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**Subject** LM Wind - Transport Briefing Note

**Date** 9 June 2021

**Job No/Ref** 276320

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## 1 Introduction

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Arup developed the Transport Assessment (TA) for the outline planning application for the LM Wind development site (then named South Industrial Zone) in July 2020 (planning ref. no. R/2020/0357/OOM). The application received outline planning consent in December 2020 for up to 418,000 sqm floor area of office space, general industry and storage or distribution facilities (use classes B1/B2/B8); HGV and car parking; and associated infrastructure works. The total site area was 174 hectares.

A small area of additional land (2.97 hectares) required by LM Wind lies outside of the area consented under the outline permission above. Therefore, a standalone detailed planning application has been submitted for the additional development proposed in this area.

The proposed development that forms part of the detailed planning application is described as follows:

*“Erection of 3,396sqm of B2/B8 floorspace including waste storage area, installation of sprinkler tank and associated plant, creation of hardstanding and landscaping works”*

This note has been developed by Arup to accompany the detailed planning application, to provide clarification on the potential impact of the proposed development on the surrounding highway network.

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## 2 Trip Generation Assumptions

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As outlined in the South Industrial Zone Transport Assessment prepared by Arup (dated 3 July 2020), the trip generation for the LM Wind development site was calculated based on the number of jobs forecast to be associated with the development (approx. 3,870 employees), by extracting trip rates per employee from the TRICS database.

The additional floorspace proposed as part of this detailed planning application is not expected to generate any additional jobs over and above what has been outlined in the TA. 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 TA.

It should be noted that, the additional proposed floorspace is less than 1% of that approved under the outline permission. Therefore, in the unlikely event that the maximum floorspace approved under the outline permission came forward, the impact of any additional trips on the surrounding highway network is expected to be negligible as much of the additional area is for open space, hardstanding and landscaping required by LM Wind to operate.

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## 3 Summary and Conclusion

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The additional floorspace proposed as part of this detailed planning application is not expected to generate any additional jobs beyond what has been outlined in the TA and is therefore not expected

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to generate additional trips on the surrounding highway network. Should additional trips be generated as a worst-case scenario, these are unlikely to have a material impact on the highway network, as the additional proposed floorspace is less than 1% of the total consented floorspace.

Therefore, the detailed application development proposals are considered acceptable in highway terms.