



Transport Statement

Residential Development – Jack Lawson Terrace, Wheatley Hill

Prepared for: Gleeson Regeneration Ltd

January 2024

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Prepared by: Aimee Thompson – Director

Document Revision Control

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-	02.01.2024	Fist Issue

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1.0 INTRODUCTION

OVERVIEW

- 1.1 attp has been commissioned by Gleeson Regeneration Ltd to prepare a Transport Statement (TS) in support of a detailed planning application for residential development on land in the Wheatley Hill area of Durham. The local planning and highways authority is Durham County Council (DCC).
- 1.2 The land to be developed is currently green space which is amongst existing residential development. A copy of the sites red line boundary is attached at **Appendix 1**, which shows areas of land to the east of Jack Lawson Terrace and east of Wheatley Terrace to be developed. A total of 78 residential dwellings are proposed.
- 1.3 As shown on the Proposed Site Layout, a copy of which is attached at **Appendix 2**, there are existing access roads, serving the existing residential dwellings, which will be modified to serve the proposed residential dwellings. Access will be taken from Wordsworth Avenue via modifications to two existing cul de sacs, from Jack Lawson Terrace via frontage access, from Wheatley Terrace via frontage access and from Shakespeare Street via a purpose built cul de sac and frontage access.
- 1.4 The site is located in Wheatley Hill approximately 12.5km east of Durham city centre. Both areas of the site are immediately surrounded by the existing residential development accessed from Jack Lawson Terrace, Wheatley Terrace and Shakespeare Street. Within the village of Wheatley Hill there are a number of facilities and local services, which are easily accessible from the site.
- 1.5 This report demonstrates that the site can be safely accessed and is accessible to a range of key services and facilities. The report also demonstrates that traffic flows generated by the proposals will not have an adverse impact upon the surrounding highway network.
- 1.6 It is therefore concluded that there are no highways or transport reasons why planning permission for the residential proposals should not be granted.

POLICY CONTEXT

National Planning Policy Framework – July 2021

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

1.8 The NPPF states that:

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

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

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

1.9 The NPPF also states that when considering development proposals:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

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

1.10 It also sets out that:

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

Within this context, applications for development should:

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

1.11 It also states that:

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

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

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

- Support economic growth by improving journey time reliability on key business, commuting and freight routes. Connectivity between labour and business markets should also be supported.
- Deliver transport improvements required to support sustainable housing provision. Greenhouse gas emissions can be reduced through local transport's support of the Carbon Reduction Strategy.
- Improving public health by encouraging and enabling physically active travel.
- Enhance resident's quality of life by ensuring accessibility to key services, social networks, goods and places.

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

- The overall pedestrian and cycle network will continue to be developed and improved for the benefit of all of its users and to encourage walking/cycling. The provision of light controlled crossings will be based on a priority needs assessment. More detailed policies on the development of walking and cycling are outlined in the Rights of Way Improvement Plan and the County Durham Cycling Strategy.
- A reduction in road traffic congestion at pinch-points, particularly in the early morning and late evening peak periods, through the implementation of traffic control solutions.
- The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres. Bus travel will be supported through a greater emphasis on information provision and marketing, additionally.
- Reducing the proportion of trips made by single occupancy car travel through car sharing and teleworking initiatives.

County Durham Local Plan – October 2021

- 1.14 Durham County Council local plan was adopted in October 2021 and sets out a plan for County Durham to guide development and spatial planning in the county up to 2030.
- 1.15 The plan shows the allocated sites providing a potential for over 6000 new homes across the county. The plan aims to locate the new homes in the right places to capitalise on the investment.
- 1.16 The Council seeks to use the planning process to deliver an integrated and sustainable transport network. Development proposals will be assessed on this basis and as a result developers are encouraged to mitigate the impact of their proposals on existing transport infrastructure. Policy 48 of The Plan states that all development shall encourage sustainable travel by:
- Delivering, accommodating and facilitating investment in sustainable modes of transport such as walking, cycling, bus and rail transport, alternative fuel vehicles and car sharing;
 - Providing appropriate, well designed, permeable and direct routes for all modes of transport, so that new developments clearly link to existing routes for the convenience of all users;
 - Ensuring that any vehicular traffic generated by new development following the implementation of sustainable transport measures can be safely accommodated on the local and strategic highway network without causing additional congestion or can be made safe by appropriate transport improvements.
- 1.17 Reference to national guidance contained within NPPF has helped to establish that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.
- 1.18 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high-quality development whilst not compromising a high level of sustainability.
- 1.19 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. The development of sites which offer alternatives to the use of the private car should be encouraged.

1.20 The site is ideally located to assist in delivering these aims and aspirations. It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

2.0 EXISTING CONDITIONS

SURROUNDING HIGHWAY NETWORK

- 2.1 The site is located in Wheatley Hill approximately 12.5km east of Durham city centre. Both areas of the site are immediately surrounded by the existing residential development accessed from Jack Lawson Terrace, Wheatley Terrace and Shakespeare Street. Within the village of Wheatley Hill there are a number of facilities and local services. Which are easily accessible from the site.
- 2.2 As shown on the Proposed Site Layout, a copy of which is attached at **Appendix 2**, there are existing access roads, serving the existing residential dwellings, which will be modified to serve the proposed residential dwellings. Access will be taken from Wordsworth Avenue via modifications to two existing cul de sacs, from Jack Lawson Terrace via frontage access, from Wheatley Terrace via frontage access and from Shakespeare Street via a purpose build cul de sac and frontage access.
- 2.3 Wordsworth Avenue is a two way residential road with footways located on both sides of the carriageway. It provides frontage access to residential dwellings, access onto other residential streets and to Wheatley Hill Community Primary School. There is a 30mph speed restriction in force and street lighting. School keep clear markings are also present along the front of the school.
- 2.4 Wordsworth Avenue meets at priority junctions with Jack Lawson Terrace and Wheatley Terrace. Both Jack Lawson Terrace and Wheatley Terrace are two way residential roads with footways located on both sides of the carriageway. They provide frontage access to residential dwellings and access onto other residential streets. Jack Lawson Terrace is a bus route with bus stops present along its length.
- 2.5 There is a 30mph speed restriction in place on Shakespeare Street and streetlights are present. Footways to either side of the street provide frontage access to residential dwellings and access to surrounding residential streets.
- 2.6 Ultimately, Wordsworth Avenue, Jack Lawson Terrace and Wheatley Terrace all provide access to Quilstyle Road, to the north and Woodlands Avenue, to the east, which are the main roads connecting Wheatley Hill with the B1279 and the A181.
- 2.7 The B1279 and A181 provide direct routes into the surrounding towns and villages and onto the A1 and A19 Motorways. The development site is well located in terms of its access onto the local and strategic highways networks.

PERSONAL INJURY ACCIDENT DATA

- 2.8 Personal injury accident (PIA) records have been obtained from Crashmap for the period January 2018 to December 2022, which represents the most recent five year period available. The study area includes the full extent of Wordsworth Avenue, Jack Lawson Terrace, Wheatley Terrace and Shakespeare Street. The PIA data is included within **Appendix 3**.
- 2.9 Analysis of the accidents showed that within the study area there have been a total of three accidents recorded within the study period, two of which were classified as serious in severity and one as slight in severity.
- 2.10 One of the accidents, which occurred at the Wheatley Terrace / Shinwell Terrace junction, was classified as serious in severity and took place in 2020 and involved two vehicles.
- 2.11 The second, which occurred at the Wordsworth Avenue / Jack Lawson Terrace junction, was classified as serious in severity and took place in 2019 and involved two vehicles.
- 2.12 The third, which occurred on Wordsworth Avenue, was classified as slight in severity and took place in 2019 and involved two vehicles.
- 2.13 In summary, this is not considered to represent a significant number of accidents over the five year study period, there are no accidents involving pedestrians or cyclists and no trends in causation factors have been identified.
- 2.14 It is therefore considered that there is no existing safety problems associated with the road network surrounding the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.

3.0 DEVELOPMENT PROPOSALS

- 3.1 A site layout has been developed by Gleeson, which comprises 78 residential dwellings. The land to be developed is currently green space which is amongst existing residential development. A copy of the sites red line boundary is attached at **Appendix 1**, which shows areas of land to the east of Jack Lawson Terrace and east of Wheatley Terrace to be developed.
- 3.2 As shown on the Proposed Site Layout, a copy of which is attached at **Appendix 2**, there are existing access roads, serving the existing residential dwellings, which will be modified to serve the proposed residential dwellings. Access will be taken from Wordsworth Avenue via modifications to two existing cul de sacs, from Jack Lawson Terrace via frontage access, from Wheatley Terrace via frontage access and from Shakespeare Street via a purpose built cul de sac and frontage access.
- 3.3 5.5m roads have been adopted across the site, where possible, however some of the existing highways can not be widened and as such are designed at 4.8m wide.
- 3.4 The site is located in Wheatley Hill approximately 12.5km east of Durham city centre. Both areas of the site are immediately surrounded by the existing residential development accessed from Jack Lawson Terrace, Wheatley Terrace and Shakespeare Street. Further afield, in all directions, are facilities associated with a small village and green space.
- 3.5 The Speed limit in place on the roads which will provide access into the development is 30mph and as such visibility requirements at the accesses into the site are 2.4 x 43m. The drawings attached at **Appendix 4** demonstrates that this is achievable at all of the access points.
- 3.6 The site layout has also been assessed to ensure forward visibility is as per the current guidance. A copy of the forward visibility drawing is attached at **Appendix 4**.
- 3.7 The proposals have also taken into account the needs of refuse vehicles and a copy of the swept path analyses is attached at **Appendix 5**.
- 3.8 Car parking across the site will comply with the Councils' current car parking standards 'DCC Parking and Accessibility SPD 2023'. This document states the following for residential developments:
- 1 bed – 1 space per dwelling – 1 active EV charge point;
 - 2 bed – 2 spaces per dwelling – 1 active EV charge point;

-
- 3 bed – 2 spaces per dwelling – 1 active EV charge point;
 - 4 bed – 3 spaces per dwelling – 1 active EV charge point; and
 - An additional 1 visitor parking space per 4 dwellings across the site.

3.9 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking.

4.0 EXISTING SUSTAINABLE TRANSPORT PROVISION

- 4.1 The Government’s objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site has a good level of accessibility by sustainable modes of transport.
- 4.2 Travel by non-car modes will be encouraged at the site and as outlined in Section 3.0, the proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.
- 4.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

WALKING AND CYCLING

- 4.4 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)

and

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77).

Walking

- 4.5 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site includes the majority of Wheatley Hill, within which are all the facilities associated with a village, including Wheatley Hill Community Primary School, Wheatley Hill Community Nursery, Wheatley Hill Working Men’s Club, Co-op Food, Wray and McKenna Dental Surgery, East Durham Medical Centre, Wheatley Hill Convenience Store, SPAR, Premier Convenience Store and Wheatley Hill Post Office, as well as other shops and facilities.

- 4.6 The site layout proposals include a network of footways across the site which connect into the existing footways on the highway network. In addition, there is an existing footpath which connects Shakespeare Street with Wheatley Terrace, which will remain.

Cycling

- 4.7 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, in addition to the areas that are accessible on foot, includes Thornley, Wingate and Shotton Colliery.

PUBLIC TRANSPORT

Bus

- 4.8 There are bus stops located on Jack Lawson Terrace within the recommended 400m walking distance of the site, which benefit from a shelter, timetable information, a raised kerb and road markings.
- 4.9 These bus stops are served by bus number 22 which has a service frequency of two buses per hour during the daytime and in the evenings and provides a service between Durham and Sunderland, calling at Sherburn, Thornley, Shotton Colliery, Peterlee, Easington, Dalton Park, New Seaham Mill and Ryhope.
- 4.10 A wealth of additional public transport facilities are also available from Durham city centre, including buses and trains.
- 4.11 Durham city centre have a large range of employment facilities including offices, retail, and leisure. A large range of secondary and tertiary education facilities, shops, banks, post offices, libraries, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets, all of which are all accessible from the site via public transport.

SUMMARY

- 4.12 The site is located within a sustainable location with the bus stops located on Jack Lawson Terrace served by regular buses providing a direct connection to the surrounding towns and villages and Durham city centre. Furthermore, there are a wealth of additional bus and rail facilities available within Durham city centre.

-
- 4.13 The site is situated in an accessible location with facilities including schools, supermarkets, convenience stores, medical facilities and recreation facilities located within a reasonable walking or cycling distance of the site and accessible via public transport.
- 4.14 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

5.0 HIGHWAYS IMPACT

- 5.1 In accordance with the government’s Guidance on Transport Assessment, the trip generation of the proposed residential development (based on the provision of up to 78 residential dwellings) has been assessed in order to consider access to the site by a range of modes.
- 5.2 Total vehicle rates obtained from the TRICs database for ‘Residential – Houses Privately Owned’ have been utilised to determine the potential trip generation of the proposed development based on the 78 dwellings proposed, The total vehicle trip rates derived are summarised in Table 5.1 and a copy of the TRICs outputs are attached at **Appendix 6**.

Table 5.1: Total Vehicle Trip Rates and Generation

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (per dwelling)	0.136	0.384	0.359	0.169
Trip Generation	11	30	28	13

- 5.3 In order to derive the trip generation by mode, journey to work mode split data for the County Durham 040 Middle Super Output Area (MSOA), in which the development site is situated has been obtained from the National Statistics website. A copy of the mode split data is attached at **Appendix 7** and a summary is provided in Table 5.2.

Table 5.2: National Statistics Mode Split Data for County Durham 040 MSOA

Mode	Percentage
Pedestrian	6.2%
Bicycle	0.5%
Motorcycle	0.2%
Car Driver	80.3%
Car Passenger	8.5%
Bus	4.1%
Train	0.2%
Total	100%

- 5.4 Using the modal split data in Table 5.2 and the total vehicle trips in Table 5.1, the morning and evening peak hour trips for each mode have been calculated and are shown in Table 5.3.

Table 5.3: Trip Generation by Mode

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	1	2	2	1
Bicycle	0	1	0	0
Motorcycle	0	0	0	0
Car Driver	11	30	28	13
Car Passenger	1	3	3	1
Bus	1	2	2	1
Train	0	0	0	0
Total	14	38	35	16

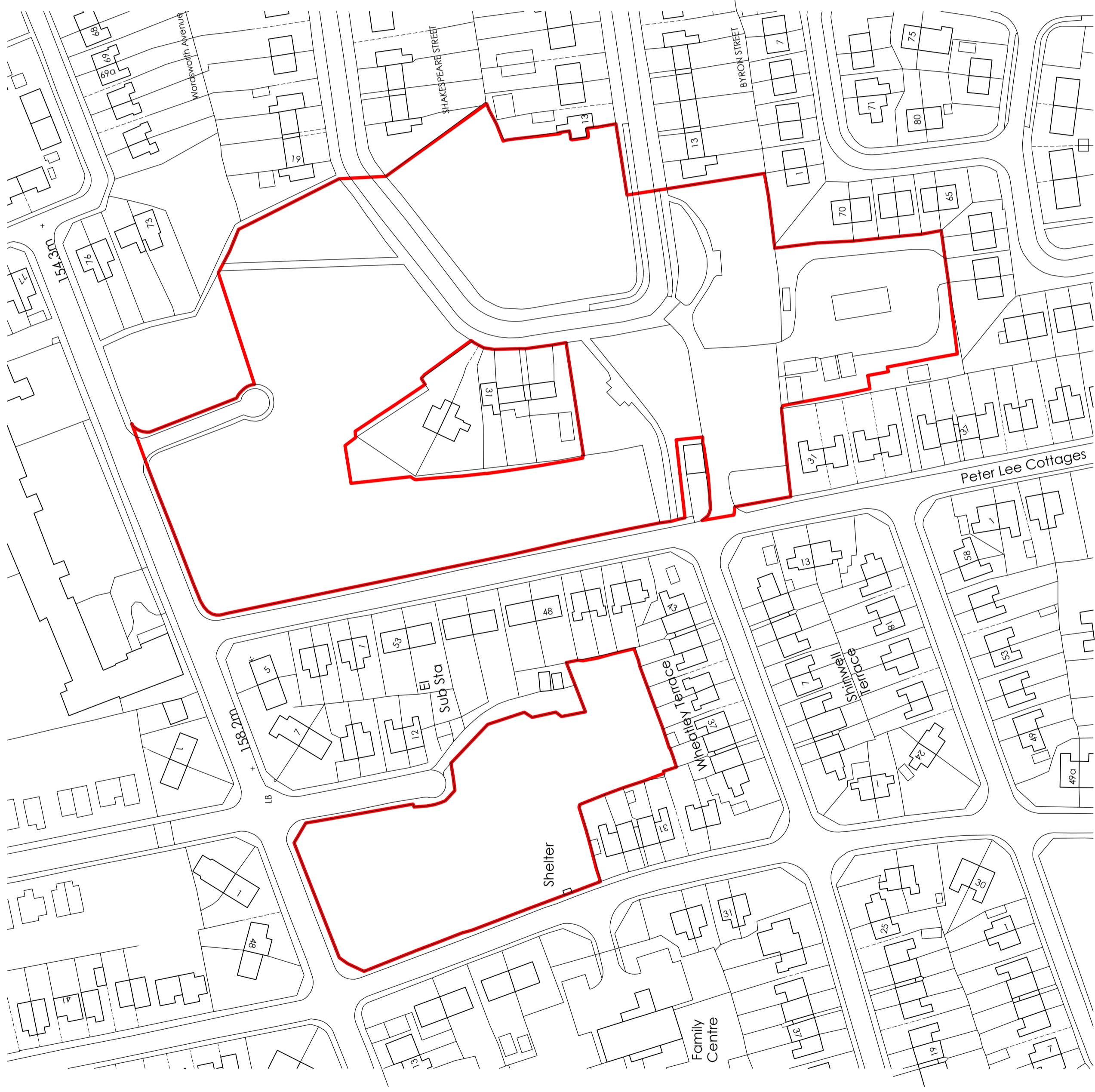
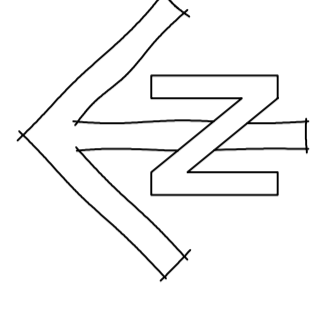
- 5.5 The development proposals, based on the provision of 78 dwellings, are forecast to generate some 41 two-way vehicle trips during the AM and PM peak hours, respectively. In the immediate vicinity of the site this equates to an increase in vehicular trips of approximately one vehicles per two minutes.
- 5.6 Taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have an adverse impact on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 attp has been commissioned by Gleeson Regeneration Ltd to prepare a Transport Statement (TS) in support of a detailed planning application for residential development on land in the Wheatley Hill area of Durham. The local planning and highways authority is Durham County Council (DCC).
- 6.2 The land to be developed is currently green space which is amongst existing residential development, this includes areas of land to the east of Jack Lawson Terrace and east of Wheatley Terrace. A total of 78 residential dwellings are proposed.
- 6.3 As shown on the Proposed Site Layout there are existing access roads, serving the existing residential dwellings, which will be modified to serve the proposed residential dwellings. Access will be taken from Wordsworth Avenue via modifications to two existing cul de sacs, from Jack Lawson Terrace via frontage access, from Wheatley Terrace via frontage access and from Shakespeare Street via a purpose build cul de sac and frontage access.
- 6.4 The site is located in Wheatley Hill approximately 12.5km east of Durham city centre. Both areas of the site are immediately surrounded by the existing residential development accessed from Jack Lawson Terrace, Wheatley Terrace and Shakespeare Street. Within the village of Wheatley Hill there are a number of facilities and local services, which are easily accessible from the site.
- 6.5 Personal injury accident (PIA) records have been reviewed within this report and in summary, there has not been a significant number of accidents over the five year study period, there are no accidents involving pedestrians or cyclists and no trends in causation factors have been identified.
- 6.6 It is therefore considered that there is no existing safety problems associated with the road network surrounding the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.
- 6.7 The site is located within a sustainable location with the bus stops located on Jack Lawson Terrace served by regular buses providing a direct connection to the surrounding towns and villages and Durham city centre. Furthermore, there are a wealth of additional bus and rail facilities available within Durham city centre.
- 6.8 The site is situated in an accessible location with facilities including schools, supermarkets, convenience stores, medical facilities and recreation facilities located within a reasonable walking or cycling distance of the site and accessible via public transport.

-
- 6.9 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.
- 6.10 The development proposals, based on the provision of 78 dwellings, are forecast to generate some 41 two-way vehicle trips during the AM and PM peak hours, respectively. In the immediate vicinity of the site this equates to an increase in vehicular trips of approximately one vehicles per two minutes.
- 6.11 Taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have an adverse impact on the local highway network.
- 6.12 Overall, it is considered that the site is a suitable location for the proposed development and there are no highways or transport reasons that should prevent the granting of planning consent for the proposals.

APPENDIX 1



Ordnance Survey (c) Crown Copyright 2016. All rights reserved. Licence number 100022432

1. Do not scale off drawing
2. All dimensions to be checked on site
3. Any discrepancy between drawn and specified information to be notified immediately
4. If in doubt - ASK

revisions



client

Gleeson

project

Land at
Jack Lawson Terrace
Wheatley Hill, Co. Durham

drawing title

LOCATION PLAN

fig. no.

2215.01.01.

scale

1:1000 @ A1

date

March 2023

drawn by

DLM

checked by

DLM

The Well Garden, Branton Green,
Great Ouseburn, North Yorks, YO26 9RT
Tel: 01423 579105
Email: Mail@ACERarchitectural.co.uk

APPENDIX 2

JACK LAWSON TERRACE WHEATLEY HILL

housing layout

MATERIALS

ES Main Brick: Edenhall Edmonton Stock
Roof: Double Roman Concrete Tile in Terracotta Red

KB Main Brick: Edenhall Kiln Buff
Roof: Double Roman Concrete Tile in Terracotta Red

DRIVE DETAIL
All driveway areas to be Black Tarmac
Footpath

Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1 in 12 for maximum 5.00m length.
Paving slabs - Grey PCC

All path widths to achieve the minimum NHBC Standards as stipulated in Chapter 10.2.6; Table 1

- Within curtilage to main entrance, or any entrance designated by Building Regulations - 900mm
- Paths used for the removal of refuse to the collection point - 750mm

All other paths to be minimum 600mm width.

All garages are optional.
If not built concurrently with the house, a screen fence is to be provided on rear garage wall line.

- Indicates garage personnel door
- Electric Vehicle Charging Point
- Bin Collection Point

- WINDOWS** - White uPVC
- FRONT & REAR DOORS** - Anthracite Grey GRP
Style as elevational drawings
- PATIO DOORS** - White uPVC
Style as elevational drawings
- GARAGE DOORS** - Anthracite Grey Steel
Style as elevational drawings
- FASCIAS & SOFFITS** - White uPVC
- RAINWATER GOODS** - Black

Layout based on Topographical Site Survey and OS information provided by client. Some existing tree and hedgerow are digitised from satellite imagery and are therefore indicative only. All external boundaries to be checked against the Land Registry title plan prior to commencement on site and any discrepancies to be notified to ACER Architectural Limited.

All materials, landscape details and boundary treatments are subject to approval by the Local Planning Authority.

1. Do not scale off drawing
2. All dimensions to be checked on site
3. Any discrepancy between drawn and specified information to be notified immediately
4. If in doubt - ASK



HOUSE TYPE SCHEDULE

* 254 Moy	2 bed bungalow	8
* 250 Greystones	2 bed semi-det	9
* 350 Glin	3 bed semi-det	15
355 Neale	3 bed semi-det	4
353 Limerick	3 bed detached	3
354 Strade	3 bed detached	3
359 Clifden	3 bed corner det	8
* 360 Milford	3 bed detached	11
450 Dalkey	4 bed detached	8
* 454 Blessington	4 bed detached	9
		78

* Denotes 67% M4(2) compliant house types: 57% Houses plus 10% Bungalows.

100% House types NDSS compliant.

⊗ Denotes proposed Affordable Housing plot.

ELEVATIONAL STYLE

All plots. Urban style elevations

PARKING SCHEDULE

204Nc private in curtilage spaces (min. 2Nc/plot) inc. 60Nc garage spaces.
15Nc on street visitor parking bays.

- Existing trees and hedgerow
- Existing trees and hedgerow, dead, felled or to be removed
- Tree Root Protection area
- Tree Category (Refer to Tree Survey)
- Public Right of Way No13

- 28.11.23 Worked up as Planning Layout from Sketch Layout. 2215.03.01 rev C.
Tree Survey information added. (DLM)

revisions



Client
Gleeson

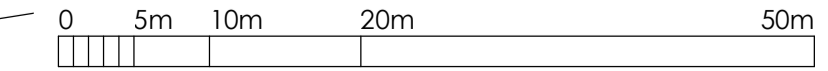
Project
Land at Jack Lawson Terrace Wheatley Hill, Co. Durham

Drawing title
HOUSING LAYOUT

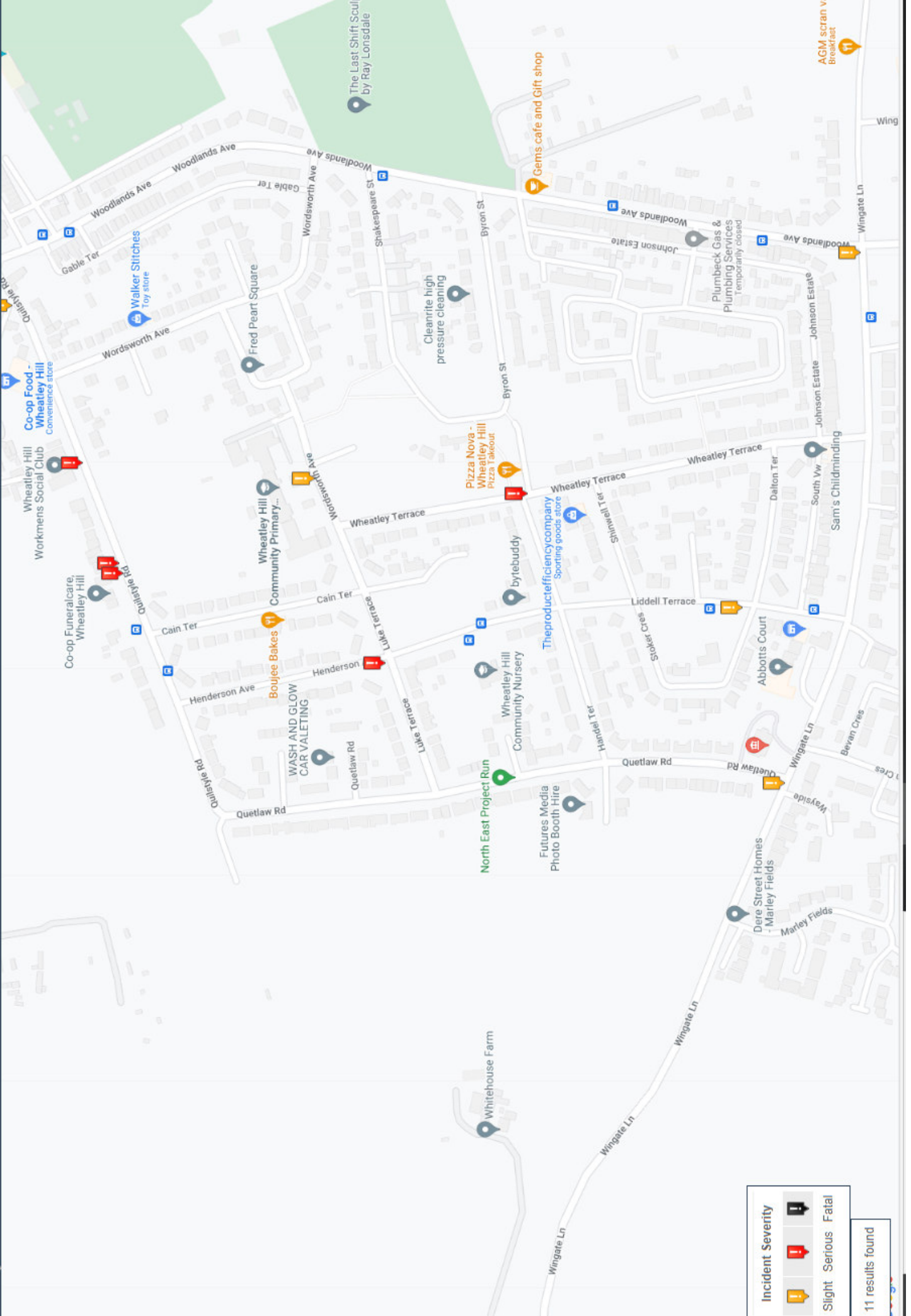
orig. no. 2215.04.01. scale 1:500 @ A1
date November 2023 drawn by DLM checked by DLM

The Well Garden, Branton Green, Great Ouseburn, North Yorks, YO26 9RT
Tel: 01423 579105
Email: Mail@ACERarchitectural.co.uk

Gross Site Area = 6.56 Acres (2.65 Hectares)
Net Developable Area = 5.89 Acres (2.38 Hectares)



APPENDIX 3



Incident Severity	
	Slight
	Serious
	Fatal

11 results found

APPENDIX 4

DO NOT SCALE

KEY

- 2.4 x 43m JUNCTION VISIBILITY SPLAY IN ACCORDANCE WITH MANUAL FOR STREETS (30MPH DESIGN SPEED)
- 25m FORWARD VISIBILITY ENVELOPE IN ACCORDANCE WITH MANUAL FOR STREETS (20MPH DESIGN SPEED)



REV	DATE	BY	TS	FIRST ISSUE	DESCRIPTION	CHK	APP
-	01/02/2024		TS				AT

DRAWING STATUS: FOR INFORMATION ONLY



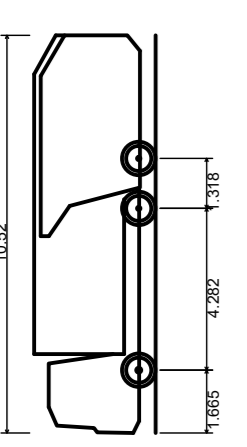
CLIENT:	GLEESON REGENERATION LTD
ARCHITECT:	ACER ARCHITECTURAL
PROJECT:	JACK LAWSON TERRACE WHEATLEY HILL CO. DURHAM
TITLE:	VISIBILITY ASSESSMENT
SCALE @ A1:	1:500
CAD FILE:	24001_VIS_001.dwg
PROJECTING:	24001
DRAWING NO.:	24001/VIS/001
REV:	-

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APPENDIX 5

DO NOT SCALE

VEHICLE DETAILS



Phoenix 2.23W (with Elite 2 6x2ML chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Overall Ground Clearance 1.000m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.250m



REV	DATE	BY	DESCRIPTION	CHK	APP
01022024	TS	FIRST ISSUE		AT	AT

DRAWING STATUS: FOR INFORMATION ONLY



CLIENT: GLEESON REGENERATION LTD
 ARCHITECT: ACER ARCHITECTURAL

PROJECT: JACK LAWSON TERRACE
 WHEATLEY HILL
 CO. DURHAM

TITLE: SWEPT PATH ANALYSIS

SCALE @ A1:	1:500	CHECKED:	AT	APPROVED:	AT
CAD FILE:	24001_SPA_001.dwg	DESIGNED BY:	TS	DATE:	02/02/2024
PROJECTING:	24001	DRAWING NO.:	24001/SPA001	REV:	-

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APPENDIX 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	2 days
	SC SURREY	1 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 51 to 250 (units:)
 Range Selected by User: 51 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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	6 days
Tuesday	8 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count 31 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)	5
Edge of Town	25
Free Standing (PPS6 Out of Town)	1

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	27
Out of Town	3
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	14 days - Selected
Servicing vehicles Excluded	30 days - Selected

Secondary Filtering selection:Use Class:

C3 31 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:

1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	12 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	27 days
1.6 to 2.0	4 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:

Yes	22 days
No	9 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	31 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
2	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
4	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
5	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD HAILSHAM HELLINGLY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX
	WRESTWOOD ROAD BEXHILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
9	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE EASTLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
11	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN		
	Edge of Town Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE NEAR COWES MEDHAM		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
14	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-10	MIXED HOUSES		KENT
	HEADCORN ROAD STAPLEHURST			
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: <i>TUESDAY</i>		09/05/23	Survey Type: <i>MANUAL</i>
16	NF-03-A-33	MIXED HOUSES		NORFOLK
	LONDON ROAD ATTLEBOROUGH			
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: <i>THURSDAY</i>		29/09/22	Survey Type: <i>MANUAL</i>
17	NF-03-A-34	MIXED HOUSES		NORFOLK
	NORWICH ROAD SWAFFHAM			
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: <i>TUESDAY</i>		27/09/22	Survey Type: <i>MANUAL</i>
18	NF-03-A-35	MIXED HOUSES & FLATS		NORFOLK
	REPTON AVENUE NORWICH			
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: <i>WEDNESDAY</i>		28/09/22	Survey Type: <i>MANUAL</i>
19	NF-03-A-36	MIXED HOUSES		NORFOLK
	LONDON ROAD WYMONDHAM			
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: <i>THURSDAY</i>		29/09/22	Survey Type: <i>MANUAL</i>
20	NF-03-A-39	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT			
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: <i>TUESDAY</i>		27/09/22	Survey Type: <i>MANUAL</i>
21	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY			
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: <i>MONDAY</i>		01/04/19	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

22	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
23	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK
	LOVETOFTS DRIVE IPSWICH WHITEHOUSE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
24	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END		
	Edge of Town Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
25	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
26	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
	DORKING WAY READING CALCOT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
27	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
28	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
29	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
31	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	31	132	0.092	31	132	0.307	31	132	0.399
08:00 - 09:00	31	132	0.136	31	132	0.384	31	132	0.520
09:00 - 10:00	31	132	0.141	31	132	0.169	31	132	0.310
10:00 - 11:00	31	132	0.132	31	132	0.161	31	132	0.293
11:00 - 12:00	31	132	0.147	31	132	0.155	31	132	0.302
12:00 - 13:00	31	132	0.164	31	132	0.163	31	132	0.327
13:00 - 14:00	31	132	0.167	31	132	0.165	31	132	0.332
14:00 - 15:00	31	132	0.176	31	132	0.198	31	132	0.374
15:00 - 16:00	31	132	0.260	31	132	0.171	31	132	0.431
16:00 - 17:00	31	132	0.268	31	132	0.169	31	132	0.437
17:00 - 18:00	31	132	0.359	31	132	0.168	31	132	0.527
18:00 - 19:00	31	132	0.283	31	132	0.153	31	132	0.436
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.325			2.363			4.688

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.

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Parameter summary

Trip rate parameter range selected: 51 - 250 (units:)
 Survey date range: 01/01/15 - 04/07/23
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 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.

APPENDIX 7

TS061 - Method used to travel to work

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population All usual residents aged 16 years and over in employment the week before
units Persons
area type 2021 super output areas - middle layer
area name E02004331 : County Durham 040

Method of travel to workplace

	2021	
Train	4	0.2%
Bus, minibus or coach	97	4.1%
Motorcycle, scooter or moped	5	0.2%
Driving a car or van	1,923	80.3%
Passenger in a car or van	204	8.5%
Bicycle	13	0.5%
On foot	149	6.2%
	2,395	