

JJL Design and Build Ltd

DAF Trucks workshop

Transport and Travel Plan Statement

Issue | 29 April 2022

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Ove Arup and Partners Ltd. (Arup) has been commissioned by JLL Design and Build Ltd (JLL), to provide a Transport Statement and Framework Travel Plan to present the transport impacts of a proposed Truck workshop to be located at Haverton Hill Road in Stockton-on-Tees.

It is intended that the proposed development on the site will provide repairs, maintenance and servicing for DAF trucks. The development will provide a complimentary industrial space within the established employment area.

1.1 Site location

The site is located to the north-east of Stockton-on-Tees, to the east of the A19 along Haverton Hill Road. The location is shown in **Figure 1**.

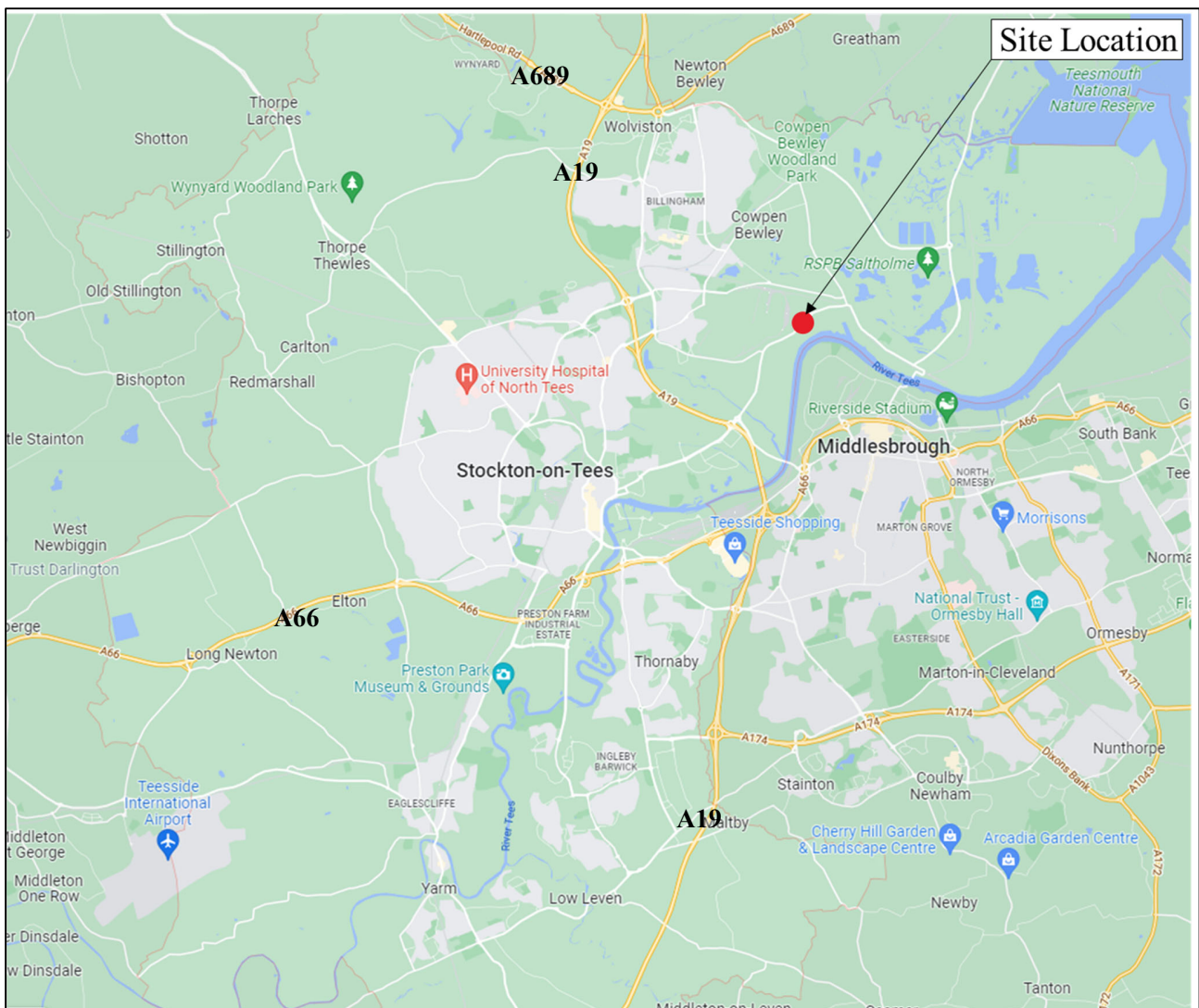


Figure 1: Site location

1.2 Consultation

In developing this Transport Statement, Arup has consulted both Stockton Borough Council (SBC) and National Highways (NH) to confirm the scope of assessment. Both SBC and NH have confirmed that given the nature of the development and the anticipated forecast trip generation, a Transport Statement would be a suitable approach to presenting the transport impact of the proposed development. Correspondence is included within **Appendix A**.

1.3 Structure of the report

This report is set out in the following sections:

- Chapter 2: Planning Policy Review
- Chapter 3: Baseline Conditions
- Chapter 4: Proposed Development
- Chapter 5: Trip Generation
- Chapter 6: Transport Impact
- Chapter 6: Travel Plan Statement
- Chapter 7: Summary and Conclusions

2. Planning policy review

This section reviews the proposed development within the context of national and local policy.

2.1 National Planning Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It prepares a framework in which locally prepared plans for development can be produced.

Core planning principles related to promoting sustainable transport and relevant to the proposed development are outlined below:

110. 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.*

111. 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.

112. 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.*

National Planning Policy compliance

The proposed development is located in a sustainable location and encourages sustainable travel behaviours through provision of cycle parking, electric vehicle (EV) parking and charging facilities and a list of Travel Plan measures to be implemented by future occupiers.

The proposed development has been designed giving full consideration to all users of the scheme.

The proposed development is therefore aligned with national transport policy.

2.2 Local Planning Policy

2.2.1 Stockton-on-Tees Borough Council Local Plan (adopted January 2019)

Stockton-on-Tees Borough Council Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable economic growth and development of the Borough up to 2032.

Core policies and proposals related to promoting sustainable transport and relevant to the proposed development are outlined below:

Business Strategic Priority 1: To encourage economic growth, job creation and a more entrepreneurial culture within the Borough, as a means of diversifying the economic base and strengthening existing economic strengths, clusters and sectors.

Place Strategic Priority 7: To ensure better use of resources, particularly the re-use of vacant premises and previously developed or under-used land in the conurbation.

Infrastructure Strategic Priority 11: To ensure accessibility for all to adequate transport networks, jobs, facilities, goods, services and communications infrastructure within the Borough, and links to other areas of the Tees Valley and beyond.

Local Planning Policy Compliance

The proposed development reuses former industrial land and is located in an area with public transport, walking and cycling connections.

The proposed development supports the priorities set out in the Local Plan.

3. Baseline conditions

This section of the reports outlines the existing transport features surrounding the site.

3.1 Site location

The proposed development site is located south of the A1046 Haverton Hill roundabout and west of Mech-Tool Engineering (MTE) Ltd and Last Mile Logistics Solutions Ltd. To the north of the site is a regional waste recycling and recovery facility. The site boundary is shown in **Figure 2**.

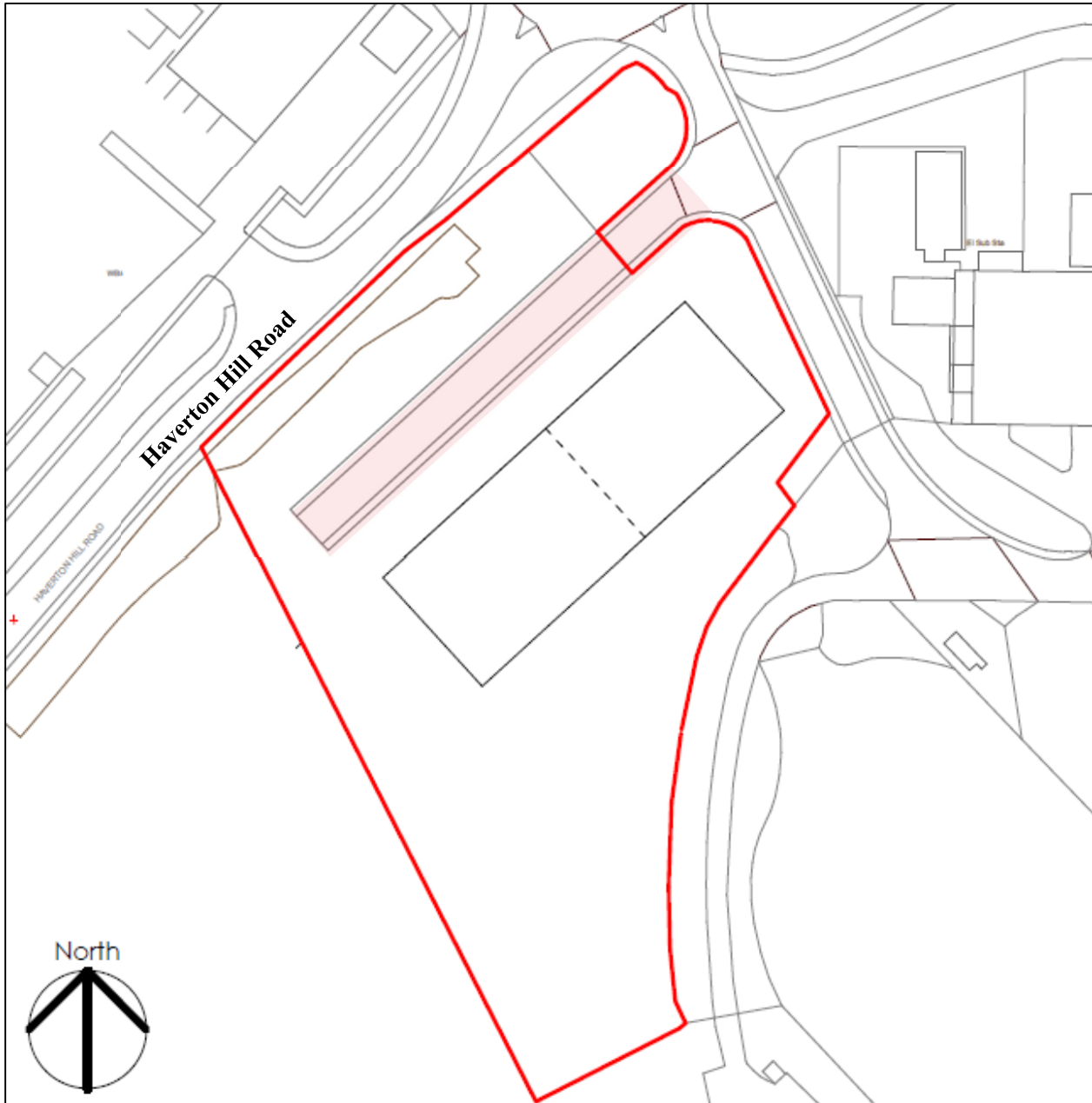


Figure 2: Site boundary

The site is north of the River Tees within Billingham Industrial Estate, an area dominated by industrial uses including a logistics depot and waste and recycling centres. This existing site is a brownfield site, formerly part of ICI works.

The site includes a historic private right of way which will be retained as part of the development. This route is identified by the provision of street lighting within the site and highlighted in red in **Figure 2**. This is shown in **Photograph 1**.



Photograph 1: Historic right of way

3.2 Site connections

Haverton Hill Road runs north to south and currently serves commercial and industrial businesses within Billingham Industrial Estate. Access to the site is provided to the south of Haverton Hill Road roundabout off a road currently serving Mech-Tool Engineering (MTE) Ltd. This road is subject to a 20mph speed limit.

This access road has wide splays and a splitter island upon approach to Haverton Hill Road roundabout which can be seen in **Photograph 2**. Given the nature of the surrounding area, the highway network has been designed to accommodate HGV movements.



Photograph 2: Haverton Hill Road Roundabout approach from Site

3.3 Walking and cycling

The site is accessible by pedestrians and cyclists, with pavements provided on all surrounding roads. The Stockton (North) Cycle Map, shown in **Figure 3** shows walking and cycling routes within the vicinity of the site. The map shows there are cycle paths and cycle routes within Haverton Hill Industrial Estate linking the site to residential areas towards Billingham, Stockton and Middlesbrough and the wider industrial area.

A cycle path leads from approximately 10m of the site entrance, (shown in **Photograph 2**), running through Billingham Industrial Estate, into Middlesbrough and North Tees Industrial Estate to the west of Portrack Interchange where Toucan crossings are provided. This cycle path also leads to the Transporter Bridge, the Saltholme Nature Reserve Visitor Centre as well as linking up to the National Cycle Network Route 1, a route that runs in sections from Dover to the north of Scotland. Advisory cycle routes link the Haverton Hill Road cycle path to Billingham.

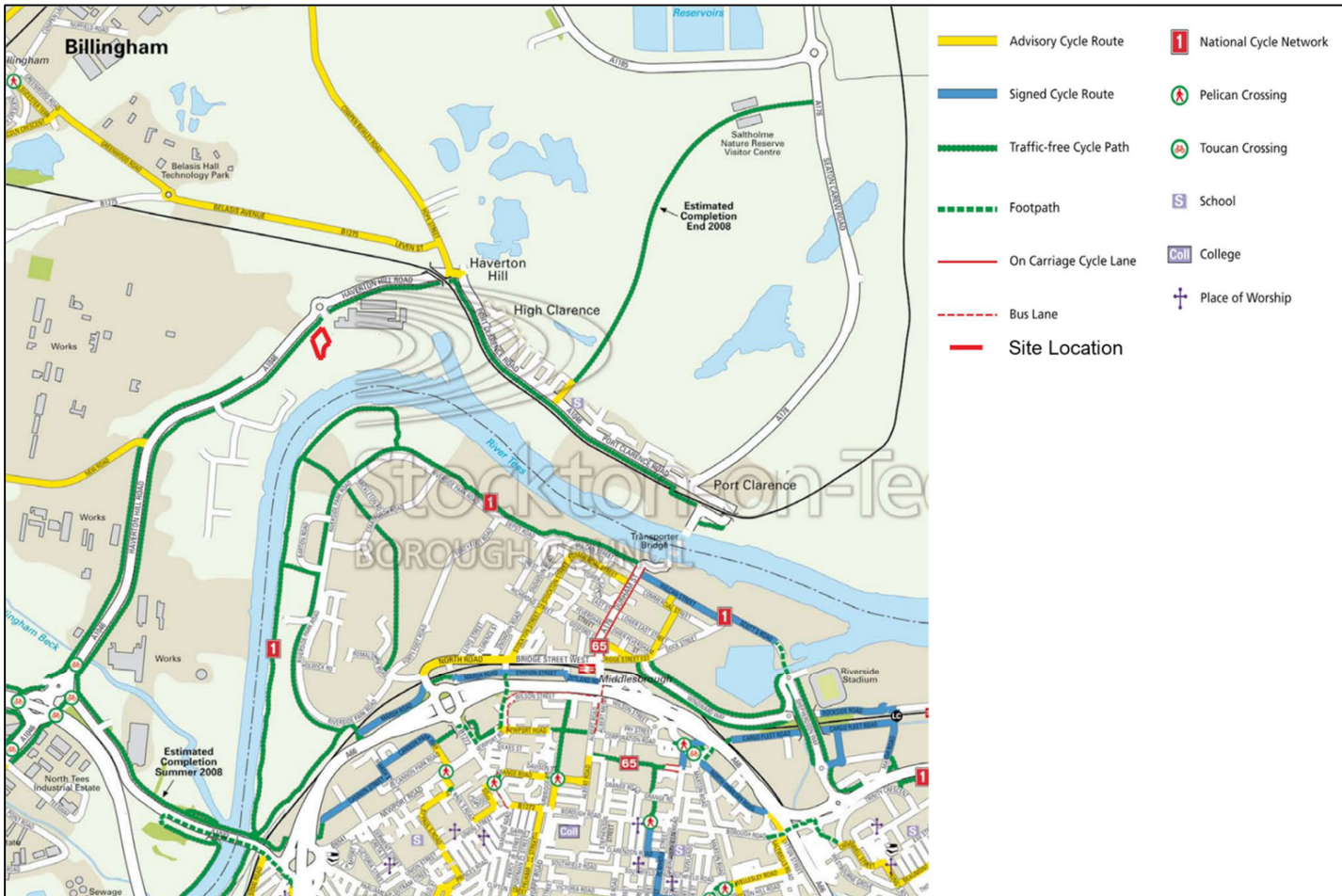


Figure 3: Stockton North Cycle Map (source: thehubstockton.com)

3.4 Public transport

3.4.1 Bus

The nearest bus stop at St Johns Cemetery, is located a 3-minute walk north-east of the site on Haverton Hill Road and comprises of a flag and shelter. This bus stop and all others on Haverton Hill Road serve the number 1 and the number 58A bus services.

Access to the 34 service can be found a 15-minute walk south-west of the site at the bus stop at Oxygen Corner. The locations of the bus stops are shown in **Figure 4**.

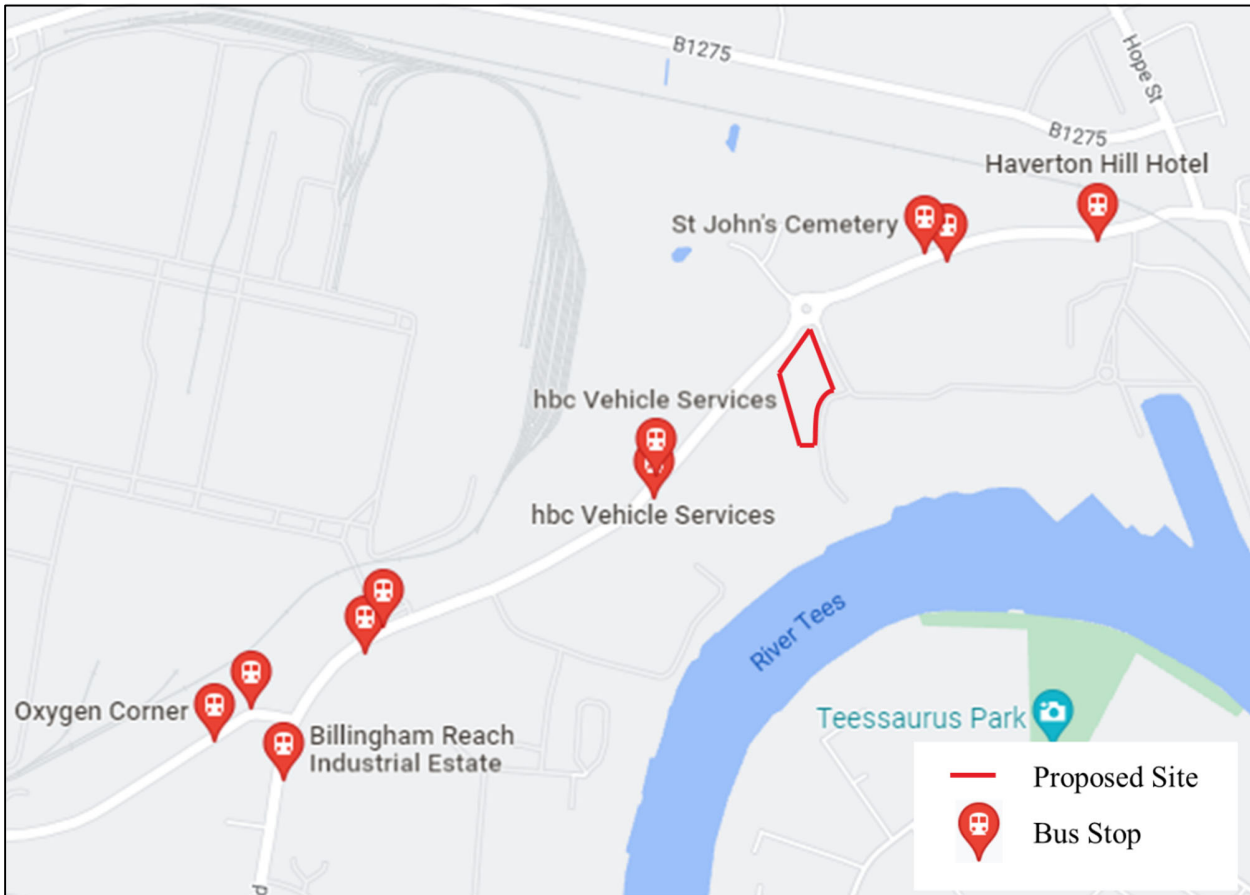


Figure 4: Bus Stop Locations

The bus services that serve the wider Billingham Industrial Estate and provide frequent and regular connections to and from Billingham, Hartlepool, Middlesbrough and Stockton are shown in **Table 1** Below.

Table 1: Bus Timetable

Route No.	Route	Daytime frequency	
		Monday – Saturday	Sunday
1	Hartlepool-Seaton Carew-Middlesbrough	Every 30 minutes	Every Hour
58A	Port Clarence (Transport Bridge)-Stockton-Hardwick	Every 15 minutes	Every 30 minutes
34	Middlesbrough - Billingham	Every 20 minutes	Every Hour
*Only key intermediate stops noted Source: Stagecoach			

3.5 Highways

Haverton Hill Road is the main road in the area and is located immediately to the north of the site. Haverton Hill Road forms a connection to the south with the A19 at Portrack Interchange, approximately 2.4 km to the west of the site. Network wide connections are provided from Portrack Interchange, from here the road connects to:

- The A19 which is part of the Strategic Road Network (SRN) and is a six-lane dual carriageway within the vicinity of the site. The A19 runs in a north-south direction west of the site, and provides strategic connections between York to the south, and Tyne and Wear to the north.
- The A689 via the A19, to the north of the site, is an east-west road that runs from Hartlepool towards Bishop Auckland.
- The A1(M) via the A689. The A1(M) is a major north-south road that forms part of the SRN and runs from London to Edinburgh, providing access more locally to Newcastle, Durham and Leeds.
- The A66 via the A19 is south of the site and crosses the River Tees. The A66 is an east-west road that forms part of the SRN and runs from Middlesbrough to Workington.

The location of many of these major roads with regards to the site can be seen in **Figure 1**.

4. Proposed development

4.1 Development description

The primary purpose of the proposed development is to enable the maintenance and repairs for DAF trucks. It is intended that the development will operate 24 hours a day, seven days a week, excluding Christmas Day, Boxing Day and New Year's Day.

The proposed development consists of a truck maintenance facility intended to be occupied by DAF Trucks, comprising of a workshop, parts store, and includes office space ancillary to the industrial uses. The proposed layout for the Truck Workshop is shown in **Appendix B**. There will be storage for 40 commercial vehicles, with facilities for overspill to the south of the development, on the workshop side of the building. Due to the nature of the site, the layout has been designed with HGVs in mind, with wide aisles around the site.

4.2 Access

The site is currently from a three-arm priority junction located off the road south of Haverton Hill Road roundabout. This access also serves the Last Mile Logistics Solutions Ltd which is subject to a 30mph speed limit. This access road has wide splays and on the approach to Haverton Hill Road roundabout.

Swept path analysis has been undertaken that shows how large vehicles (particularly HGV's) have suitable access and can manoeuvre appropriately within the site. This can be seen in **Appendix C**.

Access for pedestrians is provided with the existing footpath leading from Haverton Hill Road to the development retained.

4.3 Parking

The parking provision for the site will be provided in line with SBC's parking requirements (Tees Valley Design Guide & Specification document) for parking and will reflect the scale and anticipated use of the occupier. Teesside car parking requirements are shown in Table 2.

Table 2: Car Parking Standards and Requirements

Parking Type	Requirements
Disabled Parking	<p>Allocated spaces should be:</p> <ul style="list-style-type: none">located as close as possible to the destination;connected to the destination without steps; ramps, lifts or dropped kerbs may be necessary depending on local circumstances and;sufficiently large to allow unobstructed wheelchair access.Parking spaces provided for people with disabilities should be a minimum of 4.8m x 2.4m with an additional 1.2m on either side and to the rear; the additional 1.2m can be shared with an adjacent space. <p>Disabled parking provision should be 5% of capacity, subject to a minimum of 2 spaces, to be reserved.</p>
Car Parking	<p>A car parking space in a car park will normally be 2.4 metres x 4.8 metres in size, with adequate space provided to allow vehicles to manoeuvre in and out without difficulty.</p>

The development will provide:

- 56 car parking spaces in total;

- Three parking spaces for disabled use (at 5% of total provision), each 2.5m x 5m in dimension with a 1.2m zone between spaces. These will be suitably located immediately upon the entrance of the office/showroom with disabled access;
- Four electric vehicle charging points (at 7% of total provision).

It is expected that there will be up to 37 employees on site at any one time. Therefore, by assuming for robustness that all employees require individual car parking spaces, the provision of 56 car parking spaces provides a healthy buffer of 19 spaces to be used for visitors and overflow.

The proposed car parking provisions therefore complies with SBC design standards and provides sufficient car parking for staff, visitors and overflow.

4.4 Cycle Parking

The parking provision for the site will be provided in line with SBC’s parking requirements for cycles (Tees Valley Design Guide & Specification document). Cycle parking will be provided opposite the office/showroom to the north of the site. Tees Valley cycle parking standards are shown in **Table 3**.

Table 3: Cycle Parking Standards and Requirements

Type of Parking	Requirements
Cycle parking	<p>The provision of cycle facilities will be mandatory for all office and retail developments with a gross floor area of more than 200m².</p> <p>Cycle parking facilities should:</p> <ul style="list-style-type: none"> • be conveniently sited and located adjacent to busy pedestrian routes; • benefit from good natural surveillance such as overlooking by adjacent properties; • not cause a trip hazard or obstruction for disabled or visually impaired people; and • be conveniently located close to building entrances. <p>Cycle lockers or similar, secure facilities should be provided for long-stay or commuter use, whilst covered Sheffield Stands or similar will be acceptable for short-term use.</p>

Covered cycle parking will be provided directly in front of the office and showroom, and will therefore benefit from the natural surveillance from being overlooked. The cycle parking will be conveniently sited close to the entrance, but on the other side of the car park to the disabled parking, so will not be an obstruction for the disabled or the visually impaired.

To ensure that cycling will be enabled through the development, high quality provisions and supporting facilities will be provided with future development.

In addition to cycle parking, use of cycles will be encouraged by the provision of two showers, changing areas and lockers for staff on the first floor of the building.

5. Trip Generation

5.1.1 Scheme overview

The proposed development comprises a truck maintenance facility intended to be occupied by DAF Trucks, comprising of a workshop, parts store, and an area for offices and administrative activities. There will be storage space for approximately 40 trucks and parking for 45 cars onsite.

The proposed development will primarily enable the maintenance and repairs for DAF trucks. It is intended that the development will operate 24 hours a day, seven days a week, excluding Christmas Day, Boxing Day and New Year's Day.

It is expected that 37 workshop employees and 14 office employees will be employed on site.

However, given the 24 hour operation of the development, it is anticipated that a maximum of 37 total employees would work on site at any one time.

There will be storage for 40 commercial vehicles, with facilities for overspill to the west of the site, on the workshop side of the building. The site has been designed with HGVs in mind with wide aisles leading to the truck parking.

5.1.2 Anticipated trip generation

To ascertain the anticipated number of trips that will be generated by the development, trips have been calculated by translating the forecast workforce numbers and anticipated activity.

The 2011 journey to work census data indicates that the vast majority of employees working within the area travel by car, generally from across the Teesside and Darlington areas.

To ensure a robust analysis it is assumed that all employees will travel to work by car, despite access to sustainable and active travel opportunities.

The trip generation is broken down into office staff, workshop staff and truck activity.

Office staff

It is expected that the 14 office based staff will generally work on site 8.30 - 17.00.

It is expected that some office staff will arrive within a one hour window before their shift starts and depart within a window of half an hour before office closing and an hour and a half after closing. These trips will be within network peak hours.

	Time	In	Out	Total
AM Peak	07:00	7	0	7
	08:00	7	0	7
PM Peak	16:00	0	4	4
	17:00	0	6	6
	18:00	0	4	4

Figure 5: Anticipated trips for office staff

Workshop staff

Workshop employees will work three shift patterns: 06.00-14.00, 14.00-22.00 and 22.00-06.00. The 22.00-6.00 shift will be manned by skeleton staff. Due to the workshop shift patterns, traffic generated by workshop employees will hence fall outside of network peak hours.

	Time	In	Out	Total
Morning Shift	05:00	15	0	15
	06:00	0	7	7
Afternoon Shift	13:00	15	0	15
	14:00	0	15	15
Night Shift	21:00	7	0	7
	22:00	0	15	15

Figure 6: Anticipated trips for workshop staff

Truck activity

Trucks will arrive and depart the site across the day. However, it is expected that the main bulk of traffic into the site will be at the end of the working day from 16.30 to 19.30 and these vehicles will leave the site from 05.00 to 08.00 during the week. To ensure a robust analysis we have assumed two trucks will arrive and depart during network peak hours.

	Time	In	Out	Total
AM Peak	05:00	0	2	2
	06:00	0	2	2
	07:00	0	2	2
PM Peak	16:00	1	0	1
	17:00	2	0	2
	18:00	2	0	2
	19:00	2	0	2

Figure 7: Anticipated trips for trucks

For the remainder of the day, it is expected that one truck will arrive and one truck will depart across every hour across the working day. Truck activity is dictated by the ability of workshop staff to turn over repairs and maintenance.

Cumulative activity

Overall, the office and workshop activity are not expected to coincide with network peak hours, whilst truck activity is expected to be spread across the day.

The only activity taking place during network peak hours is expected to be from office staff and some truck activity. This would result in up to 8 total trips taking place within network peak hours, a combination of 7 office staff and one truck in the AM peak and 6 office staff and two trucks in the PM peak.

	Time	Office Staff		Workshop Staff		Trucks		Total
		In	Out	In	Out	In	Out	
Network AM Peak	08:00	7	0	0	0	0	1	8
Network PM Peak	17:00	0	6	0	0	2	0	8

Figure 8: Anticipated network peak hour trips

The developments expected peak hours are anticipated to be place in the hours commencing at 05.00, 13.00 and 14.00 with 17 total trips predicted during these hours, a combination of 15 workshop staff and two trucks.

6. Transport Impact

Given the nature of the proposed operation on the site it is envisaged that the majority of staff and visitors to the site will travel by car (as set out in Section 5). However, the scheme has been designed with active and sustainable travel in mind.

6.1 Walking and Cycling

The location of the proposed development supports and enables walking and cycling trips. To enable cycling for staff and visitors to the development, high quality cycle parking and supporting facilities will be provided. The proposed development will integrate with the shared path that runs through Billingham Industrial Estate directly in front of the development's entrance and will connect the site to public transport services. With the site being directly located off a cycle path, cycling is likely to be an attractive mode choice for employees.

The proposed development therefore supports and encourages the use of sustainable and active travel networks.

6.2 Public Transport

The 2011 journey to work census data indicates that some employees working within the area travel by bus from Billingham. The site is well served by public transport by bus, and staff and visitors will be encouraged to commute using public transport. There are many bus stops within a 15-minute walk of the site catering for three different bus services. Hence, the development is in a prime location for bus use, which may encourage bus use for employees.

6.3 Traffic Impact

Based upon the trip generation set out in Section 5, it is anticipated that the proposed development will not have a material impact on highway operations.

7. Travel Plan Statement

7.1 Promotion of Sustainable Transport

Given the nature of the development it is anticipated that the majority of staff and visitors will travel to the site by car or truck. However, the location of the development offers opportunities for individuals to travel to and from the site in a sustainable manner.

Travel planning measures have therefore been identified to ensure that good travel patterns are established upon scheme completion to set in place a long-term strategy for encouraging sustainable modes of travel.

7.2 Process

The process to promote sustainable travel consists of measures aimed at changing and sustaining attitudes and behaviours to support sustainable travel patterns, as summarised in **Figure 9**.

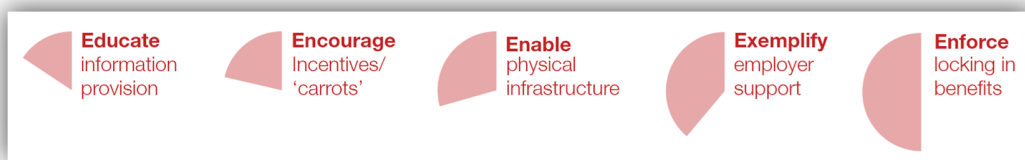


Figure 9: Behaviour Change Framework for Sustainable Travel

Measures for each behaviour change element are described in the following sections. The proposed measures accord with the Department for Transport advice on travel planning measures. Together, these actions will contribute to promote sustainable travel to employees and to some extent, customers.

7.3 Educate – Informational Measures

It is important that all known information regarding access to the site is freely available in a clear and easily readable form. For the purposes of educating users, it is proposed that the measures in **Table 4** be considered.

Table 4: Summary of Proposed Information Measures

Proposed Measures
Sustainable travel links and connections provided to employees.
Promotion of sustainable links provided to employees.

7.4 Encourage – Travel Awareness Measures

Measures to influence travel behaviour through softer measures are the most effective and best value initiatives that can be introduced. A variety of the awareness-raising measures should be implemented. This will encourage users to challenge their own travel habits. A summary of some particularly relevant measures are outlined in **Table 5**.

Table 5: Summary of Proposed Promotional Measures

Proposed Measures
Promotion of national travel awareness days including Walk to Work Week, World Environment Day, Liftshare Week and Commute Smart Week.
Displaying information and posters encouraging sustainable travel to the station.

Promote car sharing opportunities.

7.5 Enable – Supporting Design Measures

Measures will be introduced in the design of the site. These are summarised in **Table 6**.

Table 6: Summary of Supporting Physical Design Measures

Proposed Measures
The development includes good legibility to main entrances on the site.
Cycling facilities will be provided, including covered cycle stands, lockers, showers and changing facilities
EV charging spaces are provided within the car park

7.6 Exemplify – Management Measures

Managers of the DAF Truck Workshop should explore connections with neighbouring businesses in the area and should seek to implement the measures outlined in **Table 7**.

Table 7: Proposed Management Measures

Proposed Measures
Work with other businesses / partners regarding car sharing activities.
Effectively manage deliveries to minimise any servicing vehicle trips to/from site.

7.7 Enforce – Parking Measures

Cycling is becoming an increasingly popular travel option, with local investment in infrastructure and promotion. Cycle parking will be provided and, if demand exceeds supply, the facilities should increase the amount of cycle parking available to users. **Table 8** details the main parking measures being implemented as part of the proposed development.

Table 8: Parking Measures

Proposed Measures
Staff and customer cycle parking to be provided.
Vehicle parking – 56 spaces

7.8 Implementation Timescales

The measures outlined in this section will be implemented as follows:

- **Physical measures:** implemented during the development of the site;
- **Promotional measures:** implemented on occupation and on a continuous basis; and
- **Management measures:** implemented immediately and continuously during occupation.

8. Summary and Conclusion

This Transport and Travel Plan Statement has been prepared by Ove Arup & Partners Ltd to support the outline planning application for the proposed DAF truck workshop.

The report has provided an overview of the site and its current conditions and demonstrated that there are established walking and cycling facilities within the vicinity of the proposed site.

The proposed car and cycle parking is in accordance with SBC's standards. The level of traffic generated by the development is not considered to result in a material impact on the local highway network.

Overall, the proposed development supports strategic sustainable trips and is not anticipated to have a significant material impact on highway safety and impacts on the road network are not considered to be severe.

Therefore, there is no reason whereby outline planning consent should not be granted in transport terms.

Appendix A

SBC and NH Correspondence and scoping

Steven McCloy

From: Bell, Christopher (NO, North East) <chris.bell2@highwaysengland.co.uk>
Sent: 19 April 2022 11:29
To: Steven McCloy
Cc: Simon Grundy
Subject: FW: BMT17647 Haverton Hill Road - Truck workshop (DAF)
Attachments: 20220412 DAF Trucks trip gen note.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Steve

I hope you are well.

I received via our admin team the scoping pre-app note for the DAF Trucks facility proposed at Haverton Hill Rd, Stockton.

From a National Highways position, I agree that the proposed development is not expected to have a material impact on Strategic Road Network and also agree with your proposed approach of providing a Transport Statement and Framework Travel plan. We will respond on receipt of consultation to the application.

Regards



Chris Bell, Planning Manager

National Highways (formerly Highways England) | 2 City Walk | Leeds | LS11 9AT

Tel: +44 (0) 300 4702339 | **Mobile:** + 44 (0) 7850 906 701

Web: <http://www.highways.gov.uk>

GTN: 0300 470 2339

From: Cullen, Nicola
Sent: 19 April 2022 10:30
To: Bell, Christopher (NO, North East) <chris.bell2@highwaysengland.co.uk>; Ali, Sunny <Sunny.Ali@highwaysengland.co.uk>
Subject: BMT17647 Haverton Hill Road - Truck workshop (DAF)

Hi both

Is this just a heads up for now / As its not come via the Local Authority ?

Many thanks

Nikki Cullen - Administrator
Business Services Team (YNE)
National Highways | 2 City Walk | Leeds | LS11 9AR
Tel: +44 (0) 300 470 0816 **GTN:** 0300 470 0816
Web: www.nationalhighways.co.uk



From: Steven McCloy [<mailto:Steven.McCloy@arup.com>]
Sent: 14 April 2022 16:15
To: Planning YNE <planningYNE@highwaysengland.co.uk>
Cc: Simon.Grundy@stockton.gov.uk; Joanne.Roberts <Joanne.Roberts@stockton.gov.uk>; Emily Wade <Emily.Wade@arup.com>; Robert Dibden <robert.dibden@lichfields.uk>; Barry <barry@jlldesign.co.uk>
Subject: BMT17647 Haverton Hill Road - Truck workshop (DAF)

Hi Planning YNE

Arup has been commissioned by JLL Design and Build to provide planning support for a new truck workshop on a suite at Haverton Hill Road in Stockton.

<https://www.google.com/maps/place/Stockton-on-Tees/@54.5945134,-1.2557271,17.08z/data=!4m5!3m4!1s0x487e931ee6d5b3bb:0xbcec2c396a18ae44!8m2!3d54.5704551!4d-1.3289821>

Site between Last Mile Logistics Solutions and Haverton Hill Road.

We've undertaken a trip generation exercise to confirm the planning deliverables with Stockton. Their response is below.

Can you confirm if NH are agreeable to the same approach?

The trip generation document is attached.

Kind regards

Steven McCloy
Associate
BA (Hons) MSc CTPP MCIHT
m +44 7881340013

From: Simon Grundy <Simon.Grundy@stockton.gov.uk>
Sent: 14 April 2022 15:38
To: Steven McCloy <Steven.McCloy@arup.com>
Cc: Joanne.Roberts <Joanne.Roberts@stockton.gov.uk>; Martin Parker <Martin.Parker@stockton.gov.uk>; Barry

<barry@jjldesign.co.uk>; Robert Dibden <robert.dibden@lichfields.uk>; Emily Wade <Emily.Wade@arup.com>

Subject: RE: Haverton Hill Road - Truck workshop (DAF)

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This document was classified as: OFFICIAL

Hi Steve

I've clarified with Joanne that we'd be comfortable with a transport statement, it is recommended that you seek some clarity from National Highways also given it will impact on Portrack Interchange.

Thanks
Simon

Simon Grundy

Planning Services Manager
Stockton-on-Tees Borough Council

Telephone: 01642 528550 | Mobile: 07471147061 | Email: simon.grundy@stockton.gov.uk | Web: www.stockton.gov.uk

From: Steven McCloy <Steven.McCloy@arup.com>

Sent: 12 April 2022 11:24

To: Simon Grundy <Simon.Grundy@stockton.gov.uk>

Cc: Joanne Roberts <Joanne.Roberts@stockton.gov.uk>; Martin Parker <Martin.Parker@stockton.gov.uk>; Barry <barry@jjldesign.co.uk>; Robert Dibden <robert.dibden@lichfields.uk>; Emily Wade <Emily.Wade@arup.com>

Subject: Haverton Hill Road - Truck workshop (DAF)

Hi Simon

I hope you are keeping well. Arup has been appointed by JLL Design and Build to provide transport planning support for the proposed truck workshop (expected to be occupied by DAF trucks) on the Haverton Hill Road site opposite the current recycling centre (part of the former ICI site).

We note the request from the Council to provide a Transport Assessment document to accompany the planning application for the scheme, however having obtained more information related to the scheme we would like to suggest that a Transport Statement may be more appropriate.

I've attached a trip generation note that translates the workforce and activities into development trips. The analysis shows that there will be minimal vehicular activity generated during network peak hours therefore undertaking junction modelling is considered to be disproportionate to the forecast activity.

I would be very grateful if you could discuss the proposal with the transport and confirm if the proposed Transport Statement proposal is acceptable?

Kind regards

Steven McCloy

Associate

BA (Hons) MSc CTPP MCIHT

m +44 7881340013

Subject DAF Trucks - Trip Generation
Job No/Ref
Date 12 April 2022

1. Introduction

Arup has been commissioned by JLL Design and Build Ltd to provide transport planning design input and transport planning reports in support of a proposed Truck workshop, to be located at Haverton Hill Road in Stockton on Tees.

The purpose of this note is to set out the forecast trip generation of the proposed development and to subsequently confirm the scope of transport planning deliverables that will accompany the forthcoming planning application.

The details of the site and operation have been informed by the Site Plan and DAF Truck Operational Note appended to this note.

2. Scheme overview

The proposed development comprises a truck maintenance facility intended to be occupied by DAF Trucks, comprising of a workshop, parts store, and an area for offices and administrative activities. There will be storage space for approximately 40 trucks and parking for 45 cars onsite.

The proposed development site is located next to the A1046 Haverton Hill roundabout in an area dominated by other industrial uses including a logistics depot and waste and recycling centres. Access is proposed to be formed from an existing access to the east of the site, on the southern approach to the roundabout. Given the nature of the surrounding area the highway network has been designed to accommodate HGV's and industrial activities.

The proposed development will primarily enable the maintenance and repairs for DAF trucks. It is intended that the development will operate 24 hours a day, seven days a week, excluding Christmas day, Boxing day and New Year's day.

It is expected that 37 workshop employees and 14 office employees will be employed on site.

However, given the 24 hour operation of the development, is anticipated that a maximum of 37 total employees would work on site at any one time.

There will be storage for 40 commercial vehicles, with facilities for overspill to the west of the site, on the workshop side of the building. The site has been designed with HGVs in mind with wide aisles leading to the truck parking.

Overall, 51 car parking spaces including two EV spaces and three disabled spaces are proposed. Both the disabled parking spaces and the EV spaces are located close to the office entrance. Covered cycle parking is also proposed close to the office entrance.

3. Anticipated trip generation

To ascertain the anticipated number of trips that will be generated by the development, trips have been calculated by translating the forecast workforce numbers and anticipated activity.

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Job No/Ref
Date 24 March 2022

The 2011 journey to work census data indicates that the vast majority of employees working within the area travel by car generally from across Teesside and Darlington areas.

To ensure a robust analysis it is assumed that all employees will travel to work by car, despite access to sustainable and active travel opportunities.

The trip generation is broken down into office staff, workshop staff and truck activity.

Office staff

It is expected that the 14 office based staff will generally work on site 8.30 - 17.00

It is expected that some office staff will arrive within a one hour window before their shift starts and depart within a window of half an hour before office closing and an hour and a half after closing. These trips will be within network peak hours.

	Time	In	Out	Total
AM Peak	07:00	7	0	7
	08:00	7	0	7
PM Peak	16:00	0	4	4
	17:00	0	6	6
	18:00	0	4	4

Figure 1: Anticipated trips for office staff

Workshop staff

Workshop employees will be work three shift patterns: 06.00-14.00, 14.00-22.00 and 22.00-06.00. The 22.00-6.00 shift will be manned by skeleton staff. Due to the workshop shift patterns traffic generated by workshop employees will hence fall outside of network peak hours.

	Time	In	Out	Total
Morning Shift	05:00	15	0	15
	06:00	0	7	7
Afternoon Shift	13:00	15	0	15
	14:00	0	15	15
Night Shift	21:00	7	0	7
	22:00	0	15	15

Figure 2: Anticipated trips for workshop staff

Truck activity

Trucks will arrive and depart the site across the day however, it is expected that the main bulk of traffic into the site will be at the end of the working day from 16.30 to 19.30 and these vehicles will

Subject DAF Trucks - Trip Generation
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leave the site from 05.00 to 08.00 during the week. To ensure a robust analysis we have assumed two trucks will arrive and depart during network peak hours.

	Peak Hours	In	Out	Total
AM Peak	05:00	0	2	2
	06:00	0	2	2
	07:00	0	2	2
PM Peak	16:00	1	0	1
	17:00	2	0	2
	18:00	2	0	2
	19:00	2	0	2

Figure 3: Anticipated trips for trucks

For the remainder of the day, it is expected one truck will be arrival and one truck will depart across every hour across the working day. Truck activity is dictated by the ability of workshop staff to turn over repairs and maintenance.

Cumulative activity

Overall, the office and workshop activity are not expected to coincide with network peak hours, whilst truck activity is expected to be spread across the day.

The only activity taking place during network peak hours is expected to be from office staff and some truck activity. This would result in up to 8 total trips taking place within network peak hours, a combination of 7 office staff and 1 truck in the AM peak and 6 office staff and two trucks in the PM peak.

	Time	Office Staff		Workshop Staff		Trucks		Total
		In	Out	In	Out	In	Out	
Network AM Peak	08:00	7	0	0	0	0	1	8
Network PM Peak	17:00	0	6	0	0	2	0	8

Figure 4: Anticipated network peak hour trips

The developments expected peak hours are anticipated to be place in the hours commenting at 05.00, 13.00 and 14.00 with 17 total trips predicted during these hours, a combination of 15 workshop staff and two trucks.

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Job No/Ref
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4. Conclusion

Based upon the analysis above it is concluded that the proposed development is not expected to have a material impact on highway operations.

It is therefore proposed that a Transport Statement and Framework Travel plan will be accepted as part of the planning application.

Date: 21 March 2022

Job Title: Ford and Slater, Stockton

Job Number: 2022-P1046

Document Title: Staff Number and Working Hours

T: 01889 565553 Email: enquiries@jjldesign.co.uk

Crag Mount, Leigh Lane,
Bramshall, Uttoxeter,
Staffordshire, ST14 5DN
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Staff Numbers

Department	Number
Workshop	24
Service reception	4
Service admin	4
Collection and delivery drivers	3
Workshop control	1
Service manager	1
Parts manager	1
General manager	1
Parts delivery drivers	3
Parts warehouse	3
Parts phone office	4
Receptionist	1
Sales manager	1
Total	51
Total on site at anyone time	37

Note: Only 10 HGV technicians at work at any one time (including apprentices)

Working hours and shift patterns

The site will operate 24 hours 7 days per week, will close Christmas day, Boxing day and New Year’s day.

Office staff will work between 08.30 and 17.00 Monday to Friday, Workshops and Parts will work shifts based on 6-2, 2-10, 10-6.

Main bulk of traffic into the site will be at the end of the working day from 16.30 to 19.30 and these vehicles will leave our site from 05.00 to 08.00 during the week. Weekends most vehicles will arrive late afternoon Friday and then be returned to the customer on Monday from 05.00 to 08.00. These times are not exact but represent a reasonable view of the bulk of traffic. Obviously, vehicles will be in and out of the depot during working hours but the bulk is early morning and late afternoon

Appendix B

Site Layout

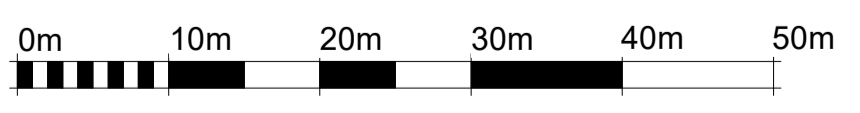


— SITE BOUNDARY

— 2m HIGH GALVANSIDE PALASADE SECURITY FENCE (Fence to be constructed on boundary line. Shown offset on drawing for clarity)

Parking Provision
 Cars = 46 + 2EV + 3 Disabled = 51 total
 Commercial Vehicles = 40
 Cycles = 20

REV	DESCRIPTION	BY	CHECK	DATE
P01	Issued for Comments	BT	JR	07/03/2022
P02	Updated to suit client comments	BT	LH	11/03/2022
P03	Retaining wall added	BT	LH	25/03/2022
P04	Turning area added to car park	BT	LH	12/04/2022
P05	Security fence added	BT	JR	19/04/2022
P06	Issued for Planning	BT	LH	29/04/2022



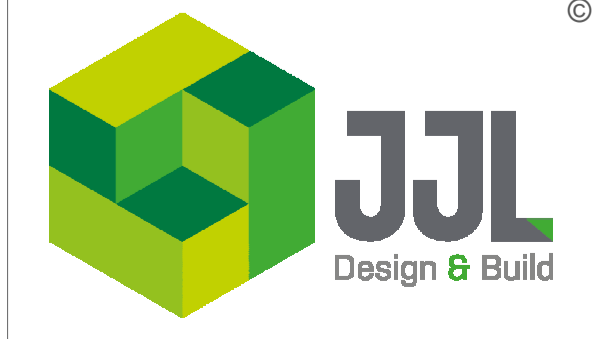
VISUAL SCALE 1:500 @ A1

DO NOT SCALE - ALL DIMENSIONS TO BE VERIFIED ON SITE
 DO NOT DERIVE DIMENSIONS FROM DIGITAL MEDIA

STATUS:	PLANNING	
JOB TITLE:	Ford & Slater Haverton Hill Road, Stockton	
DRAWING TITLE:	Proposed Site Plan	
DRAWN BY:	SCALE - A1:	DATE:
BT	1 : 500	MAR 22
PROJECT NO.	DRAWING NO.	REV.
P1046	90-000	P06

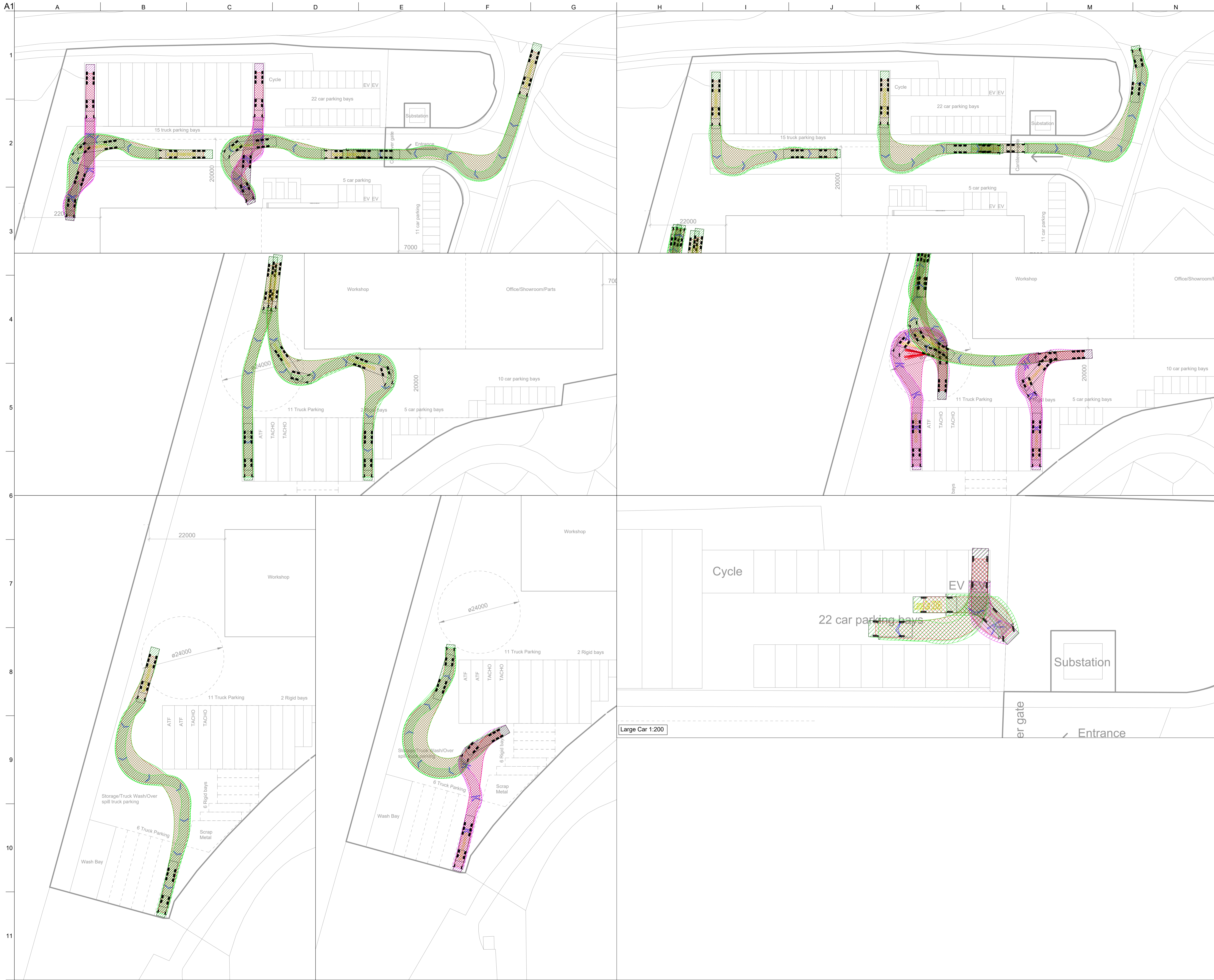
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Appendix C

Swept Path Analysis



Large Car (2006) Overall Length 5.079m Overall Width 1.872m Overall Body Height 1.525m Min Body Ground Clearance 0.310m Max Track Width 1.831m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.900m	
Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length 16.500m Overall Width 2.550m Overall Body Height 3.632m Min Body Ground Clearance 0.396m Max Track Width 2.500m Lock to lock time 6.00s Kerb to Kerb Turning Radius 6.870m	

- Notes**
1. Tracking is indicative and based upon generalised vehicle specifications, at 5kph.
 2. Layout based upon "P1046-90-0000" Revision P02.

P01	05/04/22	AMcK	SMcC	SMcC
Issued for Information				
Rev	Date	By	Chkd	Appd

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Client
Ford & Slater

Project Title
Haverton Hill Road

Drawing Title
**Service Access
 Swept Path Analysis**

Scale at A1
 1:200

Role
 Consultancy

Suitability
 Draft

Arup Job No 000000-00	Rev P01
Name ATR-001	