Civic Engineers

Job Title
Nile and Villiers

Prepared for
TOWN

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Contents

Transport Statement v1.0

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1. Introduction

Civic Engineers has been commissioned by TOWN to produce this Transport Statement for a residential development off Nile Street in the east of Sunderland city centre.

1.1 Proposed Development

The proposed development is comprised of the following:

- 75 dwellings
- 150 cycle parking spaces for residents in secure stores
- 5 cycle parking spaces within the landscaping for short stay use
- Associated landscaping

1.2 Discussion with Sunderland City Council

A pre-app meeting with Sunderland City Council was held on the 6th of July 2023 to discuss the scope of this Transport Statement, the approved meeting notes are provided in Appendix A. The highway officer confirmed that the following are required for planning:

- Transport Statement (this document)
- Framework Travel Plan (submitted as a standalone document)
- Reference to the Adopted Development Management SPD (see Section 3.4)
- Accessibility questionnaire (see Appendix B).

Parking provision was discussed and it was agreed that a reduced parking provision would be acceptable. Beat surveys of Nile Street, Villiers Street, Nile Street car park, and the on-site car parks were requested, the results of which are provided in Appendix C. It was agreed that no operational assessment or modelling of junctions is required because the proposed development is unlikely to create capacity issues on the network.

2. Transport Context

This section describes the location of the site and context considering all modes of transport. A residential accessibility questionnaire has been completed, as requested at the pre-app meeting; the site scored 37 (out of a possible 45) which falls into the high accessibility category. The completed questionnaire can be found in Appendix B.

2.1 Site Location

The site is approximately 0.81Ha in the east of Sunderland city centre. It is bound by Nile Street to the west, High Street West to the north, Villiers Street to the east, and Coronation Street to the south. The site and its location within Sunderland are shown in Figure 1.

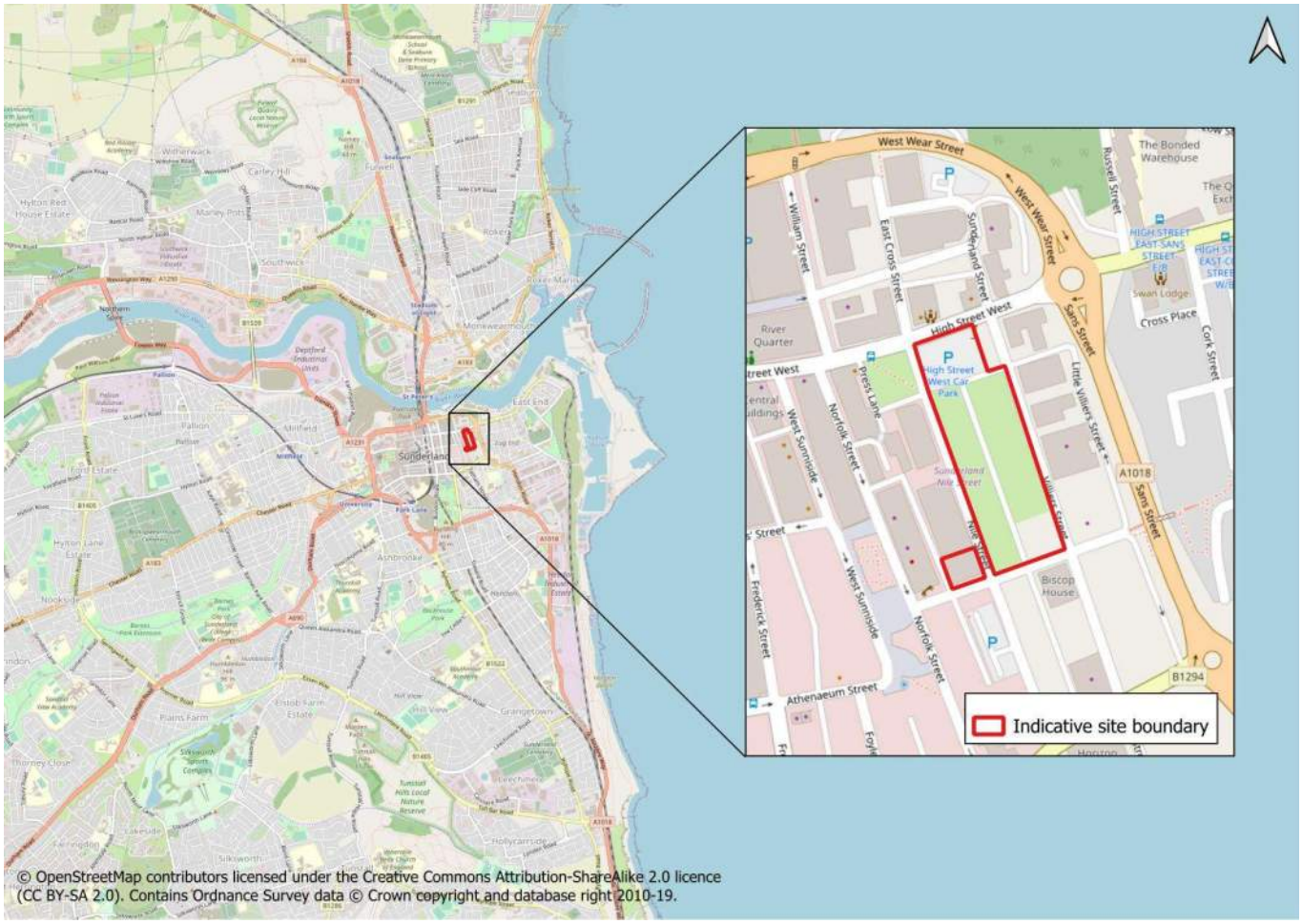


Figure 1: Site location

The site is a predominantly brownfield site, the structure in the northeast corner of the city block is outside of the redline boundary. Adjacent to the existing structure, within the site, is the High Street West car park, a surface car park with 43 spaces run by Sunderland City Council. In the southeast of the site there is a 16-space privately operated car park. Three industrial units on the corner of Nile Street and Coronation Street are also within the redline boundary.

2.2 Pedestrian Network

There are footways on both sides of the streets surrounding the site. On Nile Street and Villiers Street the footways are around 1.5m wide adjacent to the site and narrower in places on the opposite side, the footways are in poor condition.

The footways on High Street West to the north of the site are wider, around 3m adjacent to the site, and continue westbound to provide access to the city centre. This route has street lighting, dropped kerbs, and tactile paving at pedestrian crossings and is in better condition than those immediately surrounding the site.

To the south of the site, Coronation Street also has footway widths of approximately 3m and provide a route westward to the city centre via West Sunniside and Athenaeum Street. The condition of this route is generally good. There is a pedestrian footpath to the west of the site that provides a route to the city centre via Norfolk Street and St Thomas Street, access to this from Nile Street is around 80m north of Coronation Street. Much of the city centre, Sunderland Station, Hudson Road Primary School, and Mowbray Park are within 500m of the site as shown in Figure 2.

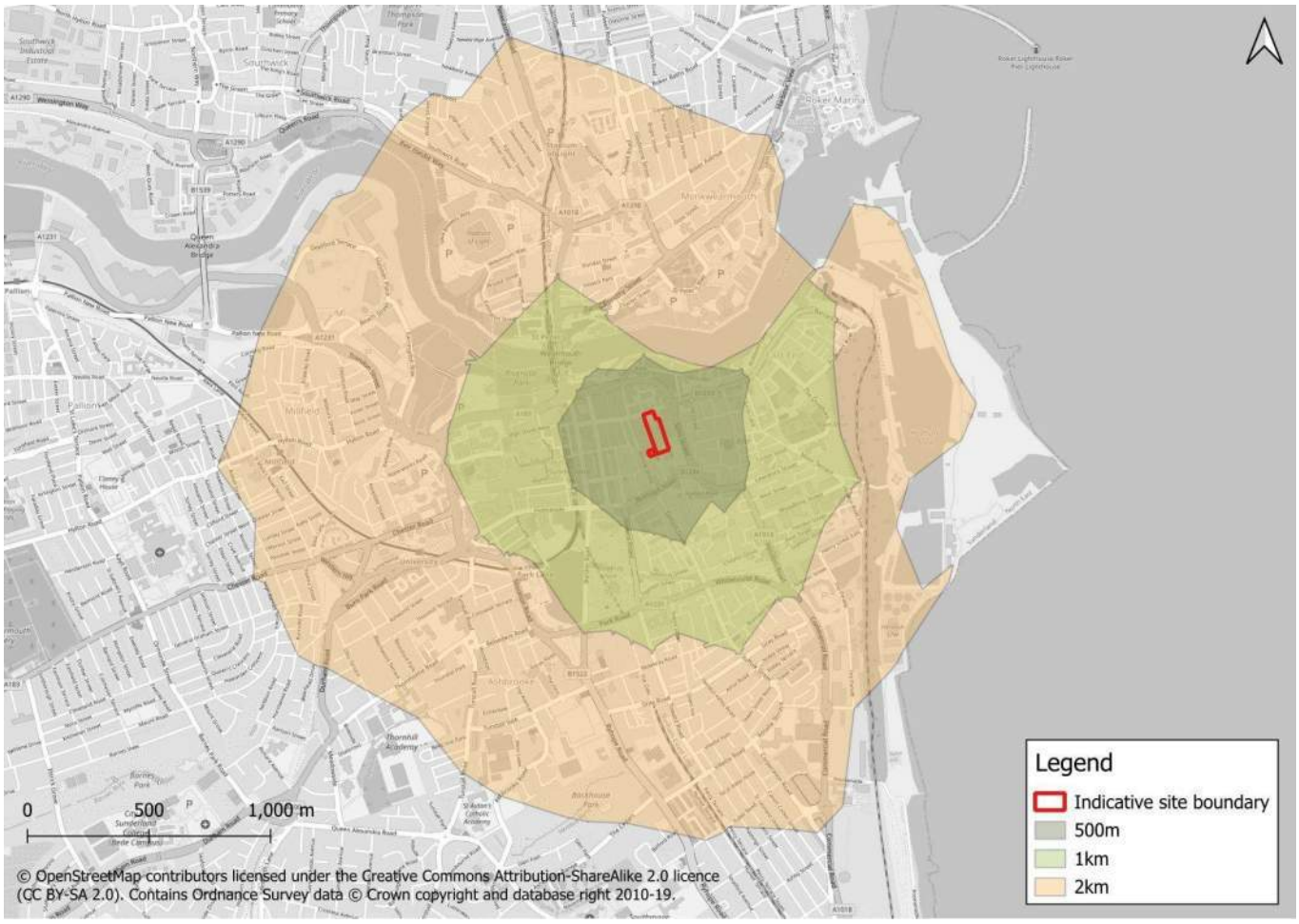


Figure 2: Walking isodistances from the centre of the site

2.3 Cycle Network

High Street West and Villiers Street are both shown as part of the cycle network on the Sunderland cycle map, as shown in Figure 3.

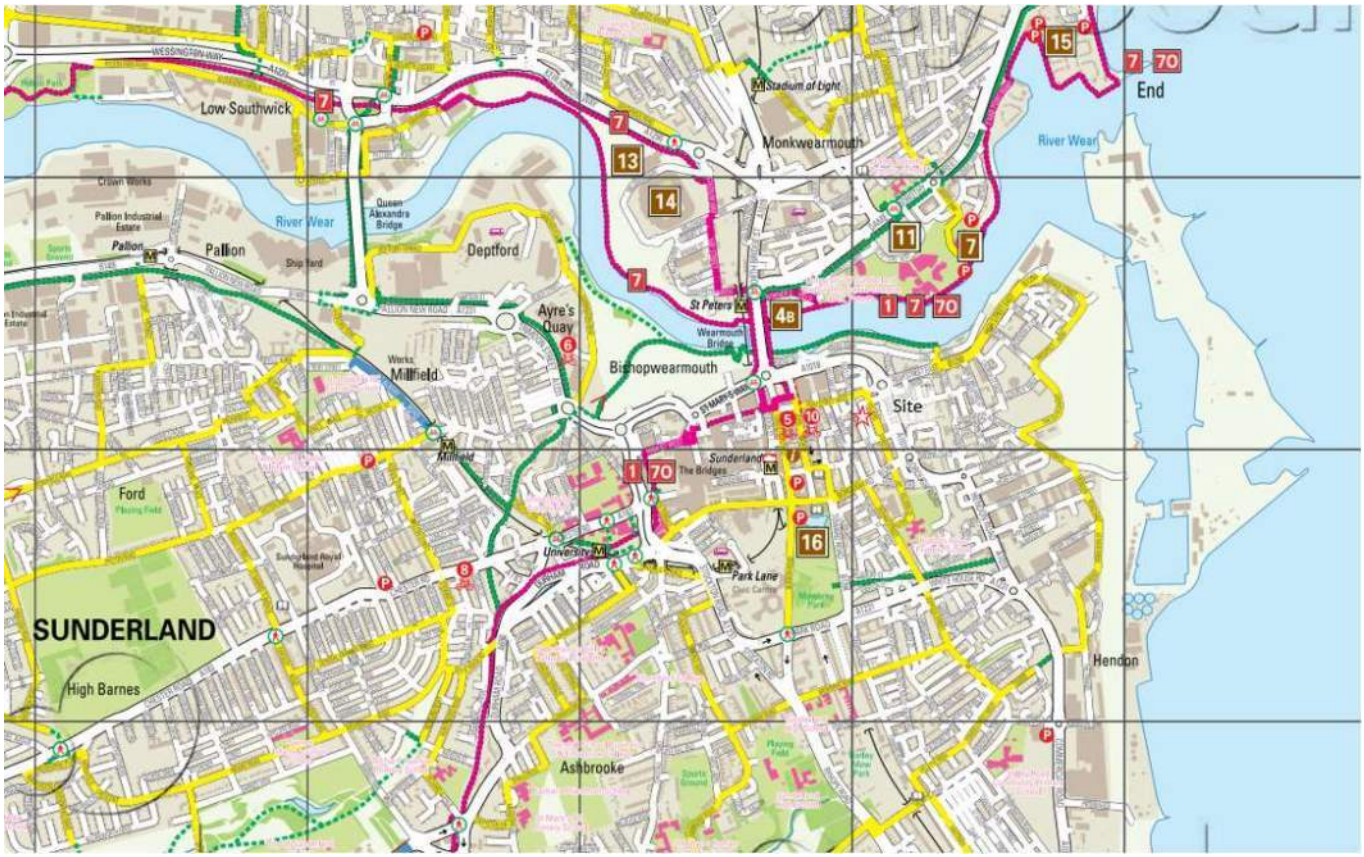


Figure 3: Extract of Sunderland cycle map

These streets do not have any dedicated cycle infrastructure, but they provide a connection to the National Cycle Network routes 1 and 70 that pass through the city centre, and NCN 7 which runs north of the River Wear. There is also a network of traffic-free routes around Sunderland shown in green on Figure 3.

An 8km distance from the site is shown in Figure 4. This represents the preferred maximum cycle distance to work or study, this distance includes all of Sunderland and the built-up area surrounding it.

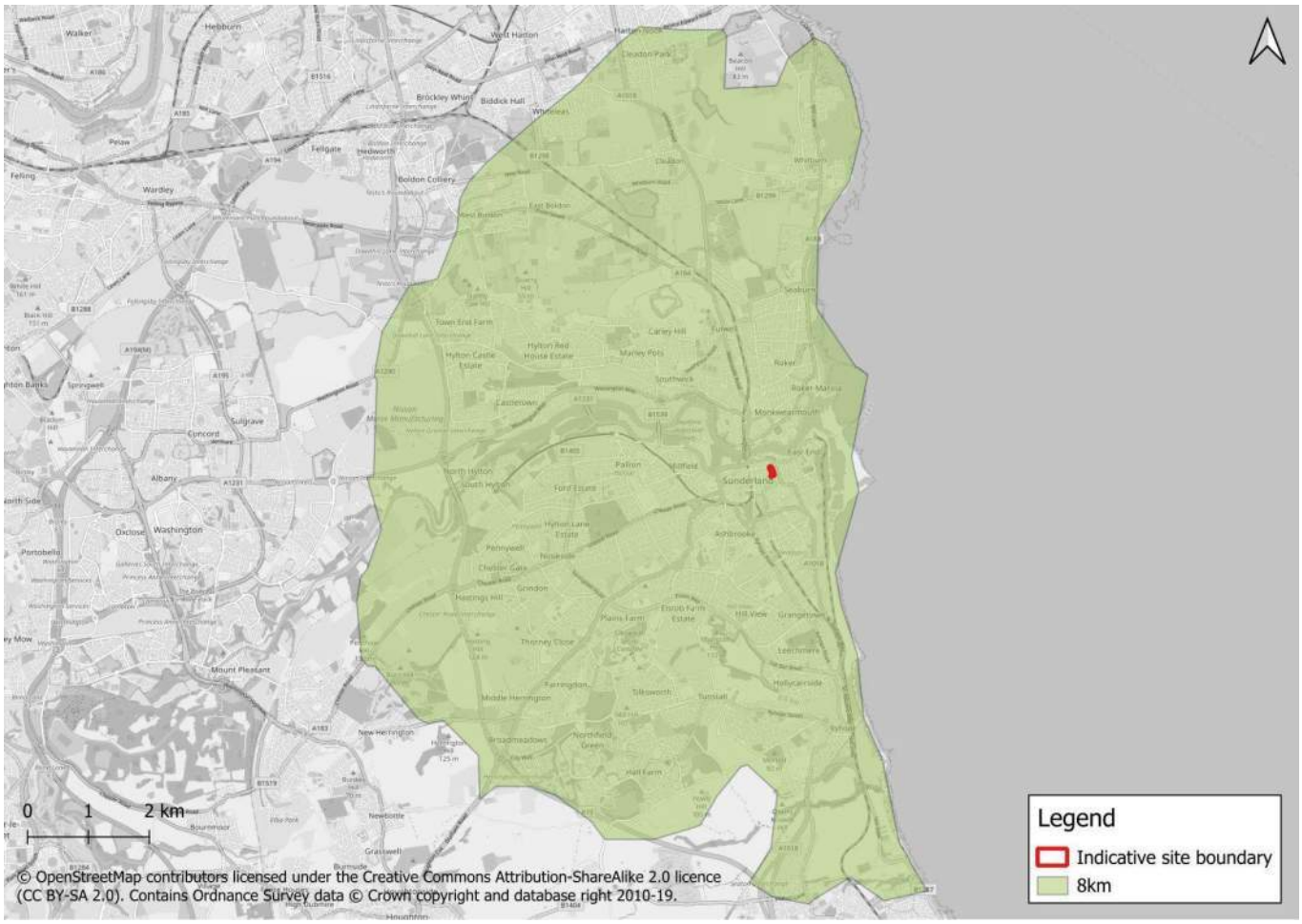


Figure 4: Cycle isodistance

2.4 Public Transport Networks

The site has good access to public transport with bus, train, and metro connections available nearby. Figure 5 shows the public transport options near the site.

Figure 5: Public Transport

The nearest bus stop to the site is around 40m to the west on High Street West. This stop is used by the number 38 bus, for a half hourly service into the city centre, the stop has no seating or shelter. Around 140m to the south of the site are a pair of bus stops on Borough Road, these have no seating or shelter. The number 11 bus stops here and has three buses an hour to Pennywell and Grangetown,

Around 400m to the west of the site in the city centre there are many more frequent services stopping southbound on John Street and northbound on Fawcett Street, the stops here have shelter, seating, and timetable information. Combined, the services offer around 15 buses an hour to destinations including, South Shields, Newcastle, Boldon, Seaburn, and the Sunderland Interchange where connections can be made to other regional services.

Sunderland train and metro station is around a 450m walk the site. There are 2-3 train services an hour to destinations including London, Hexham, Whitby, Nunthorpe, and Battersby. The station has step free access to all platforms and is staffed Mon-Sat 0515-0000 and Sun 0630-0000. The metro green line services stop at this station at a frequency of 5 trains per hour in each direction. Services terminate at South Hylton or the airport via Newcastle and Gateshead.

2.5 Highway Network

The streets around the site are local access streets. Nile Street is around 5,5m wide with two-way traffic and there are single yellow lines on both sides of the street adjacent to the site. Villiers Street is around 9.5m wide with two-way traffic and some parking on the west side of the street, where there are no marked parking bays there is a single yellow line. High Street West is around 8.5m wide with double yellow lines on both sides of the street adjacent to the site. Coronation Street is about 9m wide with two-way traffic, adjacent to the site there are five parking bays on the north side of the street, two of which are disabled bays. On the south side of the street there is a single yellow line and three disabled parking bays.

High Street West provides a connection to the A1018 to the northeast of the site, to the south the A1018 can be accessed via Villiers Street and Borough Road. The A1018 forms part of the Sunderland ring road which in turn provides connections to the A19 to the west via the A1231 or A690.

2.6 Car Parking and Car Club

On-street

Adjacent to the site, there are three on-street parking bays on the west side of Villiers Street, the restriction is Mon-Sat 1 hour stay, no return within 1 hour, at the south end of the street there are two disabled parking bays. Elsewhere on Villiers Street there are single yellow lines, the space for parking on the east side of the street is half the width of that on the east side of the street, in practice this is only a surface treatment, but it looks like vehicles will be half parked in a marked area and half in the carriageway. There are 12 parking bays on Coronation Street adjacent to the site and to the west with the same restrictions as Villiers Street, five of these bays are disabled parking bays. Elsewhere near the site there is on-street parking on Little Villiers Street, again with the same restrictions as above. On Nile Street there are no marked out parking bays, but there are single yellow lines, and pavement parking can be observed. The single yellow lines are subject to the controlled parking zone restrictions in Sunderland city centre where restrictions are in place Mon-Sat 8am-6pm.

Off-street

There are currently two surface-level car parks within the red line boundary of the site. The car park in the southern part of the site is a private car park with 16 spaces. The car park in the north is run by the council and has 43 spaces. The public car parks in Sunderland within 1km of the site are listed in Table 1 and shown in Figure 6.

Table 1: Public car parks (capacity data from parkopedia.co.uk)

Name	Operator	EV charging	Capacity
High Street West	Sunderland City Council	No	43
Sunniside Multi storey	Sunderland City Council	Yes (3)	653
Charles Street	Sunderland City Council	Yes (2)	28
West Wear Street	Sunderland City Council	Yes (6)	40

Name	Operator	EV charging	Capacity
Nile Street	Sunderland City Council	Yes (1)	49
Nile Street	Napier Parking	No	60
Tatham Street	Sunderland City Council	Yes (1)	94
St Mary's Multi storey	Sunderland City Council	Yes (4)	480
Bridges - Rooftop	The Bridges	No	215
Bridges – Multi storey	The Bridges	No	700
Total			**2,362**

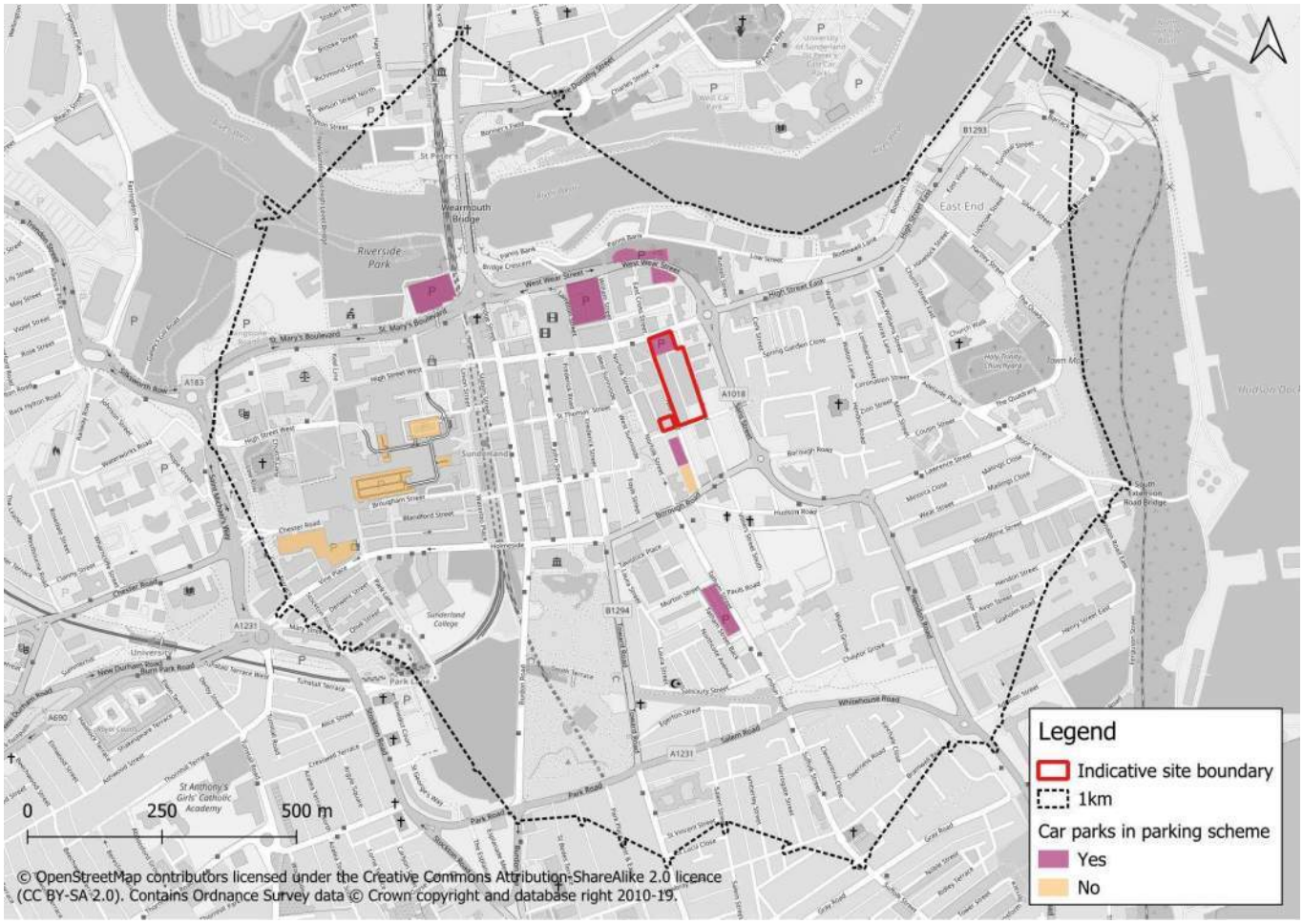


Figure 6: Car parks

Sunderland City Council operate a city centre residents parking scheme which allows residents who live in the city centre to purchase a permit that allows parking at any time (subject to availability) in any of the council operated multi-storey and off-street car parks (except Prince/South Street car parks). The car parks listed above that involved are in this scheme are St Mary's, Sunniside, Nile Street, High Street West, West Wear Street, Charles Street, and Tatham Street. There are other car parks involved in the scheme, but they are further from the site and therefore have not been included here.

Car Club

There are no car clubs currently in the vicinity of the site or in Sunderland. Enterprise Car Club and Cowheels both operate in Newcastle showing there is a market for a car club in the region.

3. Policy Context

This section reviews the transport-related national and local policy that is relevant to the site.

3.1 National Planning Policy Framework

The NPPF[1] was originally published in 2012, consolidating a number of planning documents, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The most recent version was produced in December 2023, and places greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes.

Chapter 9 is focused on promoting sustainable transport, and a summary of key paragraphs is provided below.

Paragraph 108 of 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[1] 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."*

Paragraph 109: development should be focused that can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes.

Paragraph 114 states that: "*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*

[1] National Planning Policy Framework, December 2023. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf (Accessed 22 February 2024)

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.*

Paragraph 115 goes on to say 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.*

Paragraph 116 continues: *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.*

Paragraph 117 states: *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."*

3.2 Core Strategy and Development Plan 2015-2033

Transport-related policies from the Core Strategy relevant to the proposed development include:

- ST1 Urban Core Accessibility and Movement, specifically point 4 improving 'legibility'
- ST2 Local Road Network, specifically point 2v. they [developments] have safe and convenient access for sustainable transport modes relevant to its location
- ST3 Development and Transport which states, development should:
    - Provide safe and convenient access for all road users.
    - Incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network.
    - Submit an appropriate Transport Assessment/Statement and a Travel Plan.
    - Include a level of vehicle parking and cycle storage in accordance with the council's parking standards.

3.3 North East Transport Plan 2021-2035

The North East Transport Plan provides a strategic framework to enable delivery of an improved, more seamless, co-ordinated and integrated transport system across the region. Its vision is "moving to a green, healthy, dynamic and thriving North East". The plan outlines options considered to deliver on the vision, these include encouraging people to make journeys by sustainable means and encouraging active travel through behaviour change initiatives.

3.4 Parking Standards

Parking standards for Sunderland are set out in the Development Management Supplementary Planning Document. The residential parking standards state that there is no parking requirement for 1 space per 1 dwelling unit within the Central Area Parking Boundary. The proposed development is within the Central Area Parking Boundary. Cycle parking standards are only set out for non-residential uses.

4. Development Proposals

4.1 Overview

The proposed development consists of:

- 75 dwellings
- 150 cycle parking spaces for residents in secure stores
- 5 cycle parking spaces within the landscaping for short stay use
- Associated landscaping

The development proposals are provided in Appendix D.

4.2 Pedestrian Access

Access to the site on foot will be from all sides. The main property accesses face the surrounding street with the footways receiving quality improvements round the site perimeter through resurfacing and widening. There is a dedicated pedestrian network within the site that aligns with the pedestrian network in the area, primarily with the east/west connections at Little Villiers Street in the northern section of the site and another east/west connection in the middle of the site that provides a connection to the pedestrian route to the city centre to the west. There are two more east/west connections through the site, one in the north and the other in the south. A north/south pedestrian route through the site is also provided.

4.3 Cycle Access and Parking

Cycle access to the site is the same as the pedestrian access. Rather than one centralised location, six cycle stores are located within the landscaping in the centre of the site, cycle storage is also provided in curtilage for the terrace housing and some of the maisonettes. Combined these cycle stores provide a total of 150 secure, covered spaces for resident use. Stores will only be accessible by key holding residents, they will have lighting and be positioned so that natural surveillance is high. The distribution of the stores mean they are easily accessible from all dwellings. A further five short stay cycle parking spaces are provided within the landscaping.

4.4 Highway Adoption/Stopping up

The lane that currently runs through the middle of the site, parallel to Nile Street will be stopped up to allow the development to take place, the proposed adoption plan is included in Appendix E. No other changes to the highway are proposed around the site.

4.5 Car Parking

No on-site parking is proposed. The proposed development is in a highly sustainable location as shown in the accessibility questionnaire (see Appendix B), and therefore an attractive option for people who want to live low-car lifestyles. Existing on-street parking on Nile Street and Villiers Street will be retained for deliveries, visitor parking, and short stay use. No change in the restrictions is proposed here so that existing businesses in the area can continue to operate as they do now. Four accessible bays are proposed, two on Nile Street and two on Villiers Street, near to the pedestrian entrances. This is a provision of 5% of the number of dwellings because there is no other parking proposed.

Sunderland City Council operate a city centre residents parking scheme which allows residents who live in the city centre to purchase a permit that allows parking at any time (subject to availability) in any of the council operated multi-storey and off-street car parks (except Prince/South Street car parks). Car parks near the site involved in the scheme are St Mary's, Sunniside, Nile Street, High Street West, West Wear Street, Charles Street, and Tatham Street. It is expected that residents of the proposed development who wish to own a car will take advantage of this parking scheme.

4.6 Delivery and Servicing Access

No vehicle access is proposed into the site. Deliveries and servicing at the proposed development will be carried out on the existing street network. The on-street parking will allow for deliveries to take place.

Refuse collection will also take place from Nile Street and Villiers Street. The location of the bin stores within the landscaping ensures that the wheeled distance between the stores and refuse vehicles is no more than 25m, bins will be wheeled from the store to the refuse vehicle by the waste collectors. It is proposed that a private company are responsible for waste collection from the site.

5. Transport Impact

This section looks at the estimated trip generation from the site to get an understanding of the likely usage of the Council car parks.

5.1 Trip Generation

A trip generation exercise has been carried out to estimate the vehicle flows associated with the development. Resident parking is not on-site meaning the trips will be distributed on the highway network in the area and therefore no operational assessment or junction modelling is required, as agreed in the pre-app scoping meeting with the highway development control officer 6th of July 2023.

The car trip generation will however help give an estimate of the potential demand on parking facilities.

Trip rates for private flats and private houses were used as this best represents the proposed development. To account for the car-free nature of the development, surveys were filtered by car parking ratios.The following selections were made on the TRICS database:

- All UK regions selected
- Location Edge of Town Centre selected for all, Private flats also includes Town Centre because there were surveys available
- All private flats surveys with more than 0.5 parking spaces per dwelling were removed, and for private houses surveys with more than 2 parking spaces per dwelling.

The car trip generation for the site is shown in Table 2.

Table 2: Trip generation

TRICS category	Number of Units	Car Trip Rate – Daily			Car Trip Generation – Daily		
		In	Out	Total	In	Out	Total
03A – Private Houses	39	1.965	1.792	3.757	77	70	147
03C – Private Flats	36	0.181	0.163	0.344	7	6	12
Total					**83**	**76**	**159**

The estimated daily car trip generation for the proposed development shows 159 two-way vehicle movements associated with the development each day, the equivalent of around 80 vehicles arriving and leaving, included within this number could be the same car arriving and leaving the site twice in one day. These would be distributed to the car parks near the site, residents may prefer one over another depending on their individual circumstances.

5.2 Car or Van Availability

Analysis of the 2011 Census data[2] shows that in the LSOA where the site is 68% of households do not have a car or van. Figure 7 shows the percentage of households with no car or van availability in Sunderland.

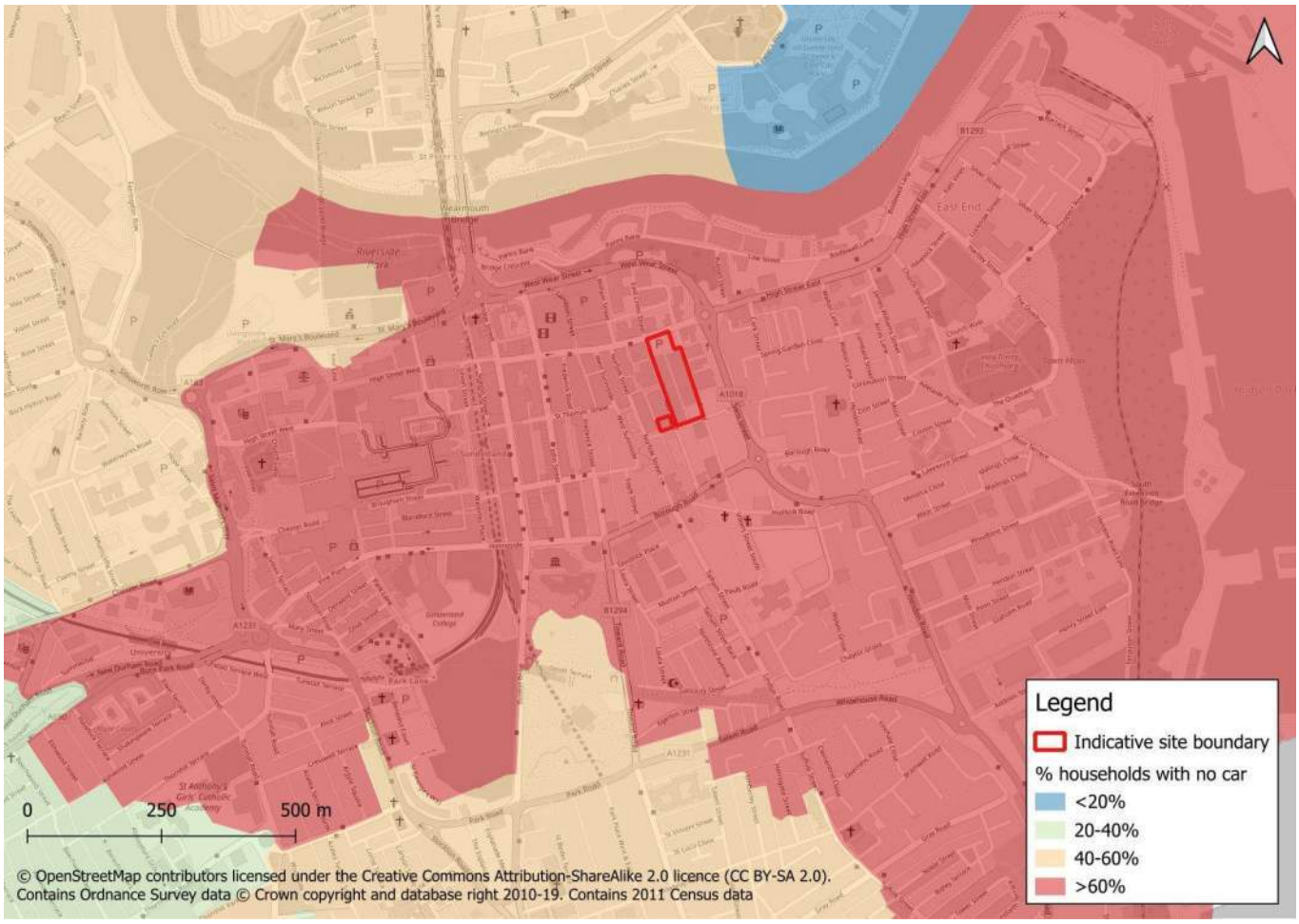


Figure 7: Car or Van Availability in Sunderland by LSOA

If the proposed development has the same level of car availability as exists in the area, then just 24 of the 75 households would have a car or van, some of these may have two or more cars or vans. This method of calculating trips gives around a third of the number of trips that the TRICS trip generation estimated. This could be because the sites used for TRICS surveys were in locations that may not be in areas with similar car ownership levels to Sunderland. For a robust assessment of the parking capacity below, the TRICS estimates have been used but this exercise shows that there could be a lower car ownership rate at the proposed development.

5.3 Parking Surveys

Car parking surveys were carried out on Thursday 20th July and Saturday the 22nd of July. At the scoping meeting on the 6th of Jule 2023 the Highways Officer requested that parking beat surveys were carried out on Nile Street, Villiers Street, Nile Street car park, High Street West car park (on-site), and the private onsite car park accessed from Villiers Street.

[2] QS416EW - Car or van availability 2011 Census data for LSOA Sunderland 013B

The capacity of the two car parks within the redline boundary is 59 spaces. High Street West car park has 43 spaces and the private car park in the south of the site has 16 spaces. The busiest time at both car parks during the Thursday and Saturday surveys was the 1130-1330 beat survey when 53 (90%) spaces were occupied on the Thursday and 48 (81%) spaces were occupied on Saturday. Of note, both car parks were empty when surveyed overnight on the Thursday (0030-0530 beat survey). Figure 8 shows the car park occupancy of the on-site car parks during the surveys.

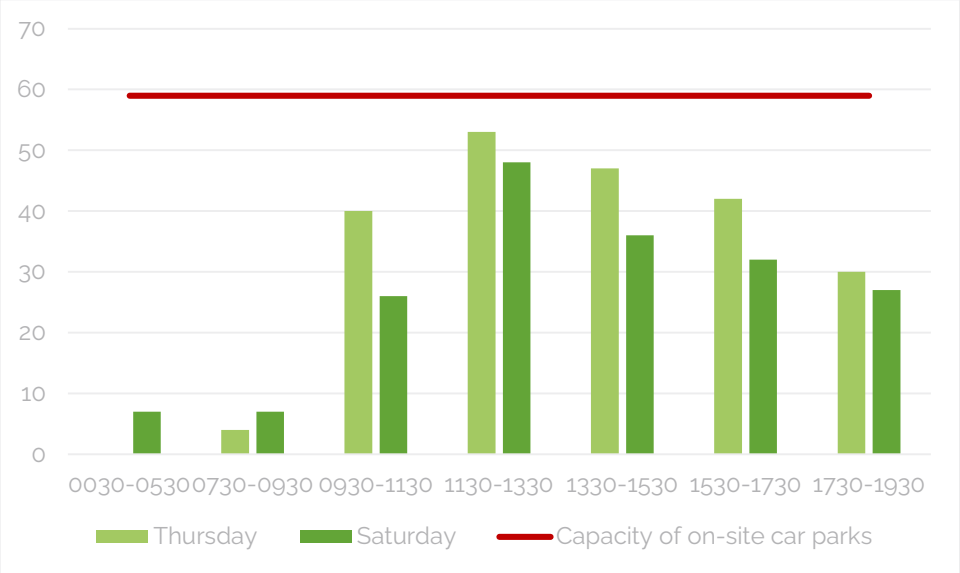


Figure 8: On-site car park occupancy

Data was also provided by Sunderland City Council on the usage of the Sunniside and St Marys multistorey car parks on the days the surveys were carried out. Data on the number of vehicles entering the car park was provided and not information of the peak occupancy of each. The capacity of Sunniside car park is given as 667 and the total vehicles incoming was 367 on the Thursday and 425 on the Saturday. For St Marys the capacity is given as 472 with the total number of vehicles incoming at 1,313 on the Thursday and 1,389 on the Saturday.

The number of vehicles incoming is higher than the capacity at St Marys meaning each of the spaces within the car park may be used by several vehicles per day and it is not clear how many spaces are unoccupied on any given day. However, the capacity at Sunniside is lower than the total number of incoming vehicles meaning that even if there is no turnover of vehicles in spaces there is still excess capacity, on the days of the survey this capacity is at least 242-300, in practice it is likely to be higher than this due to vehicles not parking all day at the car park.

This excess capacity means that there is enough excess capacity for the displaced parking from the car parks on-site (59) and for residents of the proposed development (80 estimated) who obtain a parking permit to park here. The survey data shows that parking demand in the city centre is higher during the day than overnight, therefore the excess capacity in the car parks is higher when demand from the development will be higher. With residents more likely to want to park overnight while at home, the excess capacity is expected to be large enough to support the proposed development.

6. Summary

This Transport Statement accompanies the planning application for a residential development in the east of Sunderland city centre. The existing site is predominantly a brownfield site with two surface car parks, one with a capacity of 43 and the other 16 spaces. The proposed development is for 75 dwellings, comprising of 39 terraced houses and 36 maisonettes.

The site is located off Nile Street in Sunderland city centre. It is well located for access to local amenities and public transport, with bus, train, and metro services within 450m of the site. The local cycle network is also easily accessible, with Villiers Street to the east of the site and High Street West to the north of the site both designated as part of the local cycle network.

The proposed development prioritises pedestrian and cycle movements with a path network within the site to connect surrounding streets and provide access to the secure cycle stores located in the centre of the site. 192 cycle parking spaces are provided for residents along with five additional spaces with the landscaping for short stay parking.

No on-site parking is proposed. Residents will be allowed to purchase a permit from Sunderland City Council that allows parking in council operated multi-storey and off-street car parks. Servicing and deliveries will take place from the existing street network with refuse store located within 25m of refuse vehicle stopping points.

Car parking surveys carried out have shown the capacity of local car parks and a trip generation exercise was carried out to estimate the number of car trips associated with the proposed development on a daily basis. The number of available spaces in local car parks is more than enough to accommodate the parking displaced from the existing on-site parking and the estimated car trips from residents of the proposed development who purchase a permit to park in the council car parks.

Taking into account the sustainable location of the proposed development, its convenient access to public transport, and the car-free nature of the development, this development should be supported from a transport perspective.

Appendix A: Pre-app meeting notes

Project Name:	Nile + Villiers		
Subject:	Transport Pre-App	Job number:	2920
Location:	TEAMS	Held on:	6 July 2023
Attendees:	Paul Muir – Sunderland City Council Gemma Holyoak - TOWN Tia Castillano - TOWN Emily Ingham – Civic Engineers Leah Stuart – Civic Engineers	Cc:	Project Team

Ref	Item	Action
1.0	**Development Overview**	
1.1	80 homes on land bounded by Nile Street, High Street West, Villiers Street and Coronation Street. Largely terraced homes with private rear gardens and communal garden in the centre. Car parking on-street only with off-site parking otherwise. 60 of the homes will be for rent via Place First. The remainder are for sale.	
2.0	**Sunderland City Council Requirements for Planning**	
2.1	Transport Assessment and Framework Travel Plan will be required.	
2.2	Refer to Adopted development management SPD: Development_Management_SPD_-_June_2021.pdf (sunderland.gov.uk)	
2.3	Accessibility questionnaire (appendix in SPD) - needs to be completed as part of the planning submission	
3.0	**Parking**	
3.1	PM confirmed that city centre location means a reduced parking provision would be acceptable. Strategy is to justify that this can be provided off-site in public car parks and that the development will be attractive to people who are happy to live low car lives. Useful to provide precedents. On street spaces will be provided for visitors, disabled parking, deliveries etc.	CE
3.2	Noted that the site is within city centre parking zone. Permits are available for city centre off-street council car parks but these are not prescriptive of where you can park. PM requested parking beat surveys of: • Nile St • Villiers St • Nile St Car park	

Ref	Item	Action
	• On-site car parks	
3.3	CE to share scope with PM. Need to avoid events e.g. Sunniside Food Festival. **PM to provide Occupancy data for St Mary's and Sunniside multi-storey**	CE PM
3.4	EV infrastructure: Drive through rapid charge site on West Wear Street. Further sites will be coming forward. No need for development to contribute as funding already in place.	
3.5	Mobility hub within St Mary's MSCP has 10 Electric Pool Cars – long term this will be opened up to residents (including evenings and weekend). SCC are also looking at an e-bike operator, SCC have trialled e-scooters and are awaiting an operator.	
3.6	No car clubs currently in the vicinity – if one came forward as part of N+V this would be welcome. Helpful to add case studies to TA to explain the benefits.	CE
3.7	Cycle parking – 1 per dwelling – lots of room for cycle parking	
4.0	**Streets**	
4.1	Nile Street existing 1.8 min footway width, which will need to be renewed as part of the development – widening would be beneficial. But don't want a very wide footway because it may attract on-footway parking.	
4.2	Nile street – changing to one-way or keep two-way – CE and TOWN to explore options	CE
4.3	Refuse tracking – SCC Environmental Services will be consulted as part of the planning consultation. **PM to share vehicle specification for swept path assessment.** Bins have 25-30m max drag distance, plus Building Regulations carry distance.	PM
4.4	**PM to share adopted highway boundary**	PM
5.0	**Planning Submission**	
5.1	• Transport Assessment – to include parking assessment. Development unlikely to create capacity issues with the network so no operational assessments for junctions or modelling is required. • Framework Travel Plan • Accessibility questionnaire	

Appendix B: Accessibility questionnaire

1 Residential accessibility questionnaire

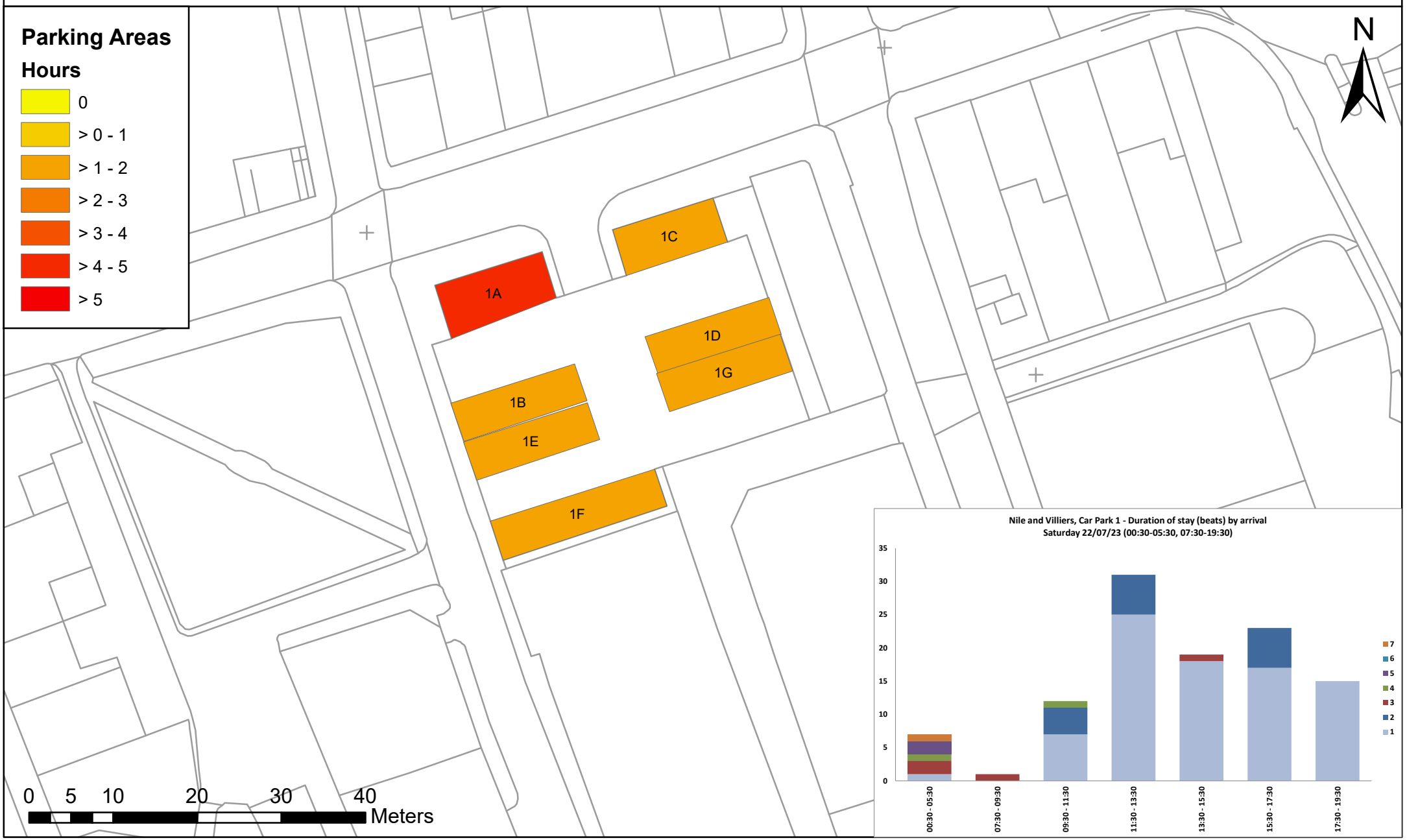
Accessibility Questionnaire – Residential Development				
Application Reference: Site Description:				
Access Type	Criteria	Criteria Scores		Sub-Score
Walking distance from the centre of the site to facilities using a safe, direct route	Distance to nearest bus stop (via a direct, safe route)	<200m	5	5
		<400m	3	
		<500m	1	
		>500m	0	
	Distance to nearest railway/metro station (via a direct, safe route)	<400m	3	2
		<800m	2	
		<1.2km	1	
		>1.2km	0	
	Distance to nearest primary school (via a direct, safe route)	<200m	5	3
		<400m	3	
		<600m	1	
		>600m	0	
	Distance to nearest food shop (via a direct, safe route)	<200m	5	5
		<400m	3	
		<600m	1	
		>600m	0	
Cycling distance from the centre of the site	Distance to defined on- or off-road cycle route	<100m	3	3
		<500m	2	
		<1km	1	
	Distance to the nearest secondary school	<400m	3	0
		<600m	2	
		<1km	1	
		>1km	0	
	Distance to the nearest local centre	<1km	3	3
		<2km	2	
		<4km	1	
	Distance to the nearest business park or employment concentration	<1km	3	3
		<3km	2	
		<4km	1	
Public transport	Bus frequency from the nearest bus stop (Monday to Saturday daytime)	15 minutes or less	5	5
		30 minutes or less	3	
		>30 minutes	1	
Other	Access to other basic services (GP, post office, library, bank and pub)	At least 3 within 400m	5	5
		At least 3 within 800m	3	
		At least 3 within 1.5km	1	
	Access to a play area of park	<200m	5	3
		<400m	3	
		<600m	1	
			Total	37

Accessibility Level

High:	35 - 45
Medium:	20 - 34
Low:	0 - 19

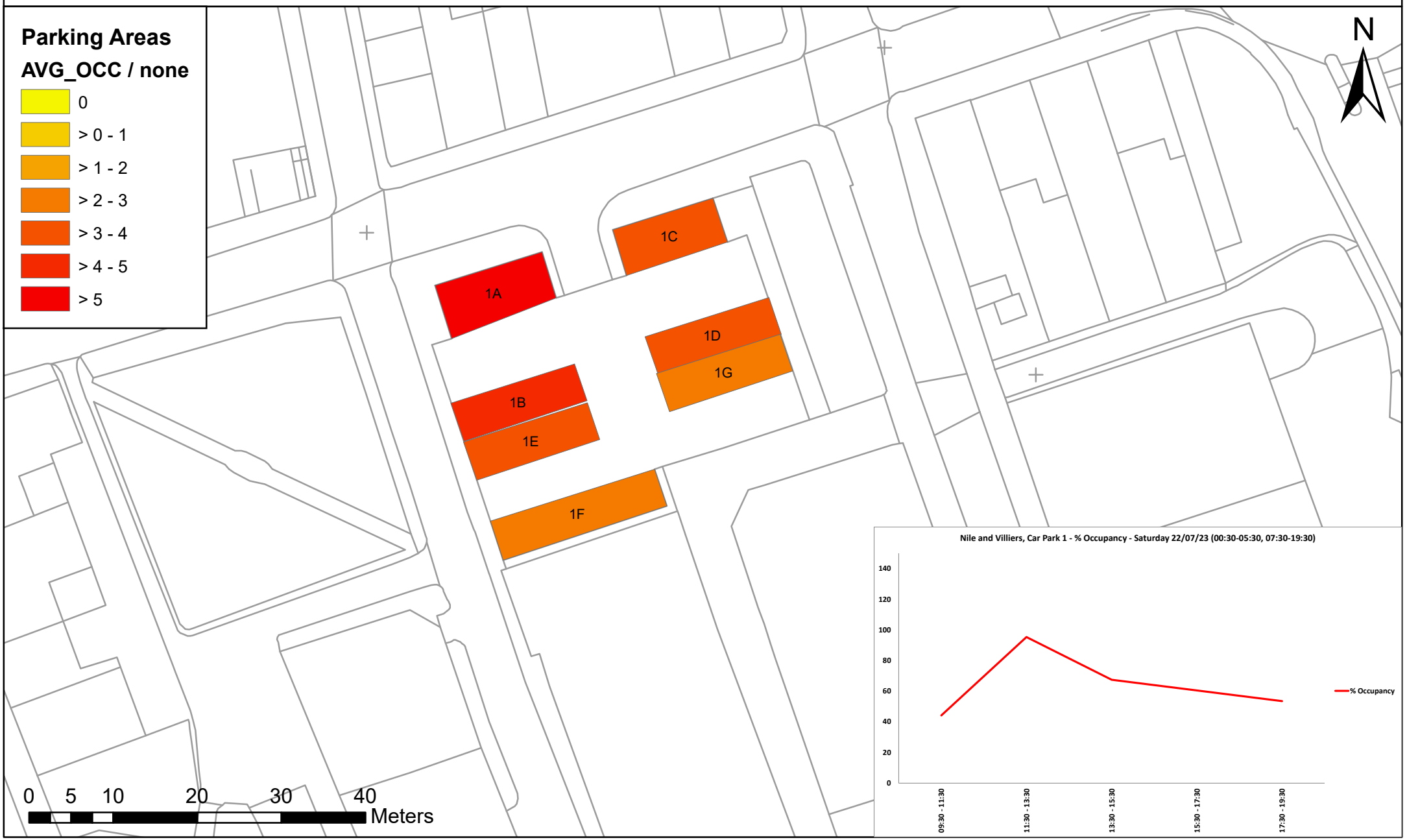
Appendix C: Parking survey results

Nile and Villiers - Saturday 22nd July 2023 (00:30-05:30, 07:30-19:30)
Duration of Stay



Streetwise Services Ltd
www.streetwiseservices.com
Tel: 01133 222 602
Email: england@streetwiseservices.com

Nile and Villiers - Saturday 22nd July 2023 (00:30-05:30, 07:30-19:30)
Occupancy & Capacity



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Nile and Villiers - Saturday 22nd July 2023 (00:30-05:30, 07:30-19:30)
Turnover

Parking Areas

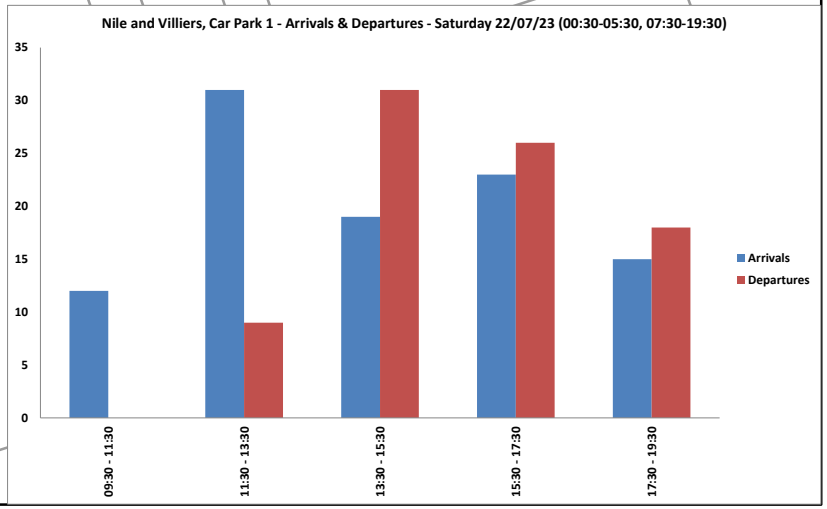
Vehicles per Space

- 0
- > 0 - 1
- > 1 - 2
- > 2 - 3
- > 3 - 4
- > 4 - 5
- > 5

N

1A
1B
1C
1D
1E
1F
1G

0 5 10 20 30 40 Meters



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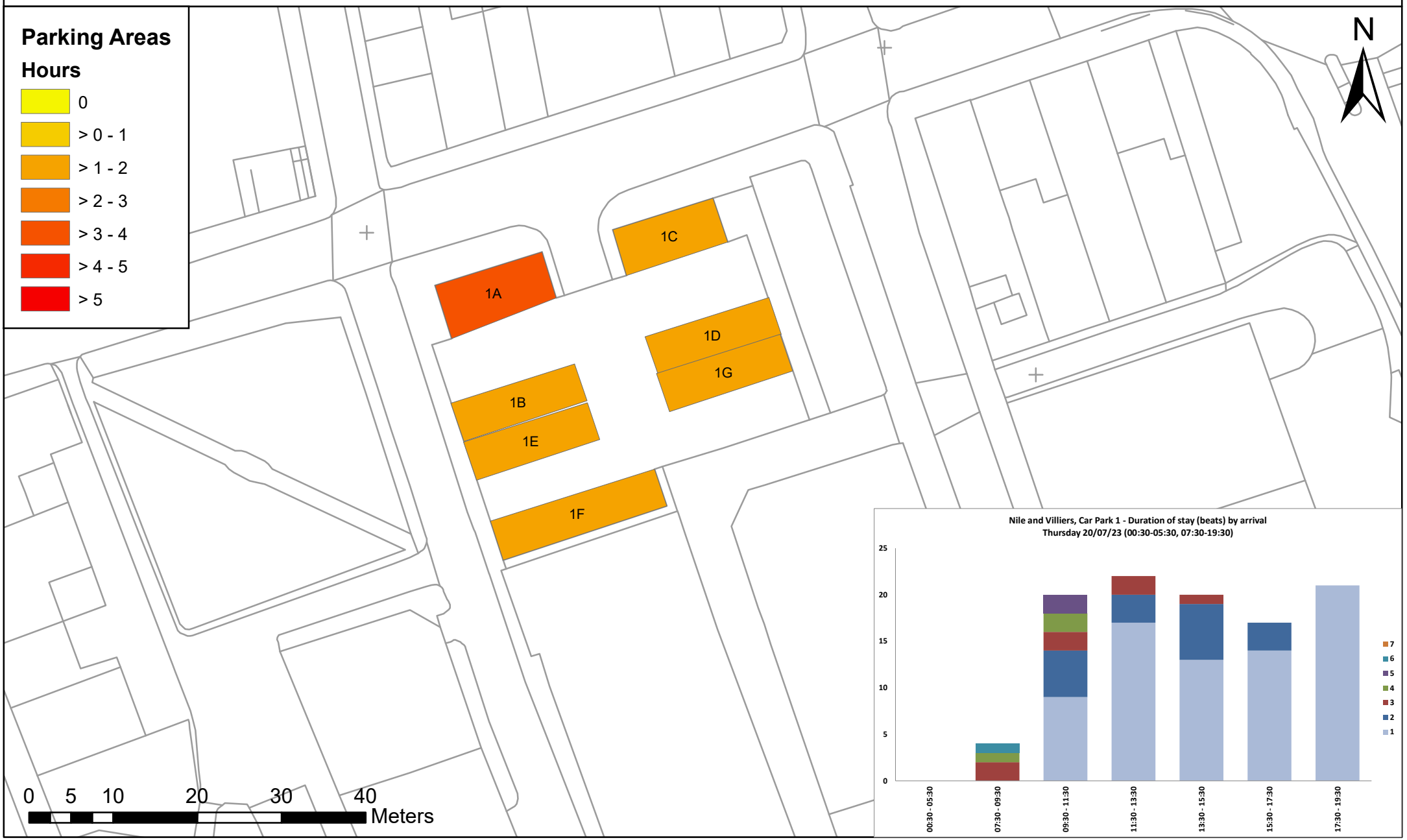

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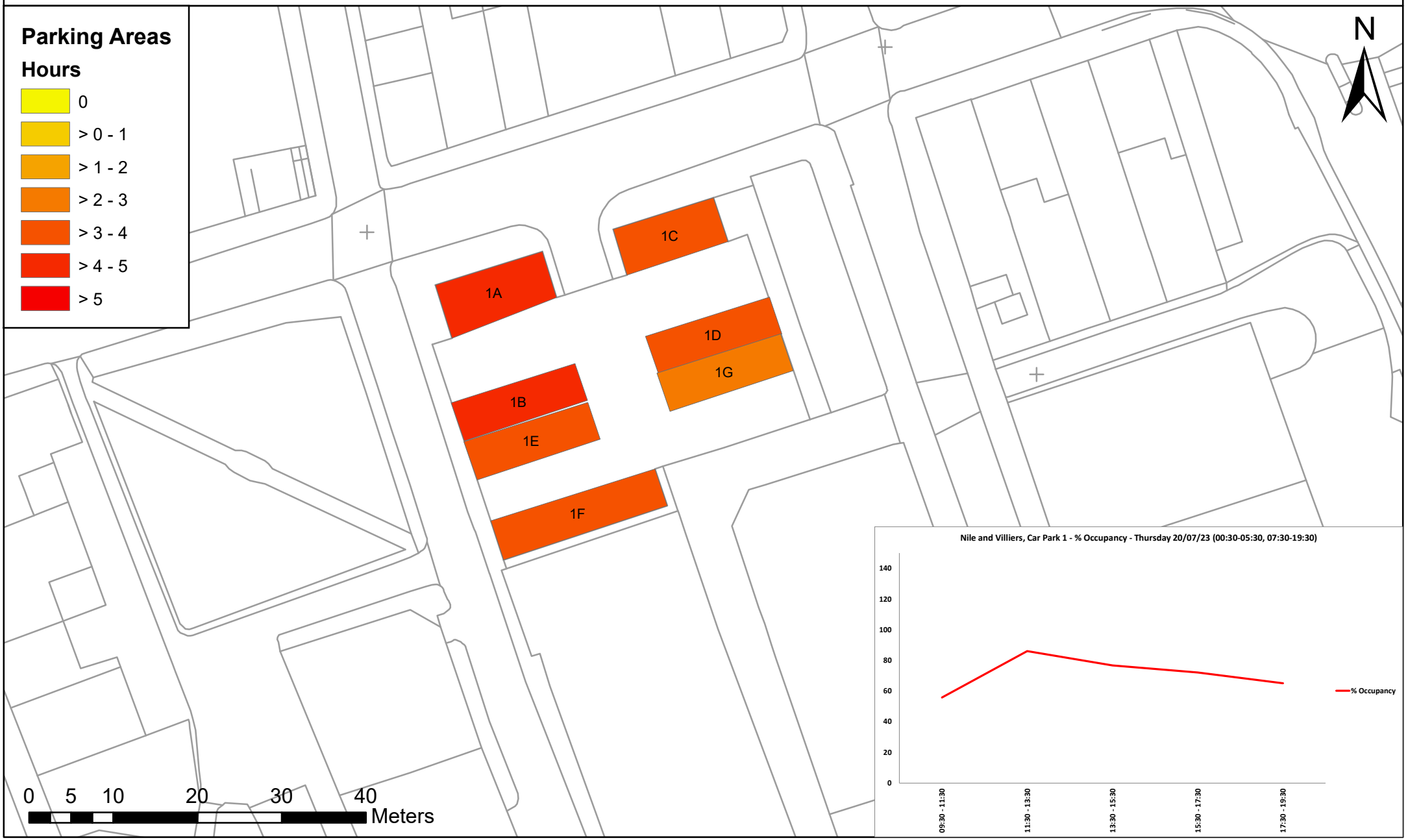
Occupancy & Capacity



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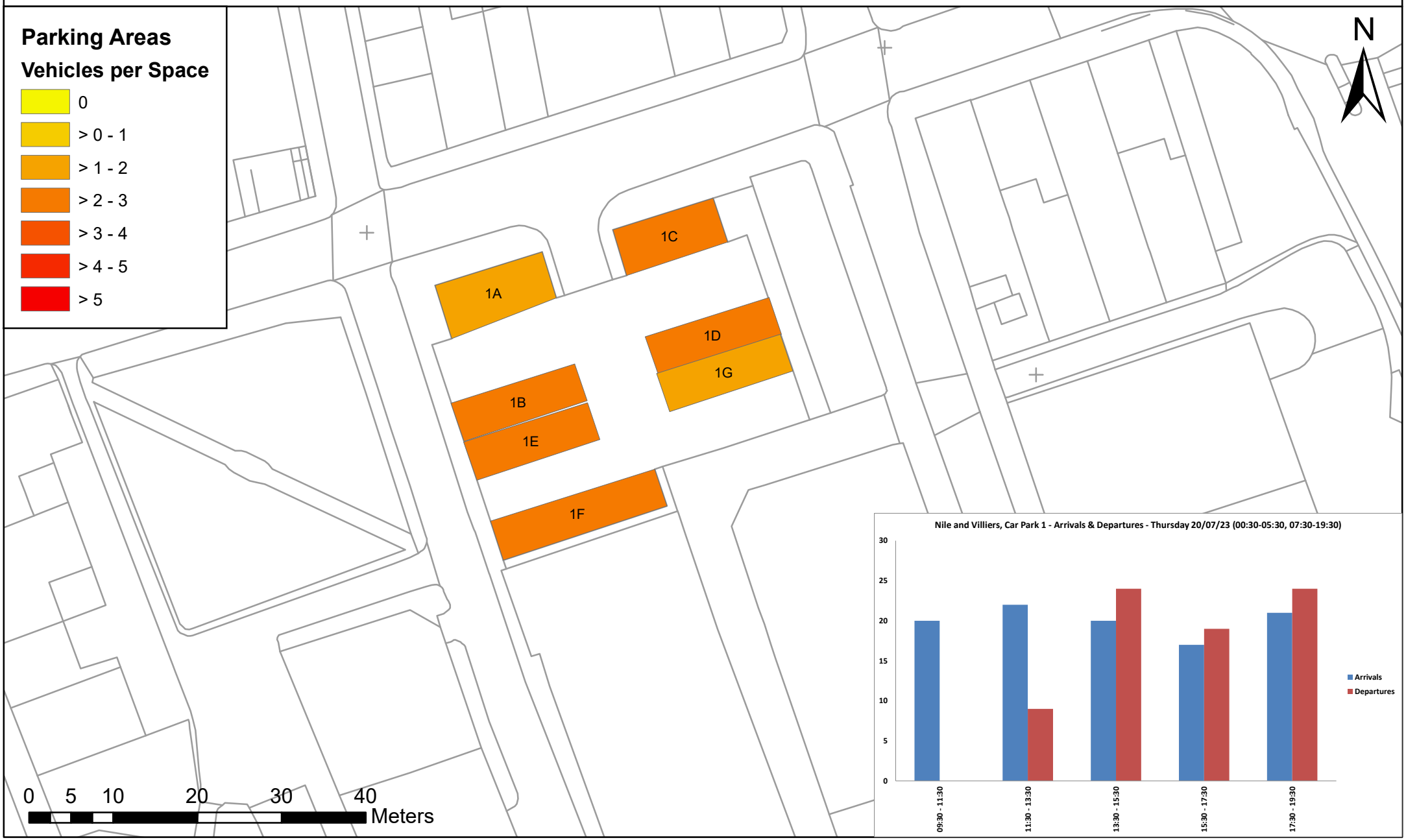

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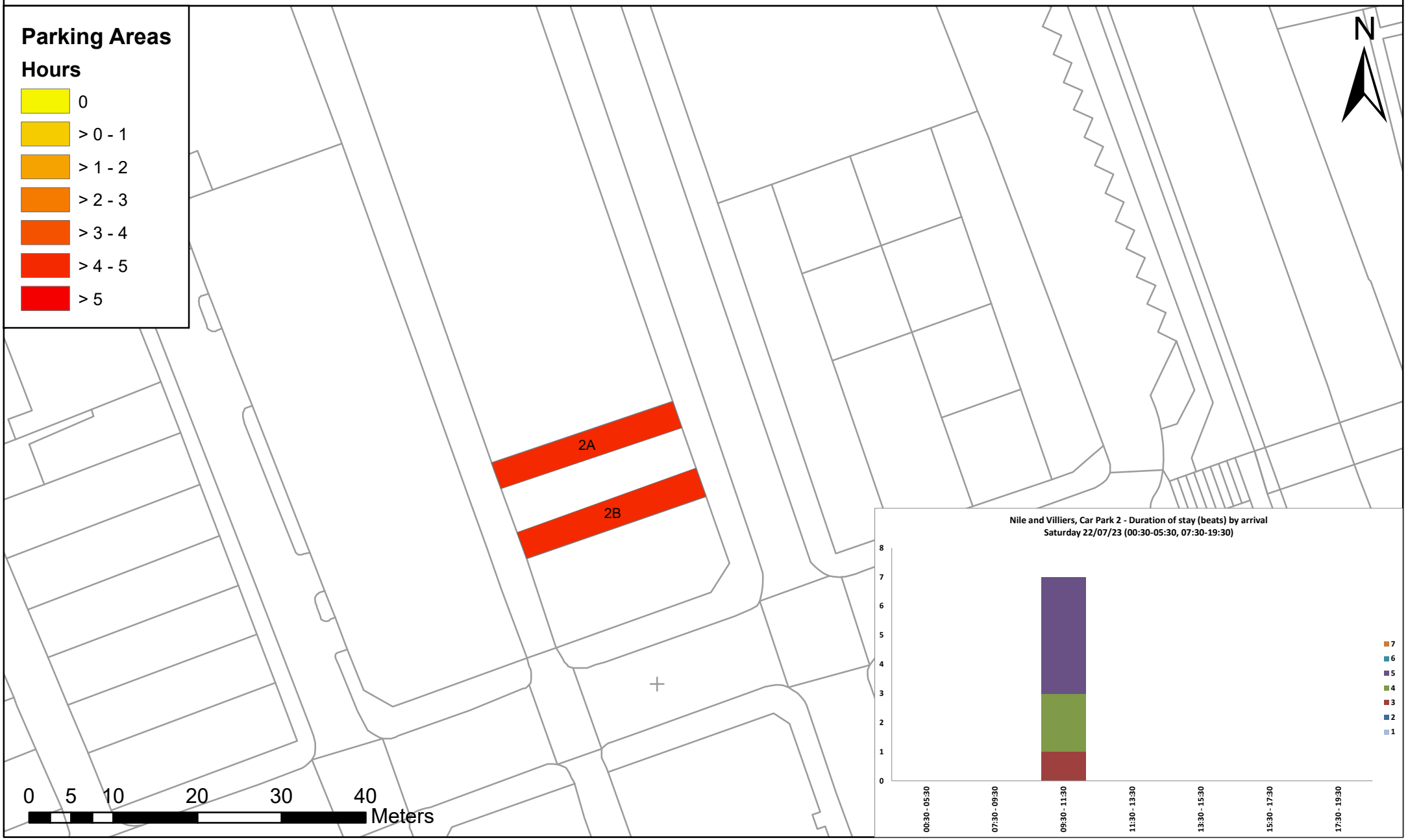

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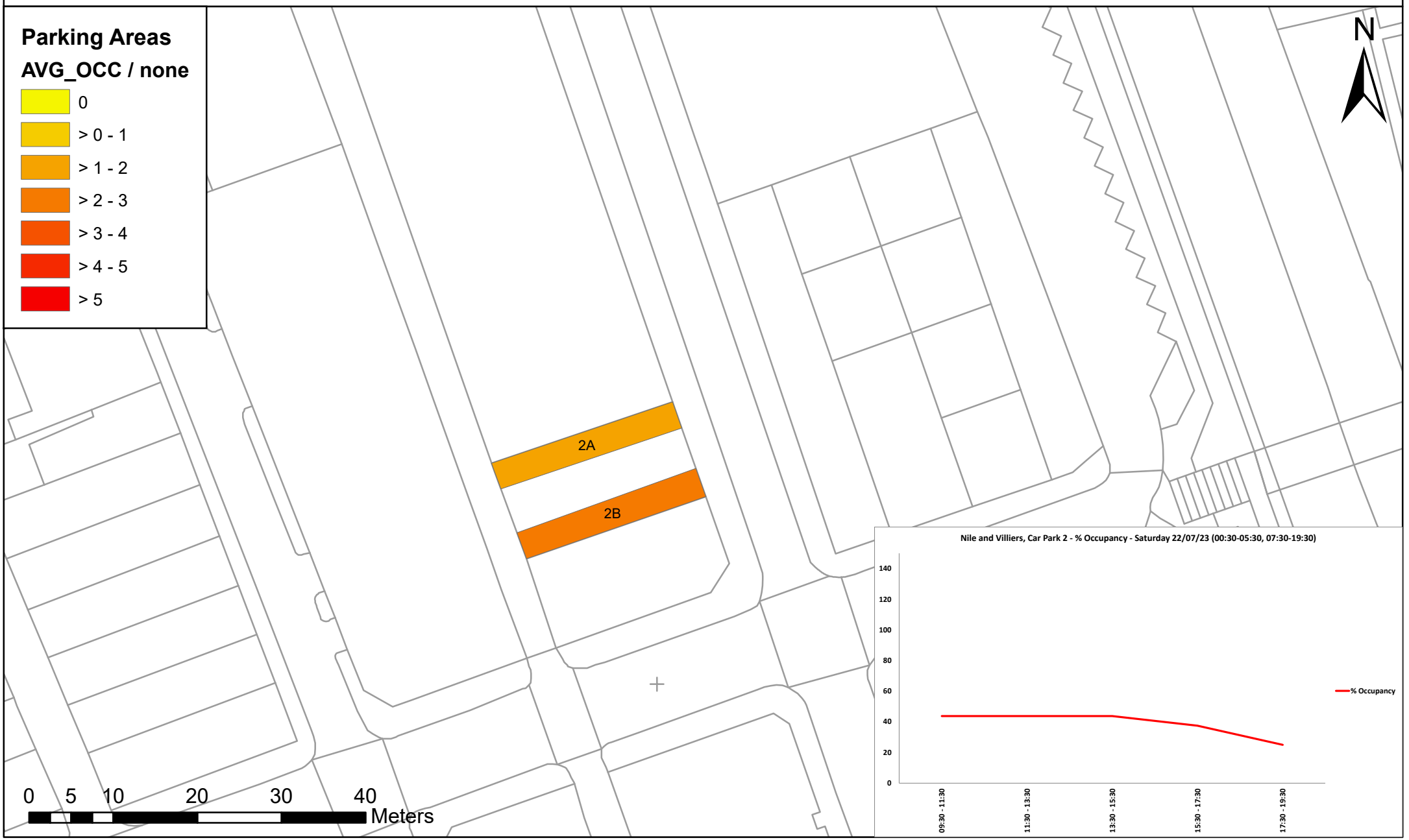

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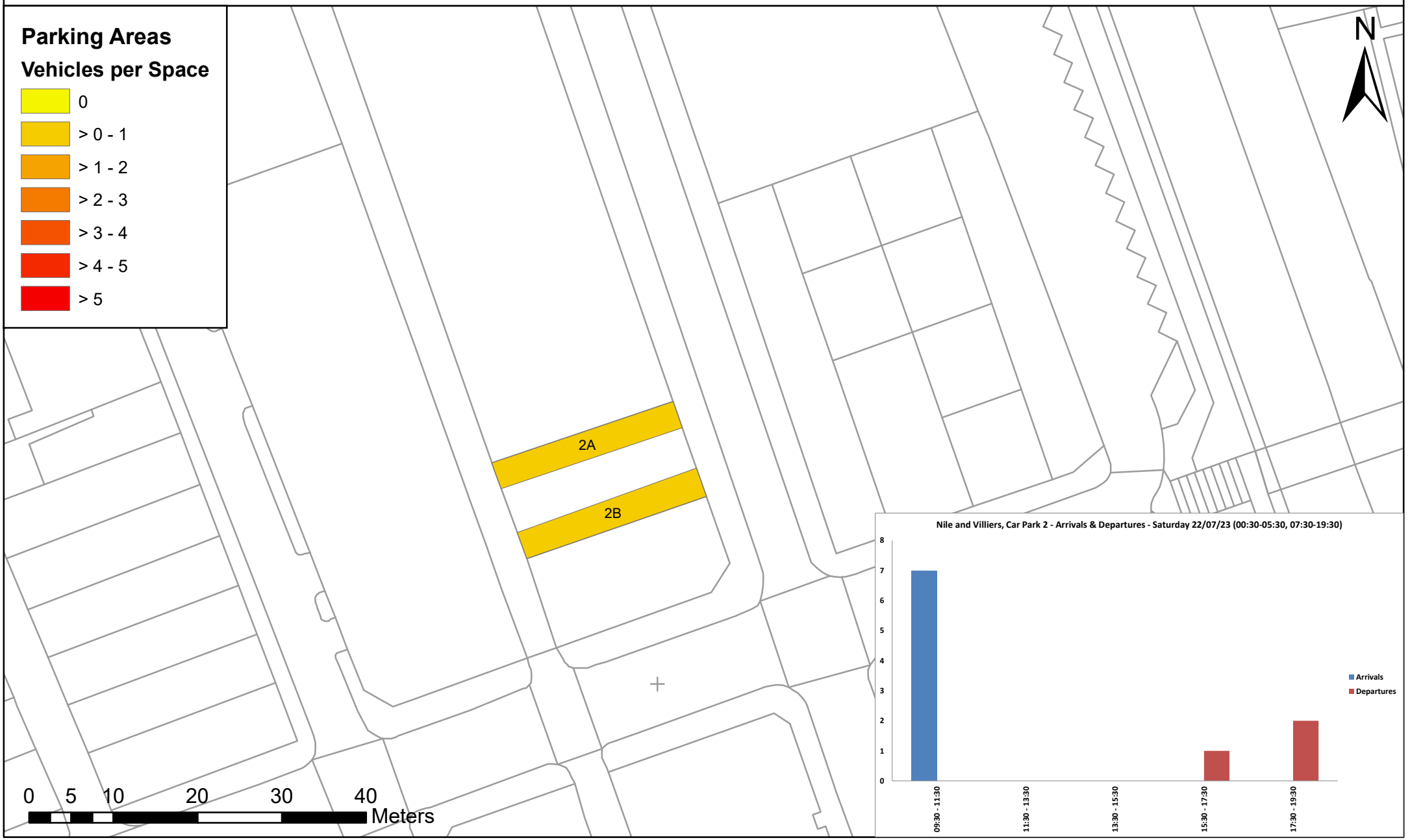

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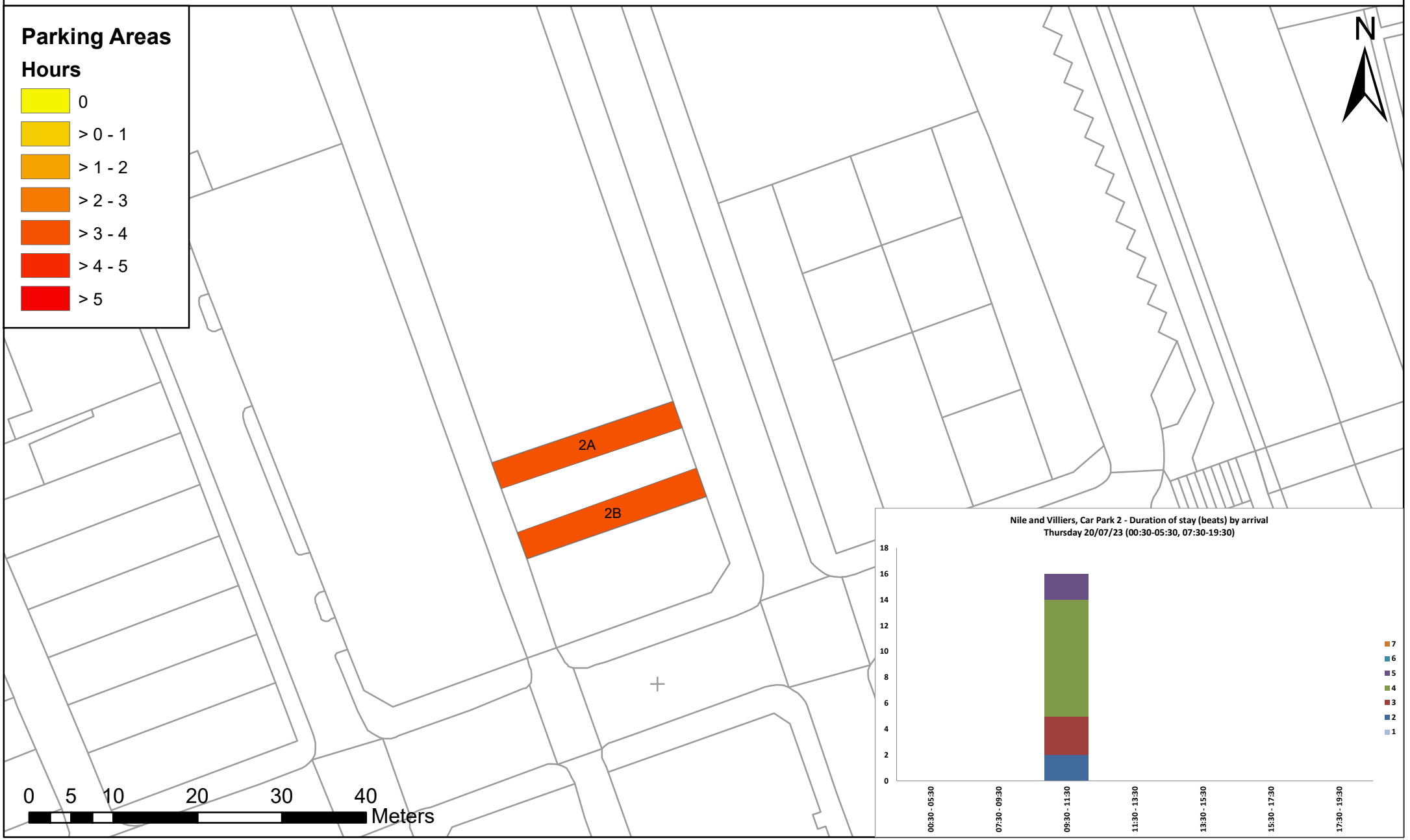

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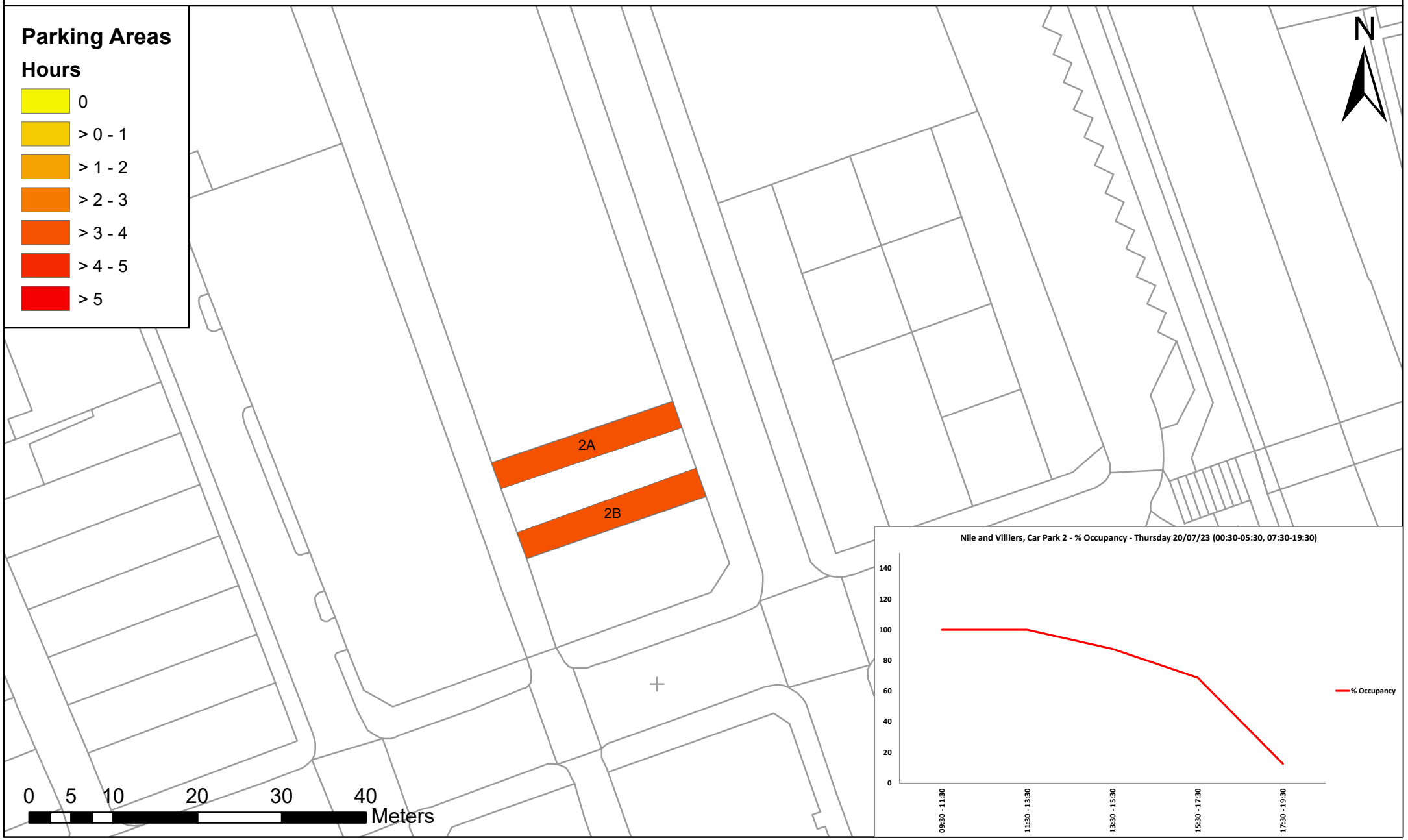

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Turnover

Parking Areas

Vehicles per Space

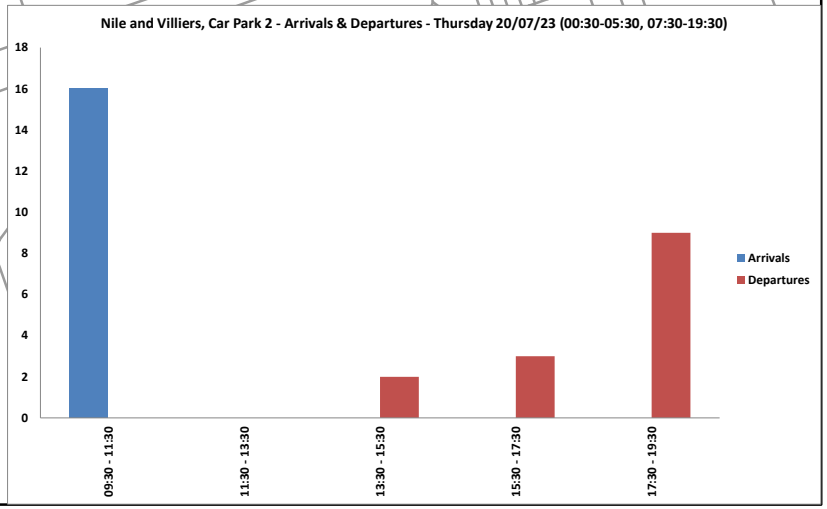
- 0
- > 0 - 1
- > 1 - 2
- > 2 - 3
- > 3 - 4
- > 4 - 5
- > 5

N

2A

2B

0 5 10 20 30 40 Meters



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Nile and Villiers - Saturday 22nd July 2023 (00:30-05:30, 07:30-19:30)
Duration of Stay

Parking Areas

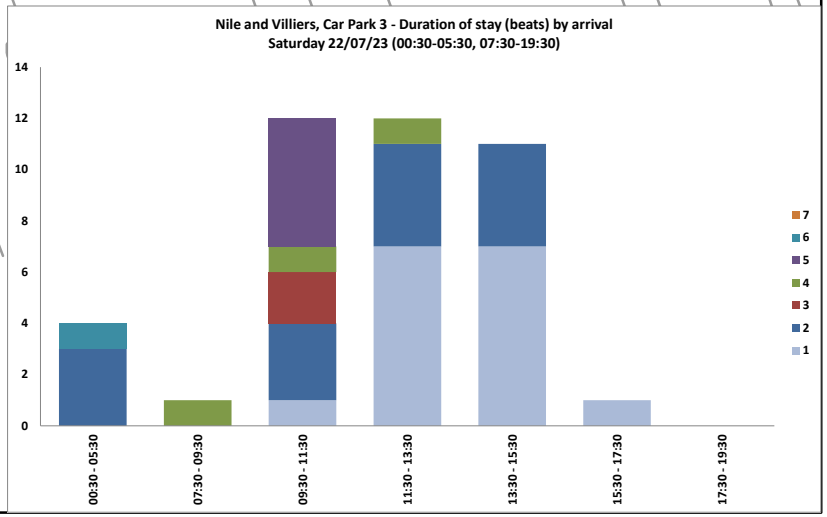
Hours

- 0
- > 0 - 1
- > 1 - 2
- > 2 - 3
- > 3 - 4
- > 4 - 5
- > 5

N

3D
3E
3F
3G
3H
3C
3A
3B

0 5 10 20 30 40 Meters



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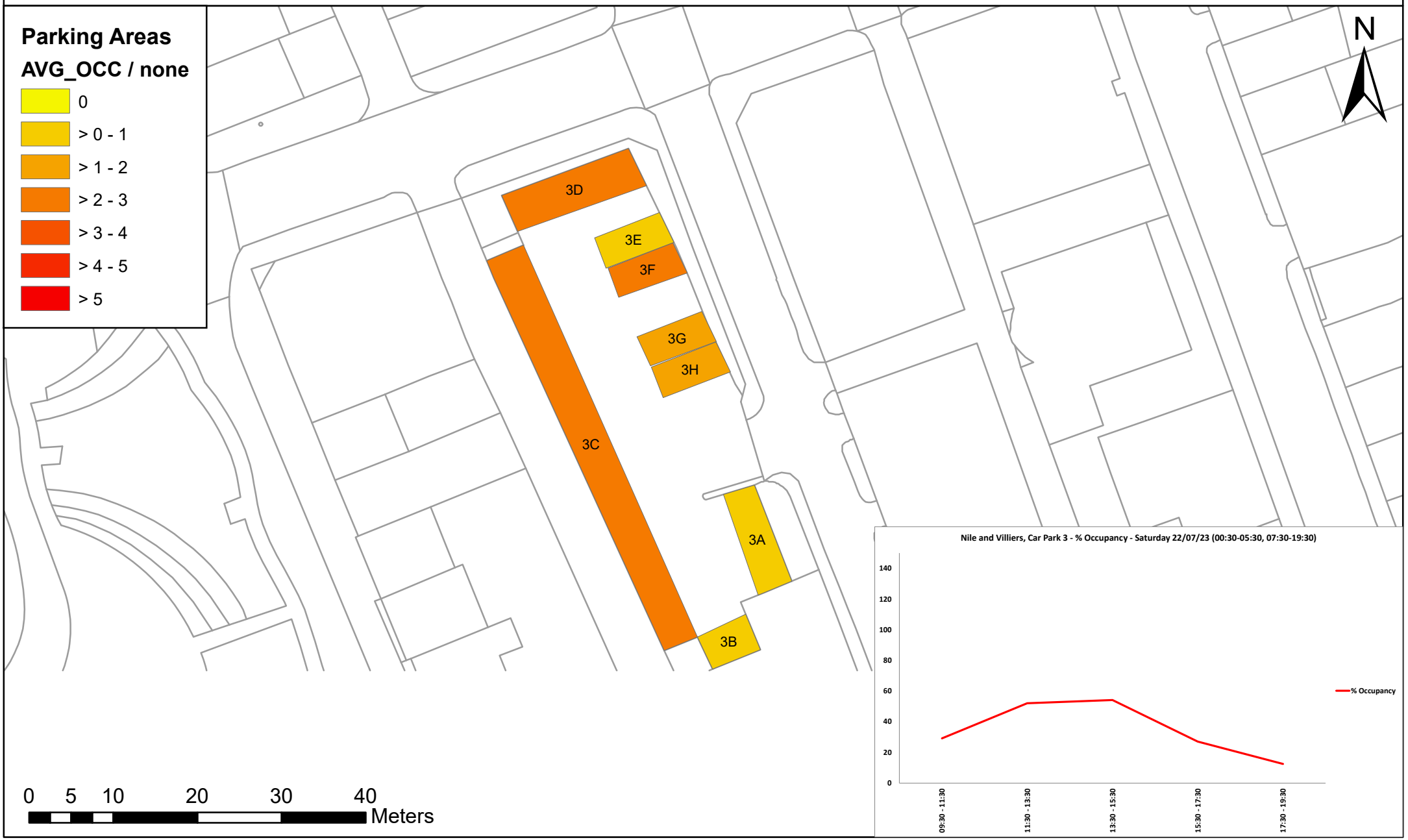

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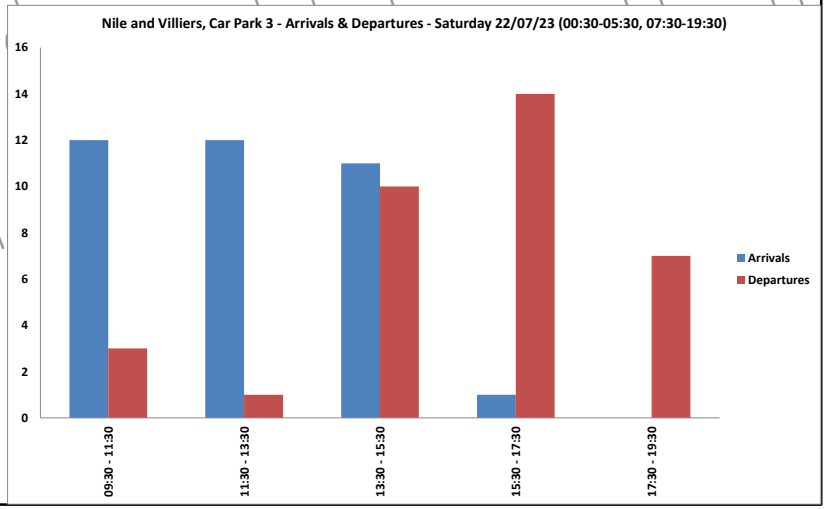
- > 4 - 5
- > 5

N

3D
3E
3F
3G
3H
3C
3A
3B

0 5 10 20 30 40 Meters



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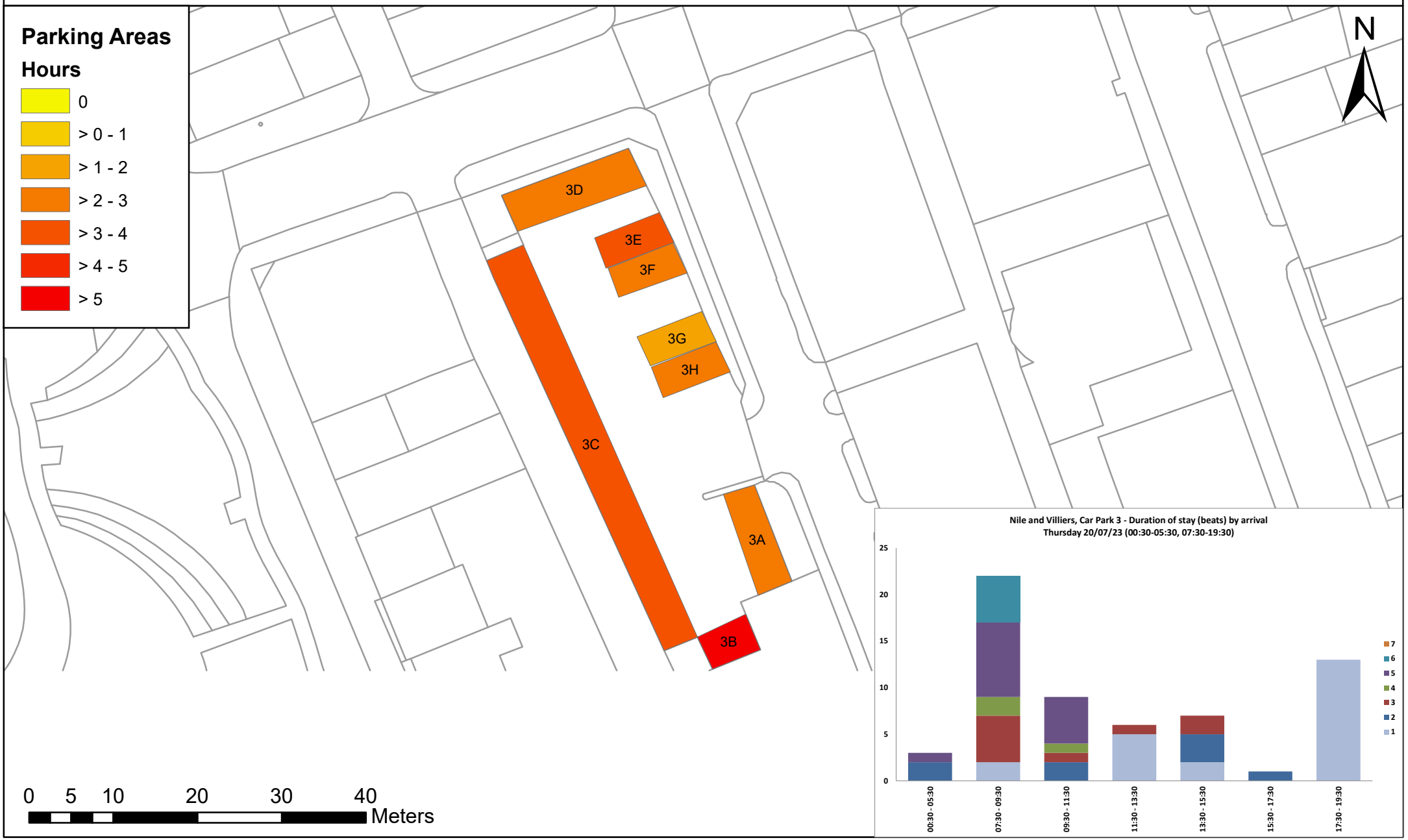

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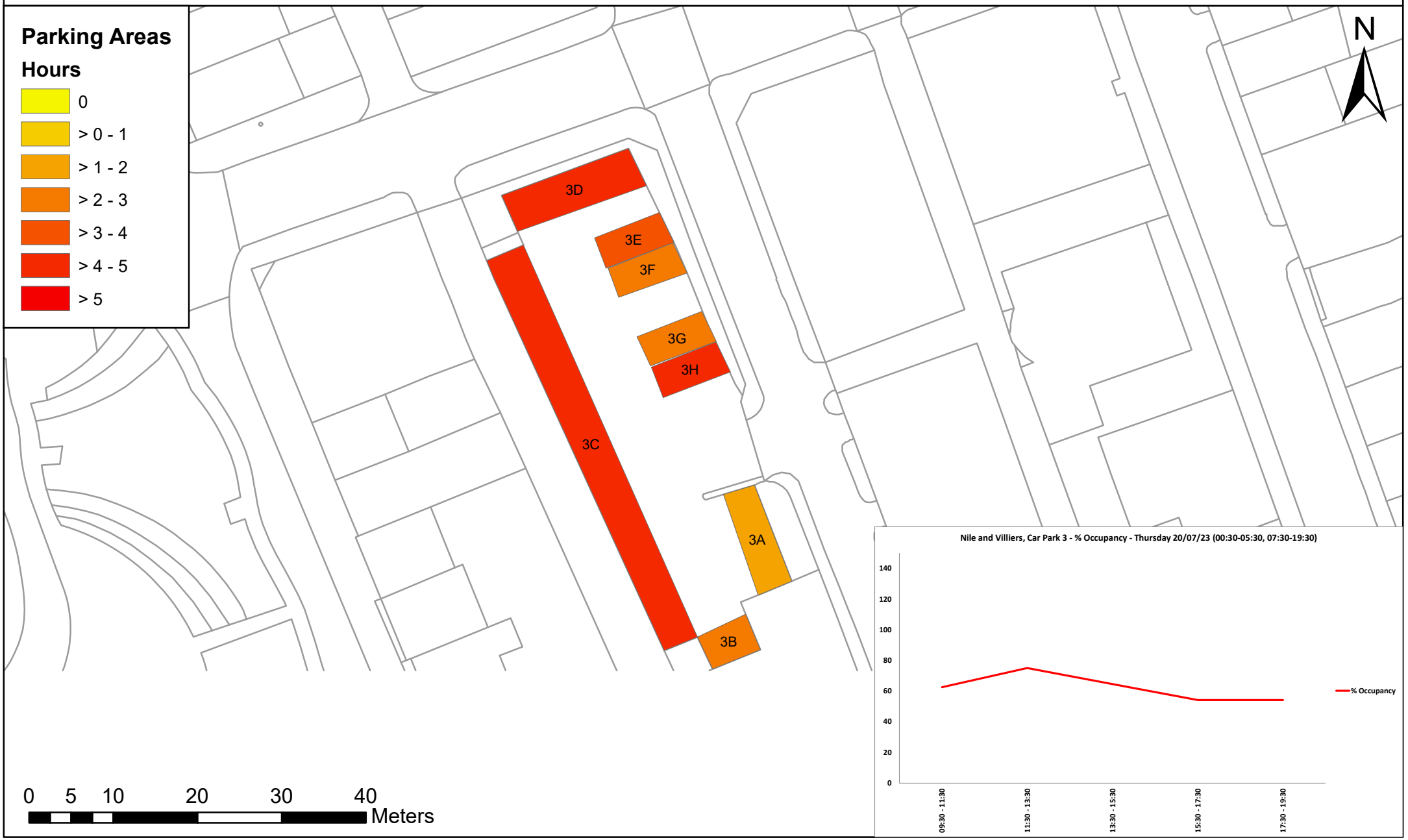

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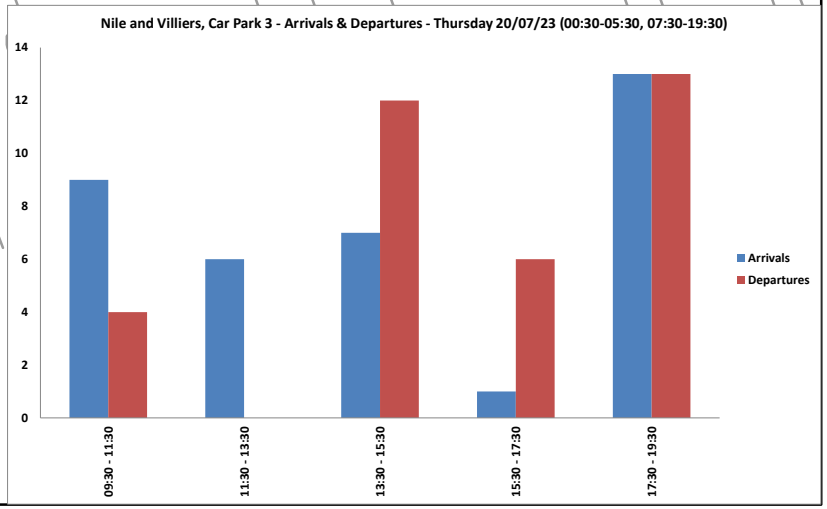
- > 1 - 2
- > 2 - 3
- > 3 - 4
- > 4 - 5
- > 5

N

3D
3E
3F
3G
3H
3C
3A
3B

0 5 10 20 30 40 Meters



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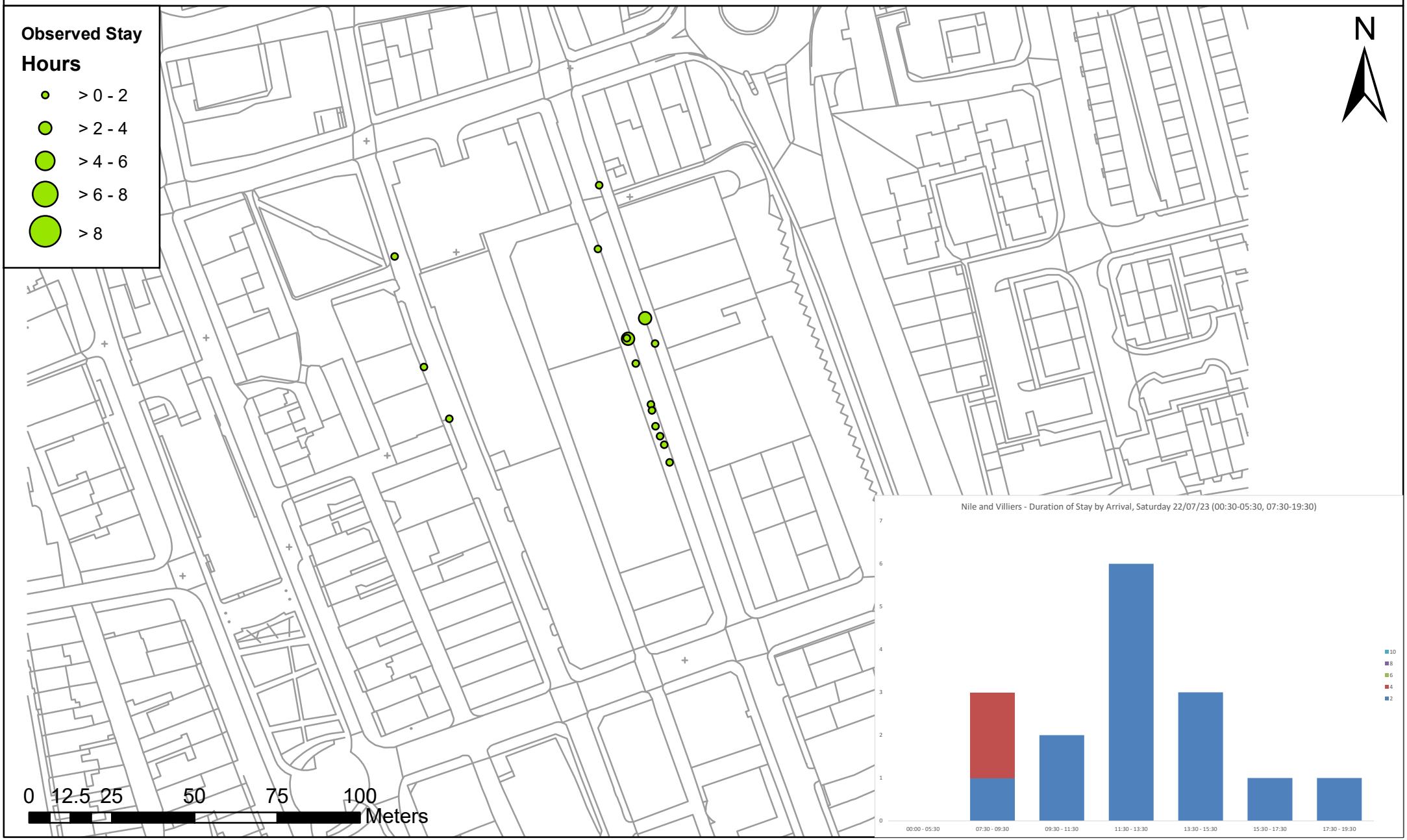
Duration of Stay



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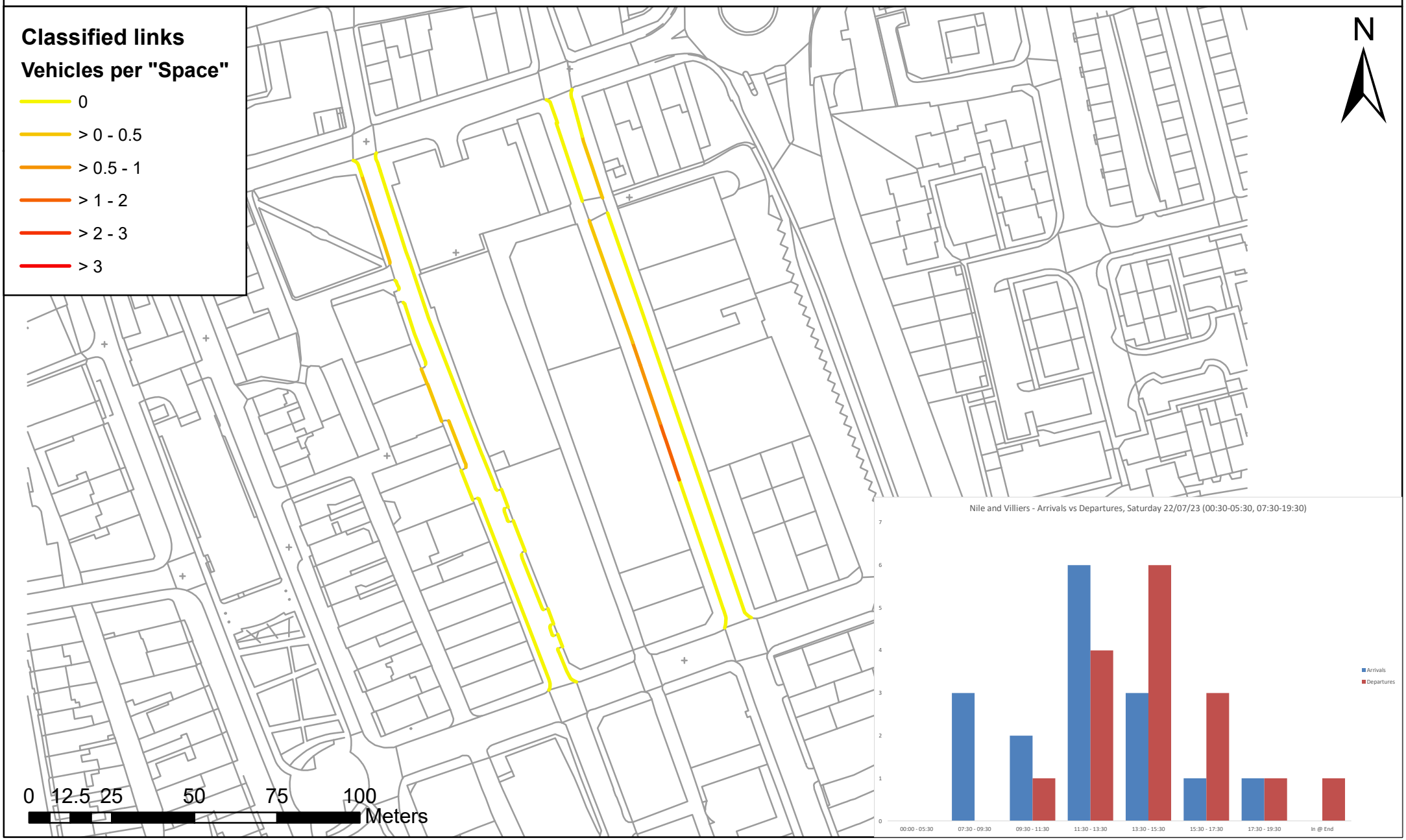

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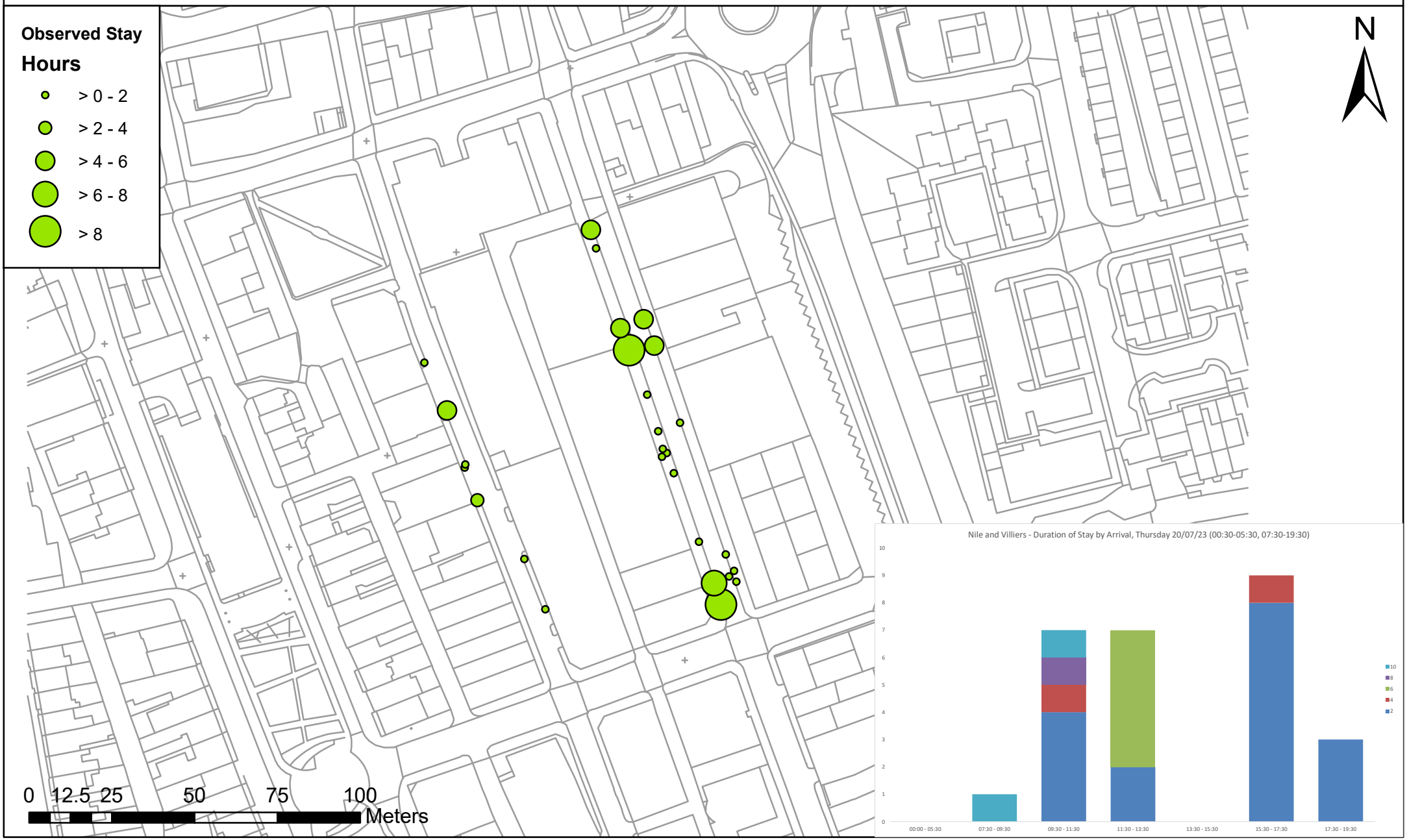

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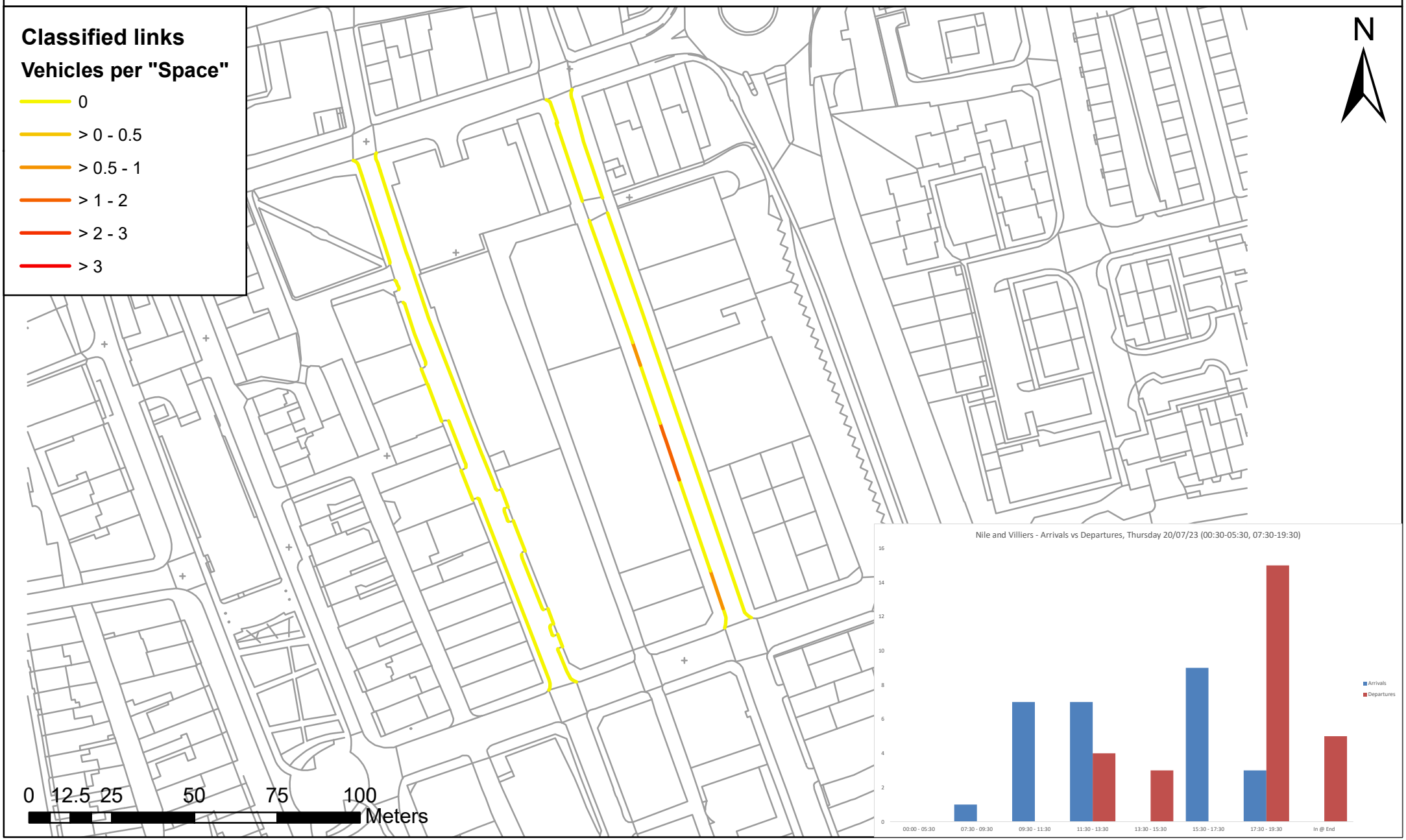

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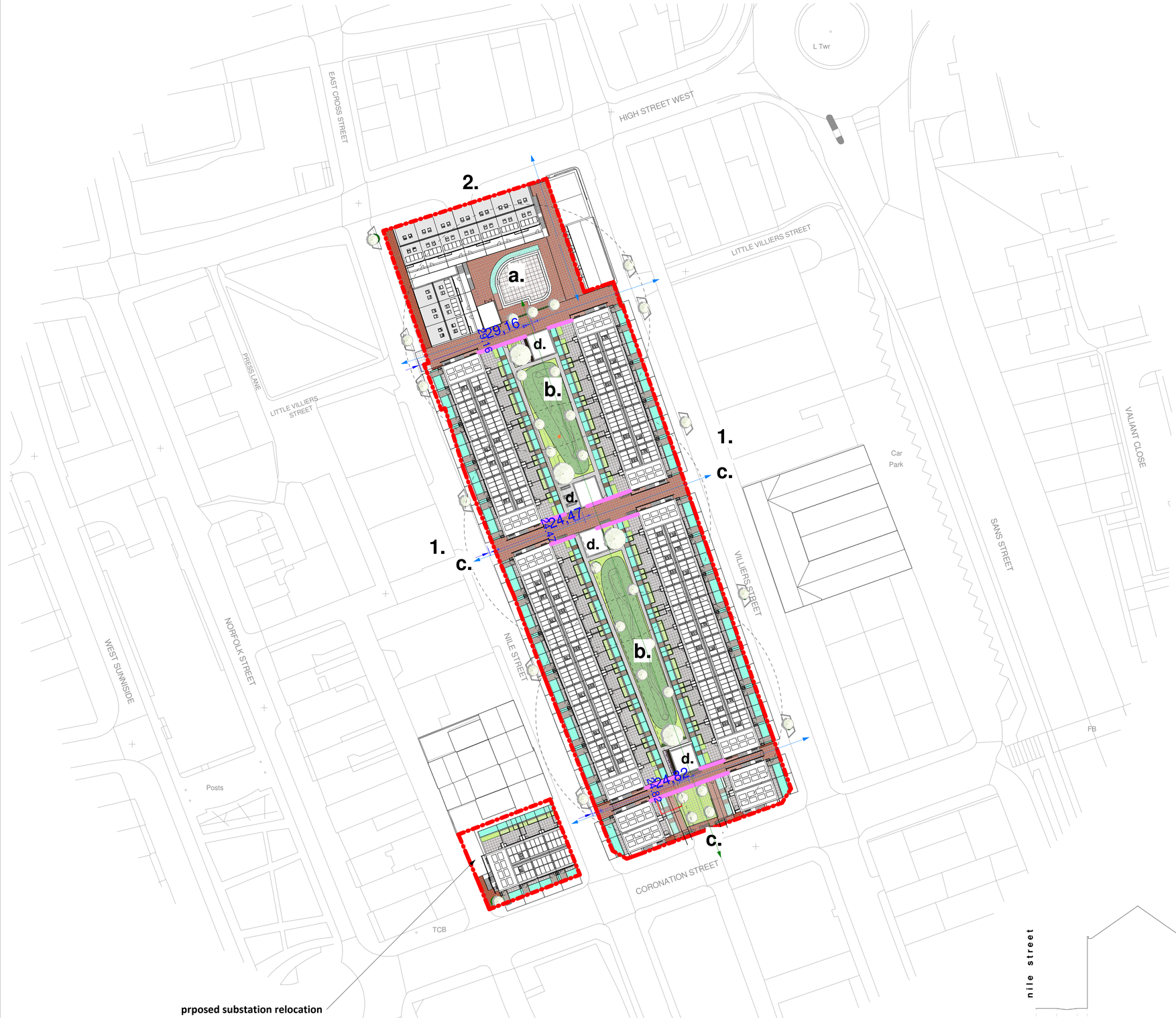
Email: england@streetwiseservices.com

Appendix D: Development proposals

site area .
7650 . *main island site*
465 .
total . 8115m² . 0.81ha



1. residential . terrace housing
2. commercial frontage

a. commercial zone - gateway . '*public square*' / commercial courtyard
b. home zone . *community garden . SuDS*
c. gateway . *entrance*
d. *refuse store*

boundary treatment
low level boundary with gate

resident movement . *links*

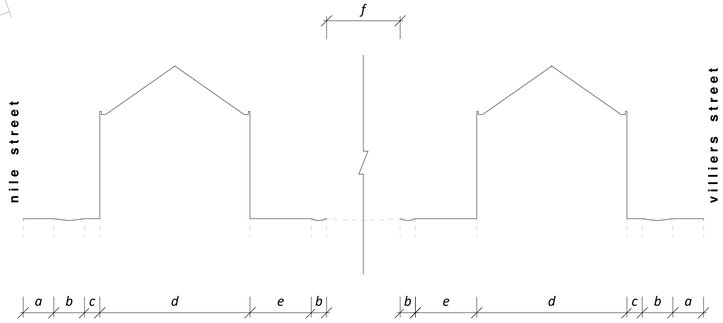
landscape spine

to be read with Create Streets Landscape Plan
SUN005-SK-001

3B6P House	2321 - XSA - 01 - ZZ - DR - A - 1210 / 1240	**17no.** ***total***
2B4P Mezzanine . *commercial street*	2321 - XSA - 02 - ZZ - DR - A - 1210 / 1240	**2no.** ***[4no] total***
2B4P Mezzanine . typical	2321 - XSA - 03 - ZZ - DR - A - 1210 / 1240	**11no.** ***[22no] total***
3B6P Mezzanine . Commercial	2321 - XSA - 04 - ZZ - DR - A - 1210 / 1240	**10no.** ***total***
2B4P House	2321 - XSA - 04 - ZZ - DR - A - 1210 / 1240	**22no.** ***total***
		75no. ***dwellings total***
GIA . *indicative*		
Commercial *ex. Tyre Shop*	575sqm	

a. public. *pavement*
b. semi private . *SuDS*
c. private . *rain garden / amenity*
d. dwelling
e. rear amenity
f. semi private . *shared amenity / SuDS*

Site Plan . Working Study Copy 1
1 : 500



Section_Strategy Copy 1
1 : 200

#	Issue	Revision Description	Date	Issue / CH

Project ID: 2321 XSA 00 ZZ DR A 2200
Originator: XSA | Zone: 00 | Level: ZZ | Type: DR | Role: A | Number: 2200

Status: S0
Purpose of Issue: Planning
Revision:
Scale at A1: As indicated
Scu

xsite ref: 2321

Project: Nile + Villiers Town
Drawing: Site Plan . As Proposed

xsite architecture LLP
0191 287 2161
Info@xsitearchitecture.co.uk

HIGH STREET WES

LITTL

VILLIERS STREET

R

R

R

R

B

CORONATION STREET

NILE STREET

R

LITTLE VILLIERS STREET

PRESS LANE

TCB

N

NOTE:
Contractors are not to scale dimensions from this drawing
Drawing based on survey information by others

Key

- Application boundary
- Amenity SuDS basin
- Rain gardens
- Urban SuDS basin
- Mown grass
- Wildflower planting
- Self binding gravel path
- Permeable brick paving
- Private garden paving
- Timber bridge
- Planter
- Bench
- Natural play equipment (indicative location)
- Bin store
- Bike store
- Bike stand
- Boundary treatment Low level brick wall
- Shared garden gate (fob access)
- Semi-mature tree
- Standard tree
- Potential location for street tree in build out (not within this application)
- Hedge

CREATE streets
81 Lambeth Walk
London
SE11 6DX
0203 026 0698
contact@createstreets.com
www.createstreets.com

Client
TOWN.
Reeds Wharf, 33 Mill St
London SE1 2AX

Project
Nile & Villiers Street
Sunniside, Sunderland

Drawing title
Landscape General Arrangement Plan

Date	Scale @A1	Dwn.
February 2024	1:250	GP

Drawing number	Rev.
SUN005-SK-001	E

Appendix E: Vehicle tracking and highway adoption plans

HIGH STREET WEST

LITTLE VILLIERS

INDICATIVE LOCATION OF LARGER EXISTING GARAGE

10m RIGID TRUCK REVERSING INTO GARAGE OPPOSITE RELOCATED PARKING LOCATION

INDICATIVE LOCATION OF RELOCATED PARKING BAY, AVOIDING FOOTPATH CROSSOVER

Car Park

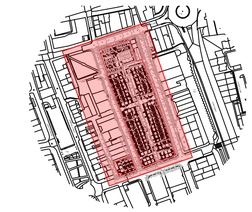
LITTLE VILLIERS STREET

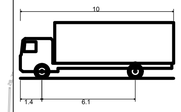
PRESS LANE

TCB

STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.





FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

VEHICLE BODY/OVERHANG

WHEEL PATH

NOTES:

1. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY.
2. THE SWEPT PATH ANALYSIS DOES NOT TAKE ACCOUNT OF DRIVER ABILITY, ROAD GRADIENTS OR ALTERNATIVE VEHICLE SPECIFICATIONS/MODIFICATIONS.
3. THE MANOEUVRES SHOWN MAY NOT BE REPRESENTATIVE OF THOSE UNDERTAKEN IN REAL LIFE.

DATE	REV	DESCRIPTION	DRAWN	CHKD
15.09.23	P01	ISSUED FOR PLANNING APPROVAL	RS	OD

Civic Engineers

MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6757
LONDON Reeds Wharf, 33 Mill Street, London SE1 2AX. Tel: 020 7253 2977
LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS11 5WE. Tel: 0113 2025 130
GLASGOW 35 Virginia Street, Glasgow, G1 1TN. Tel: 0141 370 1829

www.civicengineers.com

PROJECT

NILE & VILLIERS

TITLE

VEHICHLE SWEPT PATH LAYOUT

DRAWING STATUS	STATUS CODE
FOR PLANNING	-

CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
2920	1:200	SEP 23	RS	OD

DRAWING No.	REV
2920-CIV-XX-XX-D-C-40001	P01

FILE LOCATION PATH: \\FS01\PROJECTS DRIVE\PROJECTS HOT\2920 NILE AND VILLIERS, SUNDERLAND\004 BIM\CIVILS\DRAWINGS\2920-CIV-XX-XX-D-C-40001.DWG

STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

KEY:

- REDLINE BOUNDARY
- ADOPTED HIGHWAY TO BE STOPPED UP
- EXISTING ADOPTED FOOTPATH & VERGE
- PRIVATE LAND OFFERED FOR ADOPTION

DATE	REV	DESCRIPTION	DRAWN	CHKD
15.09.23	P01	ISSUED FOR PLANNING	RS	OD

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PROJECT

NILE & VILLIERS

TITLE

HIGHWAYS ADOPTION AND STOPPING UP PLAN

DRAWING STATUS	STATUS CODE
FOR PLANNING	-

CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
2920	1:200	SEP 23	RS	OD

DRAWING No.	REV
2920-CIV-XX-XX-D-C-40020	P01

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