

HIGHWAYS SUPPORTING STATEMENT

LOCATION:

Church Bank, Jarrow

CLIENT:

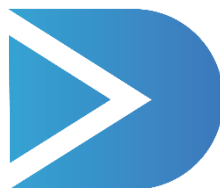
AMG Utility Solutions Ltd

DOCUMENT REF:

25435-HSS-001

DATE:

July 2025 2025



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Revision	Description	Date	Author	Checked
A	First Issue	July 2025	A Dyson	R Thacker

1.0 Introduction

Dart Engineers Ltd has been commissioned to prepare a Highways Supporting Statement (HSS) to consider the highways impact associated with a potential battery storage development at Church Bank, Jarrow.

This Statement sets out the following elements:

- Site Location;
- Details of the Local Highway Network;
- Proposed Development, Site Access;
- Conclusion.

The Statement is supported by the following appended documents:

- Figure 1 – Site Location Plan;
- Appendix A – Proposed Site Access
Layout and Tracking

2.0 Site Location

The proposed residential development is located to the north of Back Lane in the village of Dalton, North Yorkshire. The site is bounded by existing residential properties to the east and by agricultural land to the west and north. The site is accessed off Back Lane to the south. The location of the site is illustrated in Figure 1.



Figure 1 Site Location Plan

The Local Planning Authority (LPA) is South Tyneside will and the Local Highway Authority (LHA) is South Tyneside.

3.0 Details of the Local Highway Network

The proposed development is accessed from the east of Church Bank which is an existing road with 30mph speed limit.

Back Lane has connectivity to the A185 which is the main route in the area.

The site is therefore considered to be well located in relation to access to the Local Highway Network.

4.0 Proposed Development, Site Access and Parking

The proposed development will be for battery storage facility, welfare and associated access. As such in line local highway authority guidance the access road is propose to be 6.5m width with 15m radii to allow Maximum Legal HGV access.

The junction radii are proposed at 15m to facilitate Max Legal HGV vehicle tracking and visibility splays are provided based on the 30mph speed limit and MfS a at 2.4x43m.

A proposed site access layout and refuse vehicle/car tracking are contained in Appendix A.

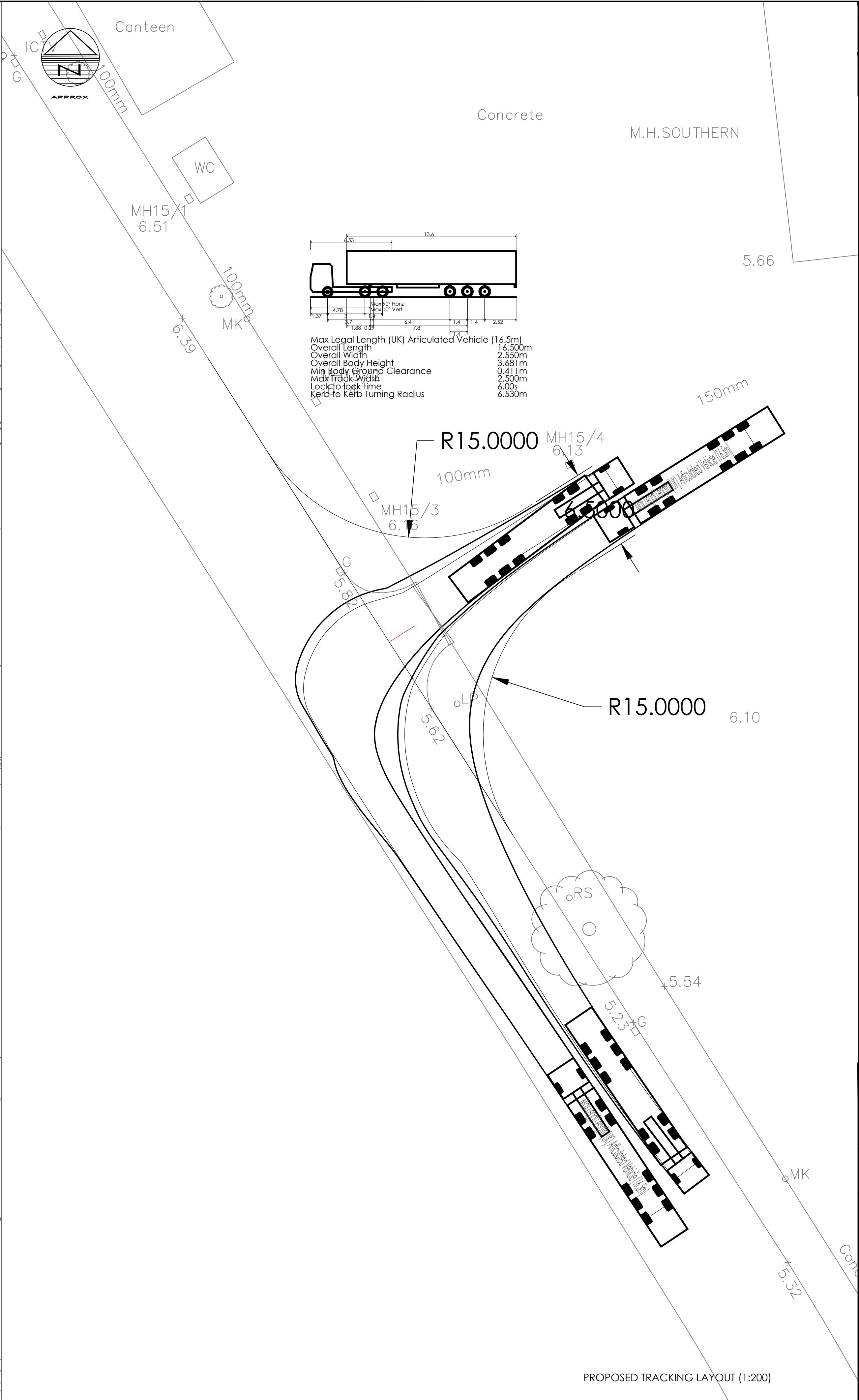
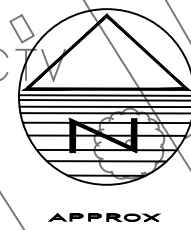
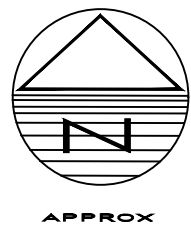
5.0 Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the LPA to assess the site as having a viable in principle access. Any planning submission would be subject to the usual assessments such as Transport Statements to support any application

At this stage no assessment of traffic flows have been undertaken or assessment of off site junctions.

In conclusion, the proposals would not result in any detrimental highways impact and therefore there are no traffic or transportation reasons preventing the granting of planning permission.

**Appendix A – Proposed Site
Layout Plan and Tracking
Layout**



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Status: PRELIMINARY

No.	Revision	Date	Drwn
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CLIENT

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PROJECT

Church Bank, Jarrow

DRAWING TITLE

Drainage Strategy

Drawn	AD	Chkd	RT	Date	July 2025	Scale	1:200
Sheet Size	A1	Drawing No.	25435-DR-C-0100	Revision			P1