

Technical Note

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1. Introduction

Arup has been commissioned to prepare a transport technical note for SeAH for their proposed new Monopile Manufacturing Facility on land at South Bank, within the Teesworks development.

The proposed development will provide a monopile manufacturing facility, alongside site offices, ancillary buildings and storage areas. The total GEA proposed is 104,966sqm.

The manufacturing facility will be located within the South Bank development area, which gained outline planning consent in December 2020 (application reference number R/2020/0357/OOM). Arup developed the Transport Assessment for the outline planning application, which was for up to 418,000 sqm floor area of office space, general industry and storage or distribution facilities.

This technical note has been prepared for the proposed SeAH development site as some of the application site falls outside the South Bank redline boundary, utilising an area of land that was not included in the 2020 application. However, the overall quantum of development on the South Bank site will not change. An application will be made to Redcar and Cleveland Borough Council (the local planning authority) to vary the original South Bank outline application to 'trade' approximately 20,372sqm floor space from that application, to the SeAH development. The application to vary the South Bank planning permission (R/2020/0357/OOM) will be submitted separately.

2. Trip Generation Assumptions

The trip generation for the South Bank outline planning application was calculated based on the number of jobs forecast (approx. 3,870 employees), and by applying trip rates per employee based on similar sites from the TRICS database.

For information, **Table 1** details the total person trips, and **Table 2** shows the total vehicular trips forecast. The full trip generation methodology and calculations are available in the Transport Assessment prepared by Arup (dated 3 July 2020) for the outline application (R/2020/0357/OOM). The trip rates and methodology were approved by Redcar and Cleveland Borough Council (the local highway authority) and National Highways.

Job number 279257/00
Date 31 March 2022

Table 1: Estimated Total Trips - South Bank Development

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (7am – 7pm)		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trips	1,246	344	1,591	302	1,215	1,517	8,259	8,208	16,467
LGVs	112	85	197	39	62	101	1,138	1,111	2,248
HGVs	74	62	135	54	39	93	844	805	1,649
Person Trips (excluding LGVs/HGVs)	1,060	197	1,258	209	1,115	1,324	6,277	6,293	12,570

Table 2: Estimated Vehicular Trips - South Bank Development

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (7am – 7pm)		
	In	Out	Total	In	Out	Total	In	Out	Total
Employee Car Trips	870	162	1,031	171	914	1,085	5,147	5,160	10,307
LGVs	112	85	197	39	62	101	1,138	1,111	2,248
HGVs	74	62	135	54	39	93	844	805	1,649
Total Vehicular Trips	1,055	309	1,364	264	1,015	1,279	7,129	7,076	14,204

Table 2 indicates that during the morning peak hour, the South Bank site is forecast to generate approximately 1,364 two-way vehicular trips on the network. This was based on a total site area of 418,000sqm.

The proposed land-use of the SeAH development of B2/B8 industrial use, with office space and ancillary uses, is the same as the land-use applied within the Transport Assessment for the outline application.

As there are no changes proposed to the type of development, and there is no change to the overall floor area proposed, the trip generation assumptions from the outline application are still valid.

3. Access and Parking

There will be two vehicular accesses into the development site, which will connect to the internal road that provides access to the Smith’s Dock Road / Dockside Road roundabout to the west. Car parking (including disabled bays and EV charging points) and cycle parking will be conveniently sited close to the building entrances.

Job number 279257/00
Date 31 March 2022

Footways will be provided on the internal road network which will connect to the wider network, including the pedestrian route to South Bank Station and the Teesdale Way. Cycle parking will be provided in a secure and overlooked location.

4. Summary and Conclusions

The proposed development is the same type of development assessed as part of the outline application (R/2020/0357/OOM), and therefore the trip forecasts and associated impacts are within the scope of the assessment presented for the outline application. The only difference is that this application includes a different area of the site, albeit it is expected that a variation to the outline application will be submitted to 'trade' the area of the site from the outline application to this development.

To conclude, there is no additional floorspace proposed as part of this detailed planning application, and it is not expected to generate any additional jobs over and above what has been outlined in the original assessment. Therefore, no increase in trips is expected to be generated by the proposed development, compared to what was assessed and agreed as part of the South Bank Transport Assessment.

DOCUMENT CHECKING

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