

# **Teesworks Park & Ride Design and Access Statement**

South Tees Development Corporation

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# Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
<b>2.0</b>	<b>Proposed Development</b>	<b>2</b>
<b>3.0</b>	<b>Site Description and Context</b>	<b>3</b>
<b>4.0</b>	<b>Design Rationale</b>	<b>5</b>
	Amount	5
	Use	5
	Layout	5
	Scale	6
	Landscaping	6
	Appearance	6
<b>5.0</b>	<b>Access</b>	<b>8</b>
<b>6.0</b>	<b>Conclusions</b>	<b>9</b>



## **1.0 Introduction**

- 1.1 This Design and Access Statement has been prepared by Lichfields on behalf of South Tees Development Corporation (“STDC”) (“The Applicant”). It accompanies a detailed planning application for the development of a parking facility with associated facilities to benefit the wider Teesworks area.
- 1.2 The development is proposed to take place on an area to the north east of the existing Steel House office buildings and part of the wider Steel House site.
- 1.3 The purpose of this statement is to demonstrate that the Applicant has fully considered the design and access issues as part of preparation of the scheme, prior to the submission of the planning application.

## 2.0 Proposed Development

2.1 This Design and Access Statement accompanies an application seeking detailed planning permission for the following development:

*“Formation of hardstanding, buildings, access roads, associated facilities and landscaping works in association with the creation of a parking facility”*

2.2 The proposed development would provide 1,254 car park spaces, 30 motorcycle spaces, 45 mini bus / van spaces, 30 disabled spaces, 150 E.V. charging spaces, 80 cycle spaces in 8 no. shelters and 14 staff car park spaces.

2.3 The proposed development will also include a new access road off the A1085 Trunk Road, internal roads with access barriers, drop off/pick up points and two roundabouts, security office and induction building, amenity building, bus shelters, bus stops and holding bus spaces as well as landscaping and drainage infrastructure.

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Figure 2.1 The Proposed Site Masterplan



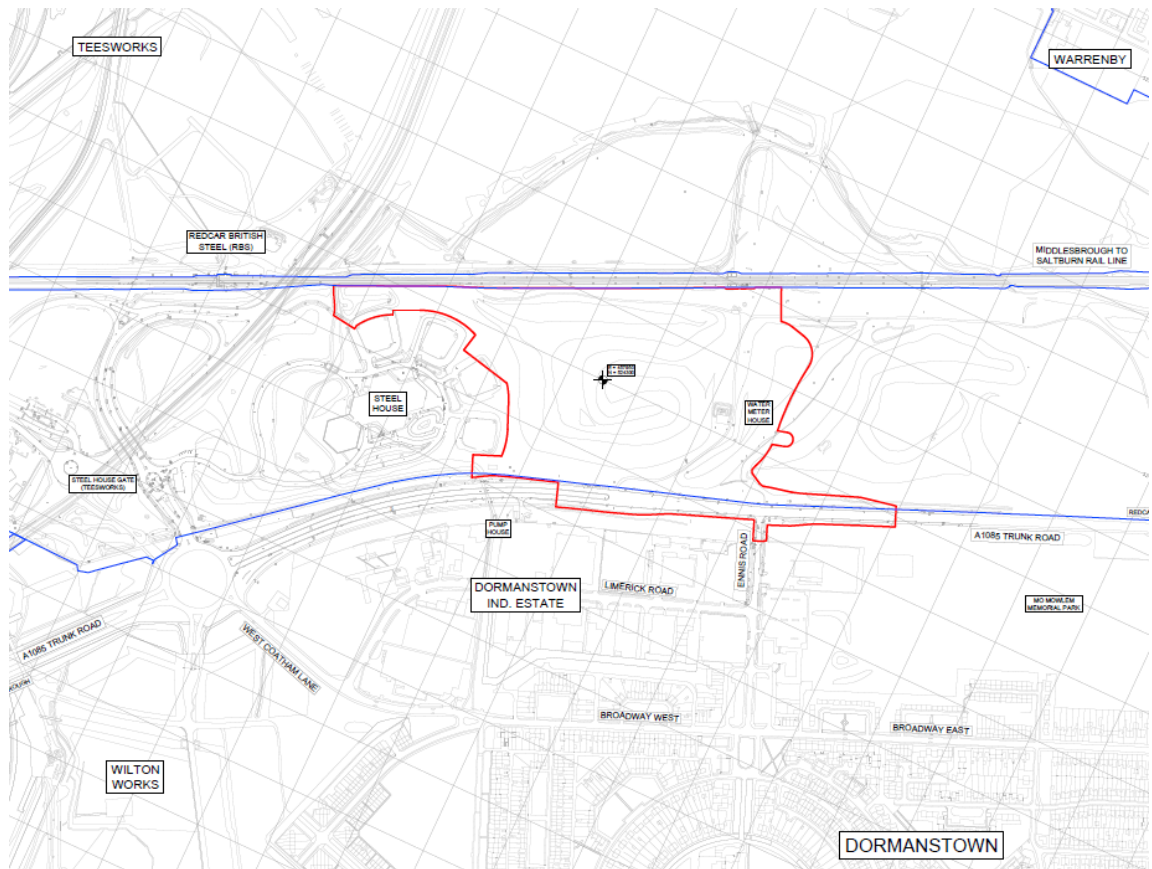
Source: Atkins Ltd

### 3.0 Site Description and Context

3.1 The application site comprises approximately 14 hectares of land situated to the east and north of the former Steel House car parks and includes a section of the A1085 (Trunk Road).

3.2 The location of the site is bound by the former car park of the Steel House offices to the west, the A1085 trunk road (and its southern verge) to the south and beyond this Dormanstown Industrial Estate, the Middlesbrough to Saltburn railway line to the north, and by an open grassland to the east.

Figure 3.1 The Proposed Site Location



Source: Atkins Ltd

3.3 The majority of the site is bare earth, however, there are trees, grassland and scrub around the eastern, southern and western parts of the site. The site is wholly within Flood Zone 1, and contains no waterbodies, although there is a short section of watercourse connecting Steel House Lake to the Fleet Beck, located to the north of the site beyond the railway line.

3.4 The site lies within the STDC area which is largely industrial in nature, and is undergoing major regeneration as part of an area wide strategy that is to provide, transformational economic growth. Notably, to the north and east of the site there are parcels of open land which are subject to ecological designations.

Figure 3.2 A site photograph of the existing site facing towards the north-east



Source: South Tees Development Corporation



## 4.0 **Design Rationale**

- 4.1 The overall scheme layout will optimise a balance between the number of vehicle parking spaces available within the site, as well as minimising the impacts on existing assets and utilities. The access into the facility has been placed to avoid the existing utilities corridor, minimise impact on the existing Ennis Road junction and avoid impacting on the existing Pump House and the existing Wiley Bridge structure under the A1085.
- 4.2 The existing Teesdale Way long distance walking route was identified and has been integrated in the development proposals. The proposed eastbound free flow exit to the A1085 has been aligned to keep the route within the confines of the proposed new cycleway and footway zones.

### **Amount**

- 4.3 The proposed vehicle parking is divided into two main areas, north and south of the internal spine road.
- 4.4 The northern car park will consist of the main bus station zone, including security and induction building, amenity building, electric substation, bus shelters and cycle shelters (80 No. spaces). It will also consist of the main car parking areas for Electric Vehicles (150 No. spaces), Disabled (30 No. spaces), Motorcycles (30 No. spaces), standard car parking (79 No. spaces) and staff parking (14 No.).
- 4.5 The southern car park will consist of the main standard car parking (1175 No. spaces) and larger spaces for mini vans / mini busses (45 No.).
- 4.6 Internal car park access roads vary between single lane and dual lane, one way or bi-directional and between spaces vary in width from 5.5m to 7.0m. Pedestrian routes will be defined throughout the site with marked crossings to interconnect the segregated cycleway / footways and internal footways.

### **Use**

- 4.7 The addition of a proposed park and ride development will enhance the operational workforce commuting into the Teesworks area. This benefit will support wider economic growth and therefore contribute to regeneration opportunities.

### **Layout**

- 4.8 The proposed layout has been designed to optimise the number of useable car parking bays as well as enhance opportunities for sufficient bus infrastructure within the site. The north of the site includes the park and ride pick up and drop off points, security office building and induction building, zones 1A and 1B, as well as zones 2A and 2B in providing E.V charging and motorcycle spaces. The south of the site provides the main car parking zones 3A and 3B and zone 4.

## Scale

- 4.9 The scale of the proposed development incorporates two main units to the north of the site. This consists of a security office and induction building and bus station amenity building. The security office and induction building will measure approximately 25m in length and 8.2m in height. The proposed amenity building will be at a smaller scale and measure approximately 10m in length and 8.2m in height.

## Landscaping

- 4.10 The scheme will retain the existing landscaping where possible, incorporating it into an edge of the access road corridor. The proposed planting has been selected to ensure that it is tolerant of the site characteristics and adaptable to future conditions. Furthermore, the scheme will provide a robust and relatively low maintenance scheme which includes a diversity of species to mitigate against diseases/conditions.
- 4.11 Surrounding the park and ride site perimeter, a buffer landscape of native species will be provided, using a combination of small sized planting (whips/feathers) typical of large-scale planting for woodland and scrub zones. Together with larger specimen scattered trees to provide structure and more instant visual interest given the timeframe of operation for the park and ride.
- 4.12 The internal area of the site comprises soft landscaping areas, provided as amenity grass zones. The internal hardstanding areas aim to be of a tarmac surfacing. Street furniture will comprise benches; these will be strategically located for pause points from the accessible parking, and at the central bus stop zones, together with litter bins.

Figure 4.1 The Proposed Landscape Plan



Source: Atkins Ltd

## Appearance

- 4.13 The scheme consists of landscaping features and building materials which have been designed to reflect the context of the site and surrounding area. It is considered that the landscape proposals are suitable for long term value and establishment. Furthermore, the

appearance of the application site will provide a coherent and logical structure to enhance the wider Teesworks area.

## 5.0 **Access**

- 5.1 The main eastbound entry lane from the A1085 (trunk road), from the 3.5m wide eastbound diverge lane, will be 5.5m wide culminating in a left turn give way line at the main spine road start. An island, between the entry road and the A1085 eastbound, will include pedestrian routes to the crossing of the A1085 (southwards) and also to the crossing of the junction (eastwards).
- 5.2 The main westbound entry lane from the A1085, from the 3.5m wide westbound right turn lane, will be 5.5m wide, bounded by crossing islands. This road will have priority over the left turn diverge lane traffic.
- 5.3 The main southbound exit carriageway, heading west towards Middlesbrough, will consist of two 3.65m wide lanes. As the majority of the traffic flow is expected to head west on exit, a minimum 160m of stacking length is required (2x 80m length).
- 5.4 The main southbound exit lane, to head east towards Redcar, will consist of a 5.5m wide lane culminating in a left turn give way line at the A1085 re-aligned eastbound carriageway. An island, between the exit roads and the A1085 eastbound, will include a pedestrian route.

## 6.0 **Conclusions**

- 6.1 This Design and Access Statement has demonstrated that significant consideration has been given to the design of the proposed development to ensure acceptable environmental and amenity effects. Consideration should be given to the wider economic benefit and prosperity of the Tees Valley region, specifically, in providing additional transport facilities to enhance the workforce operating in the Teesworks area.