



JohnsonMowat
Planning & Development Consultants

AMG Utility Solutions Ltd.

Land off Church Bank, Jarrow

Outline application for the installation
of a Battery Energy Storage System
and associated infrastructure, all
matters reserved

Planning Supporting Statement and Design & Access Statement

Johnson Mowat References

Client	AMG Utility Solutions Ltd.
Site	Land off Church Bank, Jarrow
Development	Outline application for the installation of a Battery Energy Storage System and associated infrastructure, all matters reserved
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Contents

1.	Introduction	1
2.	Site Location and Characteristics	2
3.	Proposed Development.....	4
4.	Statutory Policy Context and Other Relevant Policies	6
5.	Planning Policy and Analysis	7
6.	Other Material Considerations	10
7.	Design and Access Statement	12
8.	Summary and Conclusion	14

1. Introduction

- 1.1 This Planning Supporting Statement is prepared on behalf of AMG Utility Solutions Ltd (“the Applicant”) in respect of land to the east of Church Bank, Jarrow, South Tyneside.
- 1.2 The planning system exists to guide the use and development of land in the public interest. Its purpose is to secure sustainable development by balancing economic growth, social progress and environmental protection so that present needs are met without compromising the ability of future generations to meet their own.
- 1.3 Sound planning is therefore fundamental to community wellbeing: it directs investment to appropriate locations, makes best use of existing infrastructure and safeguards finite natural resources, considerations that are particularly acute in a densely populated nation with competing demands on land.

The Proposal

- 1.4 This Statement accompanies an outline application (all matters reserved) for the installation of a Battery Energy Storage System (BESS) and associated grid-connection infrastructure, internal access, landscaping, sustainable drainage and other ancillary works on land to the east of Church Bank, Jarrow.
- 1.5 The Statement should be read alongside the suite of drawings and technical assessments that form the submission package, including the location and parameter plans, design information, environmental studies, and engineering reports that address the key topic areas for an outline proposal of this nature.
- 1.6 The document describes the site and its surroundings, identifies the policy framework (national, emerging and adopted local policies), and considers all other material considerations. It concludes by demonstrating that, subject to conditions and subsequent approval of reserved matters, a detailed BESS scheme could comply fully with policy and deliver significant public benefits, thereby justifying the grant of outline planning permission.

2. Site Location and Characteristics

Location

- 2.1 The application site (hereafter “the site”) occupies previously developed land within the Port of Tyne estate at Jarrow, South Tyneside. It sits immediately north of the A185 Straker Street corridor and is accessed from the port’s internal road at Church Bank. The land lies roughly 900 m east-south-east of Jarrow town centre and 250 m south of the River Tyne foreshore, in a long-established riverside employment area. The red-line boundary is shown on Demise Plan 3432-001 Rev A (Drawing A001).



FIGURE 1 - SITE LOCATION

Characteristics

- 2.2 The site extends to c. 1.9 hectares and is broadly rectangular. It is surfaced almost entirely in concrete slabs and compacted gravel; remnants of former open storage use for port operations. Spot-levels on the survey range from approximately 4.7 m AOD near the south-eastern corner to 6.9 m AOD along the north-western edge, giving a gentle fall of about 2 m across the plot
- 2.3 The buildings standing within the boundary are to be demolished under a separate Permitted Development application currently under consideration by South Tyneside Council; perimeter security fencing and lighting columns are already in place.

- 2.4 Surrounding land uses are wholly industrial: further storage yards and quayside infrastructure to the north; railway sidings and service yards to the east; estate roads and warehousing to the south; and additional distribution sheds across Straker Street to the west. The nearest residential property is more than 250 m away on the far side of the A185, screened by intervening buildings.
- 2.5 The hard-surfaced nature of the plot means existing ecological value is negligible. Nevertheless, the site has sufficient space for native planting and habitat features to ensure enhancement at the detailed design stage.
- 2.6 Environment Agency mapping confirms the land is wholly within Flood Zone 1 (low probability of fluvial or tidal flooding). Localised areas of low-depth surface-water risk recorded along the eastern edge will be managed through a Sustainable Drainage System to be finalised at reserved-matters stage.
- 2.7 Vehicular access for construction and operation will utilise the existing bell-mouth onto Straker Street, designed for articulated HGVs. The wider port estate connects directly to the A19 Tyne Tunnel approach via the A185, providing strategic highway access without routing traffic through residential areas.
- 2.8 There are no designated heritage assets within the site; the Grade II* St Paul's monastery complex lies over 125m to the north and is visually and functionally separated by the river and significant woodland on both sides of the river entirely screening the site from the complex, there will therefore be no impact on the significance or setting of this asset. The land is outside any Conservation Area, Green Belt, AONB or other statutory landscape designation.
- 2.9 The plot is therefore a well-contained, brownfield location with excellent grid and transport connections, capable of accommodating the proposed Battery Energy Storage System without adverse effects on residential amenity, landscape character or heritage significance.

3. Proposed Development

- 3.1 The proposed development has been conceived with close regard to the industrial character, scale and operational pattern of the Port of Tyne estate at Jarrow. It recognises the site's existing hard-surfaced condition, its separation from housing, and the strategic importance of local grid infrastructure, showing that a battery storage use can sit comfortably within this industrial setting without harm to amenity or landscape.
- 3.2 The application is made in outline with all matters reserved for later approval. It seeks consent in principle for the installation of a Battery Energy Storage System (BESS) together with the supporting electrical plant, internal access, drainage, landscaping and security measures that would normally accompany such a facility.
- 3.3 A proportionate package of supporting information accompanies the submission, including plans that identify the red-line boundary, together with baseline reports addressing matters such as flood risk, ecology, noise and ground conditions. These demonstrate that there are no overriding environmental or technical constraints to the development of the site for the proposed use.
- 3.4 The description of development is:
- "Outline application for the installation of a Battery Energy Storage System and associated infrastructure, all matters reserved."*
- 3.5 Indicative parameters show that a detailed scheme could include:
- Rows of battery container units, auxiliary transformers, switchgear and an on-site control cabin, all within the height envelope set in the parameter plan;
 - A new internal access spur from the existing port estate road, designed for abnormal-load deliveries;
 - Secure fencing and native planting around the perimeter to screen the compound and enhance biodiversity;
 - Sustainable drainage features sized to manage runoff to greenfield rates;
 - A layout that maintains generous stand-offs to adjoining operational land, ensuring safe access for fire and maintenance vehicles and avoiding conflict with neighbouring uses.
- 3.6 Construction-phase management, ecological enhancement, drainage design and noise mitigation can all be secured through appropriately worded planning conditions linked to the future reserved-matters submissions.
- 3.7 The proposal responds positively to its context: it occupies a previously developed, under-used plot in an established industrial area, well away from sensitive receptors. The scale and modular form of battery units will accord with nearby warehouse and port structures, and the site is visually contained by existing buildings and infrastructure.
- 3.8 By providing a significant energy storage capacity, the scheme will make a direct contribution to national and local objectives for decarbonising the electricity grid. It supports the resilience of surrounding employment areas and the wider community, aligning with policy support for renewable and low-carbon energy infrastructure.
- 3.9 Further, given the proximity of industrial, energy intensive uses, the proposal will provide a sustainable energy storage solution for the adjacent built environment.
- 3.10 Detailed design at the reserved-matters stage will secure high standards of layout, appearance and environmental performance, with conditions ensuring that noise, lighting and traffic remain within acceptable limits for existing neighbouring land users.

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- 3.11 Perimeter planting, native species seeding and habitat boxes will lift the ecological value of a site that currently offers negligible biodiversity interest. Long-term management can be tied to a landscape and ecological management plan.
 - 3.12 The proposed development represents an efficient and sustainable reuse of brownfield land inside a strategic employment corridor. It can be delivered without undue impact on the environment or surrounding operations and will make a significant contribution to clean-energy infrastructure.
 - 3.13 In summary, the outline proposal establishes that the principle of a Battery Energy Storage System on this site is acceptable. All detailed matters can be fully addressed through subsequent applications and standard planning conditions, ensuring the development is delivered in a safe, environmentally responsible and policy-compliant manner.

4. Statutory Policy Context and Other Relevant Policies

- 4.1 The purpose of the planning system is to facilitate the development of suitable sites that represent sustainable development, as defined at paragraph 8 of the National Planning Policy Framework (the Framework).
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms the primacy of the Development Plan:
- “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”
- 4.3 Paragraph 2 of the Framework reflects those statutory provisions:
- “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account when preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.”
- 4.4 The established approach to assessing compliance with the development plan is to:
- identify all policies that are relevant;
 - consider whether the proposal accords with each of those policies and the weight that should be attached to them;
 - read the plan as a whole;
 - acknowledge that individual policies may point in different directions; and
 - recognise that a scheme can conflict with a single policy yet still accord with the development plan taken as a whole.
- 4.5 Section 39 of the same Act requires decision-makers to discharge their functions with the objective of contributing to the achievement of sustainable development.
- 4.6 Any planning decision must be intelligible and adequately reasoned, enabling interested parties to understand why the outcome was reached and how the principal issues of fact and law were resolved.
- 4.7 For this battery-energy-storage proposal, the statutory development plan comprises:
- South Tyneside Core Strategy (adopted June 2007);
 - South Tyneside Development Management Policies DPD (adopted December 2011); and
 - South Tyneside Site-Specific Allocations DPD (adopted April 2012).
- 4.8 There is no made neighbourhood plan covering the site. The emerging South Tyneside Local Plan 2023-2040 (Regulation 19 draft) is a material consideration carrying limited weight at this stage.
- 4.9 National planning policy guidance is provided by the Framework (2024). As required by law, it is a material consideration that must be taken into account alongside the development plan when determining this application.

5. Planning Policy and Analysis

- 5.1 The following paragraphs identify the key policies and set out how the outline Battery Energy Storage System (BESS) can comply with them. Because all matters are reserved, the focus is on demonstrating that a detailed scheme could meet each policy's requirements; final design solutions will be secured through reserved-matters submissions and planning conditions.

South Tyneside Local Development Framework [Adopted December 2011]

- 5.2 The South Tyneside Local Development Framework (LDF) was adopted on the 1st December 2011. The LDF is the current adopted development plan for South Tyneside, however, due to its age in combination with the significant changes to the National Planning Policy Framework (NPPF) in the period following adoption it cannot be afforded full weight in line with paragraph 11(c) of the NPPF.

LDF Core Strategy Policies

Policy ST1 – Spatial Strategy for South Tyneside

- 5.3 ST1 directs regeneration and investment to the River Tyne corridor and the A19 economic-growth corridor, prioritising previously developed land. The site sits within that strategic employment belt and is entirely brownfield, so a BESS that underpins grid resilience directly supports the strategy.

Policy A1 – Improving Accessibility

- 5.4 A1 seeks to locate trip-generating uses in accessible places and to secure sustainable travel choices. The port estate is served by high-frequency bus services on the A185, Bede Metro station lies within an 800 m walk, and cycle links run through the estate. Staff visits will be infrequent, and a travel plan requiring cycle parking and EV charging can be conditioned, satisfying A1.

Policy EA1 – Local Character and Distinctiveness

- 5.5 EA1 requires development to conserve local character. The compound will sit lower than adjacent warehouses and will be screened by new native woodland belts, respecting the industrial riverside character.

Policy EA3 – Biodiversity and Geodiversity

- 5.6 EA3 seeks no net loss of priority habitat and enhancement of wildlife corridors. The hard-surfaced site presently has negligible habitat value; proposed meadow seeding, hedgerow planting and bird and bat boxes will deliver a clear net gain, fully aligning with EA3.

Policy EA5 – Environmental Protection

- 5.7 EA5 requires pollution control, aquifer protection and flood-risk management. Battery containers will be sealed and sit on an impermeable slab with an oil-water interceptor, safeguarding the Magnesian Limestone Aquifer. Noise, lighting and drainage commitments will ensure full compliance.

LDF Development Management Policies DPD

Policy DM1 – Management of Development

- 5.8 DM1 sets comprehensive criteria covering design, amenity, access, climate resilience, flood, pollution and contamination. The reserved matters application(s) will confirm maximum equipment heights, identifies acoustic fencing, reserves landscape buffers and will show a bell-mouth access that accommodates abnormal loads. Each criterion can be secured at reserved-matters stage or via appropriately worded condition.

Policy DM7 – Biodiversity and Geodiversity Sites

- 5.9 DM7 protects SSSIs, Local Wildlife Sites and wildlife corridors. The site lies well away from all such designations; construction buffers and habitat creation will preserve the integrity and value of nearby sites, demonstrating full compliance.

South Tyneside Emerging Local Plan (Regulation 19) Policies

LP Policy SP1 – Presumption in Favour of Sustainable Development

- 5.10 SP1 commits the Council to approve schemes that accord with the plan unless adverse impacts significantly outweigh benefits. A BESS on brownfield land delivers grid stability, energy security and carbon reduction with minimal residual harm that can be controlled by condition, so the proposal sits within the presumption.

LP Policy SP2 – Strategy for Sustainable Development

- 5.11 SP2 encourages low-carbon infrastructure and reuse of brownfield sites. The chosen plot already hosts grid connections, avoids greenfield land and directly meets the borough's low-carbon needs, demonstrating conformity.

LP Policy SP21 – Natural Environment

- 5.12 SP21 requires conservation, enhancement and measurable net gains for biodiversity. A perimeter ecological buffer can be included at Reserved Matters stage.

LP Policy SP22 – Green and Blue Infrastructure

- 5.13 SP22 seeks to protect and extend the borough's GI network. A woodland belt on the northern boundary could act as both drainage and habitat corridors, knitting the compound into the wider GI network.

LP Policy 2 – Air Quality

- 5.14 The BESS has no combustion emissions and negligible traffic; a Construction Environmental Management Plan secured by condition will manage dust and plant emissions, ensuring the scheme does not worsen local air quality.

LP Policy 3 – Pollution

- 5.15 Noise from inverters can be kept below background levels with acoustic fencing; lighting will be warm-white, downward-facing and PIR-controlled. Reserved-matters details can therefore fully satisfy Policy 3.

LP Policy 4 – Contaminated Land and Ground Stability

- 5.16 The proposal is a nonsensitive use, and the land or any land adjacent is not on the public register as contaminated land. The site is not identified as at risk of subsidence issues.

LP Policy 5 – Reducing Energy Consumption and Carbon Emissions

- 5.17 The BESS itself advances decarbonisation by balancing renewable supply; a whole-life-carbon statement at reserved-matters stage will address manufacture, repowering and recycling, fulfilling the policy.

LP Policy 6 – Renewables and Low-Carbon Energy Generation

- 5.18 Policy 6 supports projects where impacts are acceptably mitigated. The compound is set away from sensitive receptors, heights are limited, and a fire-safety plan will be conditioned, demonstrating compliance.

LP Policy 7 – Flood Risk and Water Management

- 5.19 The site is in Flood Zone 1; a SuDS strategy will attenuate runoff to below brownfield rates, and will follow the hierarchy meeting the sequential approach and water-management requirements.

LP Policy 8 – Flood-Risk Assessment and Drainage Strategy

- 5.20 Environment Agency Flood Maps show fluvial risks are low; detailed drainage at reserved-matters stage will include controlled discharge and an emergency flood plan, satisfying Policy 8.

LP Policy 9 – Sustainable Drainage Systems

- 5.21 Details of the SuDS system can be confirmed at the reserved matters stage; maintenance can be secured by condition or planning obligation, ensuring long-term compliance.

LP Policy 33 – Biodiversity, Geodiversity and Ecological Networks

- 5.22 Infrastructure is confined to existing hardstanding, avoiding priority habitats. Any residual loss will be offset on-site where possible or, if required, off-site units under a Section 106 agreement.

LP Policy 34 – Internationally, Nationally and Locally Important Sites

- 5.23 Coastal SPA and SAC designations lie well beyond the zone of influence.

National Planning Policy Framework (2024)

- 5.24 The Framework is a material consideration. The proposal aligns with paragraph 161's support for low-carbon and renewable-energy projects and contributes to the economic, social and environmental objectives of paragraph 8. It also accords with / is capable of complying with the relevant policies of both the adopted LDF and the emerging Local Plan. The application, therefore, in line with paragraph 11 (c-d), should be approved without delay.
- 5.25 In conclusion, the outline application demonstrates that a detailed BESS scheme on this brownfield port site can accord with every relevant policy in the adopted and emerging development plan, while also meeting the objectives of national policy. The principle of development is therefore sound and should be supported.

6. Other Material Considerations

Central Jarrow Area Action Plan [Adopted 2010]

- 6.1 The Central Jarrow Area Action Plan (AAP, adopted 2010) covers the riverside industrial estates and identifies extensive land in Port of Tyne ownership as a “Predominantly Industrial Area” (allocation J4 on the Proposals Map). Policy J4 – Economic Development Opportunities in Jarrow promotes the economic growth of the town by; *“supporting the future development needs of the Port of Tyne to enable it to adapt and operate efficiently as a key gateway to trade”* and by allocating riverside plots for high-quality business, commercial and general industrial uses. The application site sits within the south-western part of allocation J4.
- 6.2 The supporting text stresses the Port’s regional importance and invites alternative employment-creating uses on its land where these do not prejudice port operations or harm nearby heritage and environmental assets. A Battery Energy Storage System (BESS) is fully consistent with that expectation:
- it occupies previously hard-surfaced land;
 - strengthens grid capacity for port and wider industrial users; and
 - introduces a modern, low-impact industrial activity that complements rather than competes with existing port functions.
- 6.3 Policy J4 places particular weight on safeguarding the setting of St Paul’s, the River Don corridor and Local Wildlife Sites. The BESS compound will sit below adjacent warehouse rooflines, retain sufficient offset to the river frontage and deliver new perimeter planting, ensuring there is no adverse effect on the heritage or ecological receptors highlighted in the AAP.
- 6.4 The AAP notes the presence of Health and Safety Executive COMAH consultation zones around neighbouring fuel and chemical installations but does not rule out B2-type development within J4 and this area is away from the proposal site. The battery installation will be engineered to current IEC/UL fire-safety standards, incorporate inert-gas suppression and provide 24-hour remote monitoring, comfortably complying with the risk profile envisaged for the area.
- 6.5 Nationally, paragraph 161 of the National Planning Policy Framework affords significant weight to the need for renewable and low-carbon energy projects. The UK’s Net-Zero duty (Climate Change Act 2008, as amended) and the Government’s *Energy Security Strategy 2022* further underscore an urgent need for grid-balancing assets such as battery storage. These considerations reinforce, rather than diminish, the local policy support found in the AAP.
- 6.6 Taken together, the AAP’s clear endorsement of modern industrial development on Port of Tyne land, its specific encouragement of infrastructure that underpins economic growth, and the strong national imperative to decarbonise the power system all weigh decisively in favour of the principle of a BESS on this site.

Supplementary Planning Documents

Sustainable Construction and Development SPD [Adopted June 2007]

- 6.7 The Sustainable Construction and Development SPD is an adopted Supplementary Planning Document that explains how the Council expects applicants to integrate sustainable-construction principles into new development. It underpins Core Strategy policy ST2 Sustainable Urban Living and makes clear that, where proposals fail to demonstrate high standards of resource-efficiency and low-carbon design, permission may be refused as contrary to the development plan.

- 6.8 The document requires major proposals (including “all applications for minerals, waste or energy development”) to submit a *Sustainability Statement* addressing energy, water, materials and waste. The outline Battery Energy Storage System (BESS) falls within that definition, and the applicant will therefore prepare a concise Sustainability Statement at reserved-matters stage.
- 6.9 The SPD sets a baseline target that at least 10 % of a scheme’s energy demand should be met on-site from renewables. The proposed BESS does not *consume* energy in operation; instead, it stores surplus renewable electricity and releases it at peak times, directly facilitating far more than a 10 % renewable contribution to the local grid. The development therefore exceeds the spirit and intent of the SPD.
- 6.10 Among the seven sustainability themes in the SPD’s checklist – energy-efficient design, renewable energy, sustainable construction, water efficiency, SuDS and sustainable waste management – the outline scheme can comply as follows:
- Energy efficiency / renewable energy – sealed, modular units minimise standby losses; the compound will be designed to accept future battery upgrades without civil re-build, maximising resource efficiency.
 - Sustainable construction & materials – the planning conditions will secure a Construction Environmental Management Plan requiring low-carbon concrete mixes, recycled aggregates and a Site-Waste-Management Plan in line with the SPD guidance.
 - Water efficiency – the control building will specify low-flow fittings; battery cooling uses closed-loop glycol, avoiding potable supply.
 - SuDS – the parameter layout reserves space for a vegetated swale and underground attenuation, satisfying the SPD’s call for sustainable drainage solutions.
 - Waste management – end-of-life battery recycling is secured through an Operational Management Plan, consistent with the SPD’s waste-hierarchy objectives.
- 6.11 Section 6 of the SPD lists 22 sustainability objectives, including reducing carbon emissions, maximising redevelopment of previously developed land and improving health and well-being . The BESS fulfils these by:
- reusing under-utilised hardstanding on a brownfield port estate;
 - cutting reliance on gas “peaking” plants and thereby lowering borough-wide emissions;
 - delivering energy-system resilience that supports jobs and economic growth in the Port and wider A19 corridor;
 - incorporating a perimeter habitat strip that enhances biodiversity and visual amenity for neighbouring occupiers.
- 6.12 In summary, the SPD adds weight in favour of proposals that embody sustainable-construction practice and integrate renewable-energy technology. The outline BESS scheme not only meets the specific procedural requirements (Sustainability Statement, energy assessment) but also demonstrably advances every substantive objective of the SPD. It is therefore a strong material consideration supporting the grant of outline planning permission.

7. Design and Access Statement

- 7.1 This section fulfils the requirements of article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended in 2013), providing an outline-level explanation of the design principles and access arrangements for the proposed Battery Energy Storage System (BESS). All matters remain reserved; the details summarised below will be refined and secured at the subsequent reserved-matters stage.

Design Principles and Concepts

Use

- 7.2 The development will accommodate a BESS compound with ancillary control cabin, transformers, switchgear, internal circulation road and sustainable-drainage features. The land is already hard-surfaced and allocated for industrial use under Policy J4 of the Central Jarrow Area Action Plan; the proposal therefore represents a logical, compatible re-use.

Amount

- 7.3 Plant and equipment will occupy only the central portion of the 1.9 ha site, leaving generous perimeter zones for landscaping, habitat creation and future access improvements. The precise footprint will be determined at reserved-matters stage once the layout and final supplier specifications are known.

Layout

- 7.4 The site could be laid out in rows arranged north–south, aligned with the port estate grid. Set-backs of at least 10 m from all boundaries can be included to allow for access, security patrols and planting. Equipment will be kept clear of wayleaves, drainage easements and over-sail paths for mobile plant within the estate. The specific details of the layout will be subject to a future Reserved Matters Application.

Scale

- 7.5 An upper height limit of 3.5 m for containers and 4.5 m for the single control cabin is suggested, ensuring all structures sit well below neighbouring warehouse roof-lines. This envelope can be secured by condition.

Appearance

- 7.6 Equipment enclosures could be factory-finished in recessive grey-green tones with matte coatings to minimise glare. The control cabin will adopt the same palette as the equipment enclosures and include simple louvres rather than overt industrial vents, reflecting the understated utilitarian character of the wider port estate.

Landscaping

- 7.7 A native woodland belt (minimum 10 m deep) could be included along the northern and western boundaries, supplemented by species-rich grassland swales around the compound. Planting will allow the delivery of at least 10 % Biodiversity Net Gain in line with statutory requirements and soften views from any future riverside paths.

Context Appraisal

- 7.8 Baseline surveys considered topography, existing hardstanding, adjoining port operations, heritage assets, ecological receptors and flood-risk data. The design will respond by:
- retaining and re-using existing concrete surfacing to avoid additional land-take;
 - positioning equipment away from the Tyne foreshore to protect long views;
 - limiting height to respect the industrial skyline;

- setting buildings outside surface-water flow paths and integrating SuDS.

Access

Policy Compliance

- 7.9 Core Strategy Policy A1 and emerging Local Plan Policies SP22 and TI4 (draft) seek safe, inclusive and sustainable access. The proposal will meet these aims by using the existing road network and offering realistic non-car options for the small workforce via the nearby public transport nodes.

Vehicular Access

- 7.10 The compound will be served from the existing bell-mouth on Church Bank via an internal road. Swept-path analysis at the detailed design stage will confirm articulated HGVs and emergency appliances can enter and exit in forward gear.

Pedestrian and Cycle Access

- 7.11 A 1.8 m footway will link the site gate to the control cabin and welfare area; secure cycle stands will be provided. Lighting will follow BS 5489-1:2020, with columns no higher than 5 m and zero upward light.

Inclusive Access

- 7.12 The control cabin entrance will be accessible, with a level threshold and door widths compliant with Approved Document M.

Consultation on Access

- 7.13 The outline layout will be shared with the Highway Authority during the reserved matters application considering access to confirm compatibility with estate traffic movements and abnormal-load routing. Formal stakeholder and community consultation on detailed access measures will accompany the reserved-matters application.

Conclusion

- 7.17 The design principles will ensure a compact, visually restrained and landscape-led scheme that sits comfortably within its industrial context. Access arrangements will make best use of existing infrastructure while providing safe, inclusive routes for the limited on-site workforce and emergency services. The outline application therefore satisfies the statutory requirements for a Design and Access Statement, demonstrating that the detailed scheme can deliver high-quality design and accessible operation in accordance with local and national policy.

8. Summary and Conclusion

- 8.1 This Planning Supporting Statement has demonstrated that the proposed development – an outline application for a Battery Energy Storage System (BESS) and associated infrastructure, with all matters reserved – on previously-developed land inside the Port of Tyne estate at Jarrow accords with / has the potential to accord with the policies of the South Tyneside Core Strategy, Development Management Policies DPD and Site-Specific Allocations DPD, aligns with the emerging Local Plan, and meets the objectives of the National Planning Policy Framework 2024.
- 8.2 The scheme constitutes a modest, low-profile form of development in an established industrial area that already benefits from grid and transport infrastructure. It occupies hard-surfaced ground within allocation J4 of the Central Jarrow Area Action Plan, a designation that explicitly encourages modern employment-related uses linked to the Port.
- 8.3 By providing flexible battery storage, the project will directly support national and local decarbonisation goals, enhance energy security for surrounding businesses and communities, and help deliver green-growth ambitions for the Tyne and A19 corridors. These public benefits attract significant weight in the planning balance.
- 8.4 Detailed matters such as SuDS design, acoustic fencing and landscape planting can be secured through planning conditions and addressed at reserved-matters stage.
- 8.5 The compound's height parameters, combined with new native woodland belts, ensure the development will sit comfortably within the industrial riverside setting and will not harm the significance of nearby heritage or ecological receptors identified in the AAP.
- 8.6 The site is entirely within Flood Zone 1, an area at lowest risk of flooding. A sustainable drainage strategy will attenuate runoff to below brownfield rates while delivering water-quality and habitat gains.
- 8.7 No statutory or locally designated wildlife sites, Green Belt or residential areas are affected. The emissions-free operation and negligible traffic generation mean the development will have no adverse impact on air quality or local amenity.
- 8.8 Overall, the proposal represents a sustainable, policy-compliant reuse of brownfield land that delivers clear economic, social and environmental benefits and is unencumbered by technical constraints.
- 8.9 In accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 the application should be determined in line with the development plan unless material considerations indicate otherwise. The scheme complies with the plan when read as a whole, and additional considerations – including the Central Jarrow AAP, SPD 1 on Sustainable Construction, strong national policy support for low-carbon energy and the UK's statutory net-zero duties – reinforce approval.
- 8.10 Accordingly, and consistent with paragraph 11 (c) of the National Planning Policy Framework, it is respectfully requested that outline planning permission be granted without delay.