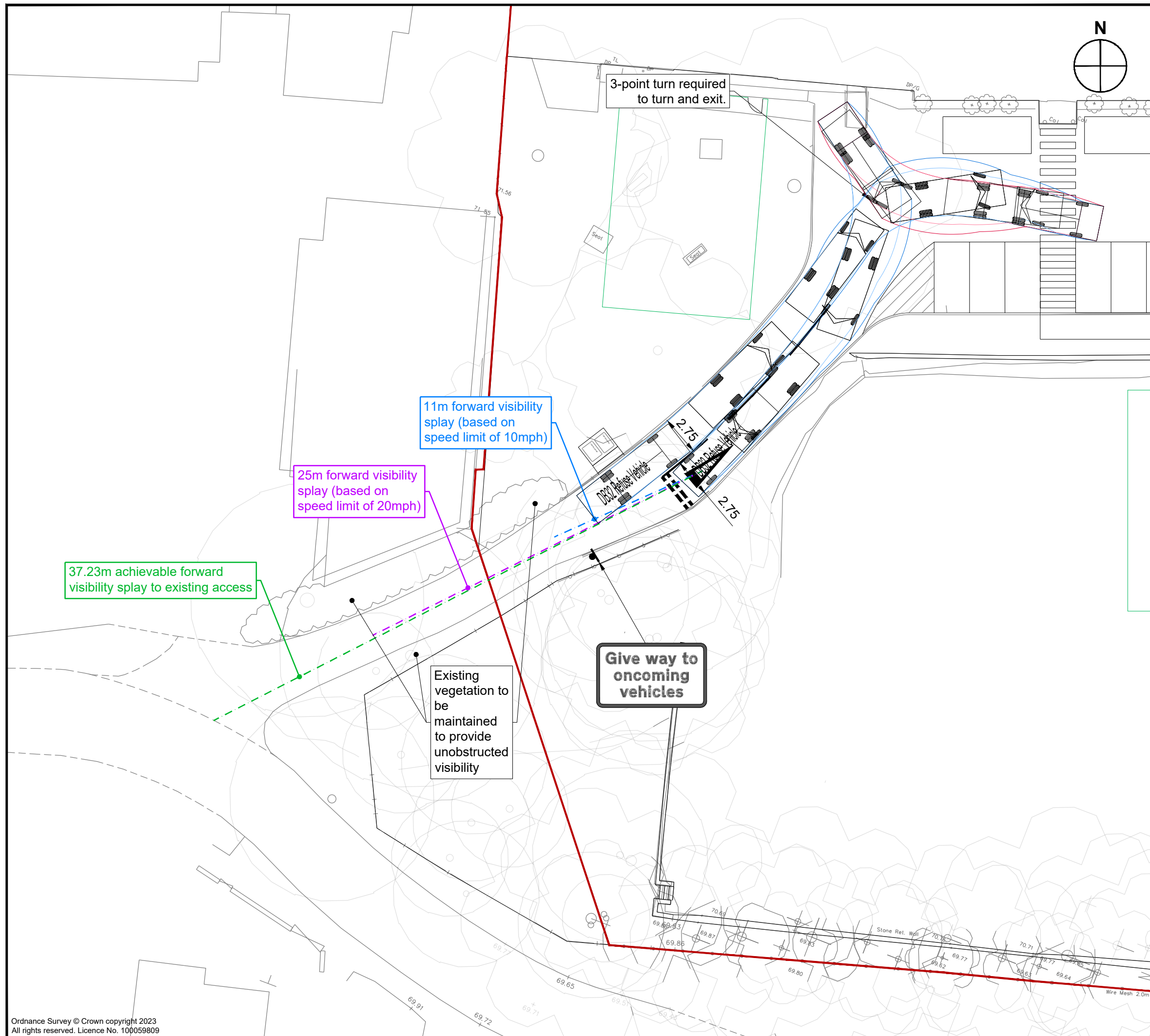
SCALES: 1:250 at A3

DRAWN: JB CHECKED: BC DATE: 13.12.2023



DRAWING NUMBER: 422.064829.00001/PD01/AT02 REVISION: A

Ordnance Survey © Crown copyright 2023
 All rights reserved. Licence No. 100059809
 NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.
 IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.
 3. Proposed layout is based on SGM drawing : 27.07.23 model

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Parking bays removed	JB	BC	26.01.2024

STATUS:
INFORMATION ONLY

CLIENT:
Outcomes First Group Holdings Limited

PROJECT:
Front Street, Benton, Newcastle

DRAWING TITLE:
Proposed Priority Arrangement Layout

SCALES:
1:250 at A3

DRAWN: **JB** CHECKED: **BC** DATE: **13.12.2023**



DRAWING NUMBER: **422.064829.00001/PD01** REVISION: **A**

Ordnance Survey © Crown copyright 2023
 All rights reserved. Licence No. 100059809

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.
 IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Appendix A Site Layout

Transport Statement

Benton House, Front Street, Benton

Outcomes First Group

SLR Project No.: 422.064829.00001

30 January 2024

Copyright © 2024 Space Architecture and Design Limited. All rights reserved. This drawing must not be reproduced without permission.

Dimensions are in millimetres unless otherwise specified.

Rev	Description	Date	By	Check
A	bicycle shelter added	01.11.23	MJD	mjd
B	'missing' areas of logo survey added	10.11.23	MJD	mjd
C	tree survey added generally updated	15.12.23	MJD	mjd
D	minor correction to red outline etc.	16.01.24	MJD	mjd
E	tree shading omitted key for trees added	17.01.24	MJD	mjd
F	drawing status changed to PLANNING APPLICATION	23.01.24	MJD	mjd
G	minor amends	24.01.24	MJD	mjd



KEY:

- existing tree canopy and trunk position based on Arboriculturalist's survey
- indicates 2.4 metre high green palisade fence with matching gates

PLANNING APPLICATION

Space
architecture and design limited

The Studio
Lake House
Blackmoorfoot Road
Huddersfield
HD5 5TR

t: 01484 841420
f: 01484 847757
e: md@spacearchitecture.net
w: www.spacearchitecture.net

Client: Outcomes First Group Ltd

Project: Conversion of Benton House into a Specialist School
Front Street, Benton, Newcastle
NE7 7UJ

Drawing Title: Proposed Site Layout Plan

Scale	Sheet	Date	Drawn	Checked	Drawing Number	Revision
1:250	1/500	01.10.23	MJD	mjd	23.01719-3002	0



Appendix B TRICS Output

Transport Statement

Benton House, Front Street, Benton

Outcomes First Group

SLR Project No.: 422.064829.00001

30 January 2024

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	2 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: 270 to 880 (units: sqm)
Range Selected by User: 250 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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:

Residential Zone	3
Retail Zone	1
Village	1
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

F2(b) 6 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	2 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	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	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	4 days
1.1 to 1.5	2 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	6 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-07-Q-01 MOODY STREET STANDISH	COMMUNITY CENTRE	GREATER MANCHESTER
	Edge of Town Residential Zone Total Gross floor area: 270 sqm <i>Survey date: THURSDAY 28/04/22</i>		<i>Survey Type: MANUAL</i>
2	LS-07-Q-01 WATERLOO LANE LEEDS BRAMLEY	COMMUNITY CENTRE	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone Total Gross floor area: 625 sqm <i>Survey date: MONDAY 19/10/15</i>		<i>Survey Type: MANUAL</i>
3	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 316 sqm <i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
4	TW-07-Q-02 ROSEDON WAY NEWCASTLE BRUNTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 880 sqm <i>Survey date: FRIDAY 13/11/15</i>		<i>Survey Type: MANUAL</i>
5	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS	COMMUNITY CENTRE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 750 sqm <i>Survey date: FRIDAY 24/05/19</i>		<i>Survey Type: MANUAL</i>
6	WM-07-Q-01 PRIOR DERAM WALK COVENTRY CANLEY	COMMUNITY CENTRE	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 560 sqm <i>Survey date: TUESDAY 18/10/22</i>		<i>Survey Type: MANUAL</i>

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 07 - LEISURE/Q - COMMUNITY CENTRE

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	4	443	0.395	4	443	0.000	4	443	0.395
08:00 - 09:00	6	567	1.588	6	567	1.000	6	567	2.588
09:00 - 10:00	6	567	1.411	6	567	0.970	6	567	2.381
10:00 - 11:00	6	567	0.529	6	567	0.941	6	567	1.470
11:00 - 12:00	6	567	0.500	6	567	0.794	6	567	1.294
12:00 - 13:00	6	567	1.264	6	567	1.088	6	567	2.352
13:00 - 14:00	6	567	0.500	6	567	0.706	6	567	1.206
14:00 - 15:00	6	567	0.588	6	567	0.412	6	567	1.000
15:00 - 16:00	6	567	1.294	6	567	1.029	6	567	2.323
16:00 - 17:00	5	617	1.005	5	617	1.102	5	617	2.107
17:00 - 18:00	5	617	0.810	5	617	1.264	5	617	2.074
18:00 - 19:00	4	584	1.413	4	584	0.899	4	584	2.312
19:00 - 20:00	4	584	0.086	4	584	1.156	4	584	1.242
20:00 - 21:00	3	688	0.000	3	688	0.097	3	688	0.097
21:00 - 22:00	1	625	0.000	1	625	0.000	1	625	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.383			11.458			22.841

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:	270 - 880 (units: sqm)
Survey date range:	01/01/15 - 18/10/22
Number of weekdays (Monday-Friday):	6
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

