Former Saft Factory, River Drive, South Shields
Proposed Development

Note in Response to STC Highways v2

Client: UK Docks Limited

Date: 1st July 2026

1 INTRODUCTION

1.1 Tetra Tech (TT) have been engaged by UK Docks to provide highway input to their proposed development at the Former Saft Factory, River Drive, South Shields. Currently the factory is vacant, having closed in late 2024, but in earlier years it produced specialist battery cells for industrial and military uses. The proposed development comprises a new canopy, external cladding, reconfigured car park and a new 1.7m fence to secure the site.

1.2 Earlier this year UK Docks submitted a planning application for the works (Ref: 260099) and the Local Highways Authority, South Tyneside Council (STC), provided comments in their consultation response dated 20th March. A copy of the response is in Appendix A.

1.3 STC Highways' response requested additional information to support the planning application which can be summarised as follows:

- No visibility splays are shown at the new metal gate serving the reconfigured car park (see Para 4.1).
- There appears to be a discrepancy between the site layout and the extent of the adopted highway boundary (see Para 3.5).
- No boundary fence to be erected within 500mm of the highway edge (see Para 3.2).
- The car parking spaces nearest the gate cannot be manoeuvred into or out of when it is open (see Para 3.3).
- Provide swept paths for a car driving into and out of the car park including where the inbound vehicle would pause while the gate is opened (see Para 4.3).
- Provide swept paths for an articulated lorry driving to and from the eastern access which serves the rear of the factory (see Para 4.2).
- Provide details of how the gate serving the car park would be operated (see Para 3.3).
- The new pedestrian entrance located at the west side of the site to be able to accommodate wheelchair users (see Para 3.4).

2 LIAISON WITH STC HIGHWAYS

2.1 On 21st May representatives of UK Docks (John Armstrong) and TT (Arnold Ashton) met with officers of STC Highways (Chris Thompson and Christine Knight). A note of the main points of discussion, which has been agreed with Chris Thompson, is in Appendix B. Christine Knight provided the setback sketch referred to in the meeting note but not the articulated lorry tracking.

2.2 After the May meeting there was an exchange of emails between Arnold Ashton and Chris Thompson. The exchange culminated in the email from Chris Thompson dated 24th June, in Appendix C, which requested further additional information as follows:

- Visibility splays for a 30mph road to be shown at the eastern access and Wapping Street junction as well as the new metal gate serving the reconfigured car park (see Para 4.1).
- The gate to slide eastwards rather than westwards (see Para 3.3).
- Explore a build-out between Wapping Street and the car park (see Para 4.4).
- A draft Section 247 plan is required which indicates the adopted highway to be stopped up (see Para 3.5).
- Existing and proposed site layout plans (see Para 3.1).
- Statement regarding deliveries including frequency and size of vehicles (see Para 3.6).

3 SITE LAYOUT PLANS

3.1 Appendix D contains HGP Drawings 142.100 and 142.101 which are the existing and proposed site layout plans respectively.

3.2 The new boundary fence has been set back at least 500mm from the highway edge.

3.3 The new metal gate has been converted to a slide gate sliding eastwards which means it would not hinder manoeuvring into or out of the nearest car parking spaces. The gate would be opened by the car driver presenting a fob to the reader on entry. An intercom would be linked to reception in case there is an issue.

3.4 The pedestrian entrance has been widened to accommodate wheelchair users.

3.5 STC's adopted highway plan indicates there is a discrepancy between the existing boundary and the existing car park. The reconfigured car park, which is slightly larger, encroaches further into the adopted highway up to the setback suggested on the sketch provided by Christine Knight (4.0m setback from the carriageway edge on River Drive). To address both of these things UK Docks would submit an application under Section 247 of the Town & Country Planning Act to stop up the adopted highway oversailed by the reconfigured car park. This would be carried out post planning. Appendix D also contains HGP Drawing 142.105 which is a Draft Section 247 plan and outlines in red the extent of the adopted highway to be stopped up.

3.6 UK Docks have confirmed the following regarding deliveries at the site:

- Frequency of deliveries is likely to vary week to week. Some weeks there might be two or three deliveries per day while on the occasional busy day there might be 30 in a day. On average 15 to 20 per day.
- Deliveries would be split, approximately 50:50, between transit vans and articulated lorries.
- The new metal gate which controls access to and egress from the rear of the factory is to be a slide gate and manned full-time during work hours. On arrival either side of the gate there would be a buzzer/ intercom system to alert people in reception to open it.

4 VISIBILITY SPLAYS AND VEHICLE TRACKING

4.1 TT Drawing 0001/ P01 in Appendix D is the proposed site layout plan with 43m visibility splays overlaid at a 2.4m setback from the giveway line on each of the reconfigured car park access (magenta), eastern access (yellow) and the Wapping Street junction (green). These are for a 30mph road. The new fence is a paladin fence which would enable drivers leaving the car park to see through it left and right. The 2.4m x 43m visibility splays extend to beyond the giveway lines on the eastern access and Wapping Street junction. Also on leaving the car park drivers would pause at the carriageway edge before turning into River Drive from where visibility left and right along River Drive is very good. Visibility left for drivers turning out of the eastern access also would be through the new fence. The visibility splays on the Wapping Street junction are as existing.

4.2 TT Drawing 0002/ P01 in Appendix D is the proposed site layout plan with vehicle tracking overlaid. The top left window shows, despite the slightly larger car park, an articulated lorry can still approach the rear of the factory as now. There remains space for it to pause off River Drive if needed.

4.3 The bottom left window on TT Drawing 0002/ P01 shows an estate car turning left into the reconfigured car park while a second estate car waits to exit including where the car would wait while the gate opens. The top right window shows the same for an estate car turning right into the car park. The bottom right window on TT Drawing 0002/ P01 shows an estate car manoeuvring into and out of one of the car parking spaces nearest the gate.

4.4 TT have explored a build-out between Wapping Street and the reconfigured car park but, as demonstrated by the swept paths of an articulated lorry, there does not appear sufficient spaces to fit in a meaningful kerb.

5 SUMMARY

5.1 The main purpose of this Note is to provide the additional information requested by STC Highways. Chapters 3 and 4 have done this in a way which demonstrates the proposed development is workable from a highway perspective.

APPENDIX A

STC HIGHWAYS' RESPONSE DATED 20TH MARCH 2026

South Tyneside Council

Highway Authority

Planning Application Consultation Response

Planning Application No: 260099 **Case Officer:** AW

Description of Development: New canopy, new external cladding. 1.7 metre fence to River Drive

Location: Saft Ltd, River Drive, South Shields, NE33 2TR

Date: 20th March 2026

RECOMMENDATION:

Amended plans and/or additional information required: Concerns could be overcome by submission and approval of amended plans or additional information before any permission is granted.

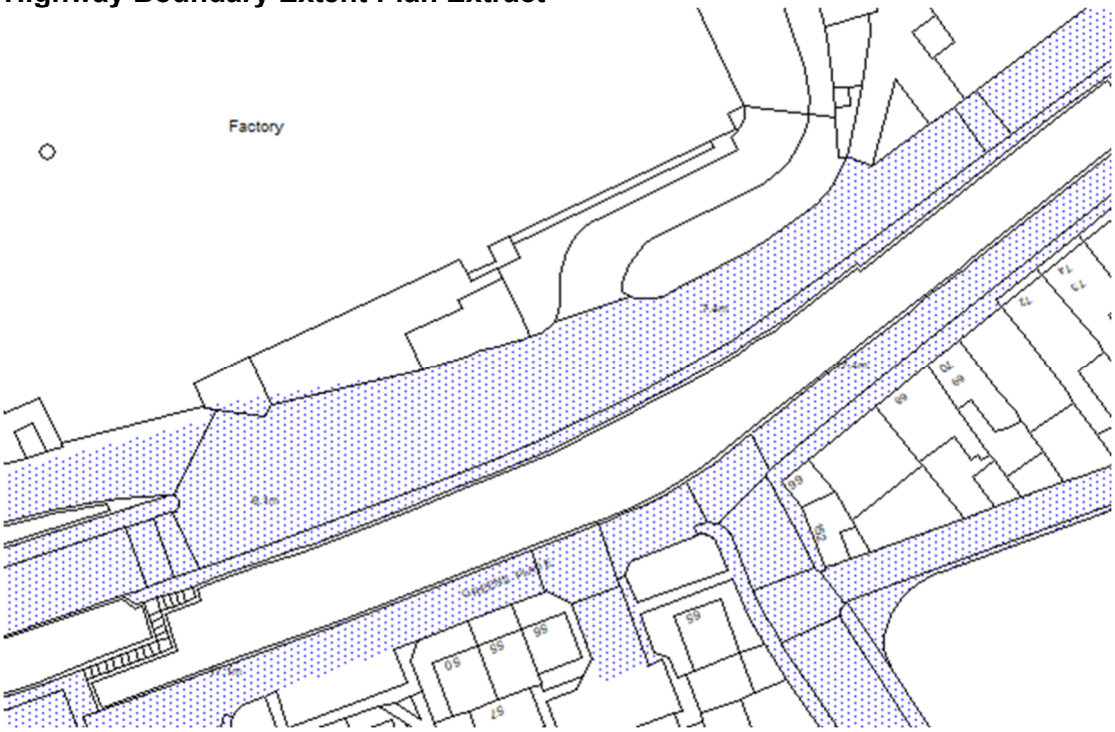
Assessment of proposal:

When assessing a planning application, the Highway Authority considers whether the proposal would have an adverse impact on the safety of all users of the highway, the highway network or highway assets in accordance with the National Planning Policy Framework and current local and national highway policies and guidance. Assessment also includes ensuring that sustainable active travel connections for non-car modes of travel are provided within and adjacent to schemes, prioritising cycling, walking and wheeling modes.

The information submitted has been checked against the context outlined above. It is our consideration that the proposal requires additional information and/or amendments to address matters raised, including the following:

- No visibility splays are shown at the new metal gates serving the re-configured car parking area at the front of the building. Any fence line is required to be set back behind the required lines of sight.
- There appears to be a discrepancy between the site layout and highway boundary adoption extent (extract below). Any amended plan shall include the highway boundary limit as per the extract plan below. No boundary shall encroach within highway land (as well as the visibility splay area previously mentioned).

Highway Boundary Extent Plan Extract



- Notwithstanding visibility splay requirements and accuracy of site boundary extent when compared to adopted highway limit mentioned above, no front boundary fence shall be erected within 0.5m of the highway edge to assist in high-sided vehicles not striking the fence when driving along the adjacent highway.
- Two of the car parking spaces within the site cannot be used/manoeuvred into or out of when the gates are opened, as those spaces are obstructed by the opened gates (as shown on the submitted plan).
- Provide swept path details of large cars manoeuvring two-way simultaneously in and out of the metal gated vehicular entrance, with all movements considered i.e. traffic entering and leaving from both directions via River Drive.
- Provide swept path details of the largest HGV delivery and rigid vehicles expected to use the eastern vehicular entrance, with movements considered to and from both directions (due to the new sliding gate proposed).
- Provided details of the operational arrangements for both vehicular entrance gates, i.e. manual, automatic or controlled by other means, and whether the gates will be left open all day or will be operated as and when people arrive and depart. Identify where vehicles will stand if gates are operated as vehicles arrive and leave, as presently there is no need for vehicles to stop to gain access to parking spaces or service access due to there being no gates/barrier/restrictions.
- The new pedestrian entrance gate located at the western end of the site is required to be provided to tie into a wider section of highway footway (i.e. slightly west) to allow easy manoeuvring of wheelchair users or alternatively widen the footway eastward to provide additional width. There is a raised kerb set back from the Wapping Street carriageway edge at this location, which is not inclusive mobility compliant to accommodate all non-motorised users and will require lowering for their use (0-6mm upstand).

APPENDIX B

NOTE OF MEET WITH STC HIGHWAYS ON 21ST MAY 2026

Ashton, Arnold

From: Ashton, Arnold
Sent: 22 May 2026 13:12
To: Chris Thompson (Highways); Christine Knight
Cc: John Armstrong; Simon Robinson
Subject: Saft, River Drive, South Shields - AA Note of Meet (21/05/2026)

Chris/ Christine, hi, thanks for your time with John and me yesterday, below is my note of the key points of discussion and in particular the params we agreed to pursue moving forwards, it would be great if you could come back to us to confirm the note is an accurate reflection of the main things so John can instruct Simon Robinson (architect) to revisit the scheme, cheers. P.S. Both John and I are on leave next week but I will have my laptop while away.

Present:
Chris Thompson (CT).
Christine Knight (CK).
John Armstrong (JA).
Arnold Ashton (AA).

JA explained how the proposal is to tee up future use of the site which has particular requirements in terms of security compliance, i.e. fence along the front of the building and ideally around the car park area.

CK advised the latest version of the proposed site plan, shared by JA during the meet, improved things from the plan she saw earlier. CK is happy with the location of the proposed ped gate. CT suggested the proposed vehicle gate is wider. JA confirmed it will be a slide gate.

All discussed the params which can be pursued:

- CK shared a sketch on an OS base showing a red line at a 4.0m setback from the carriageway edge of River Drive. That can accommodate an HGV turning left out of Wapping Street. CK advised a 3.5m setback from the carriageway edge should be acceptable. Also CT agreed that setback can accommodate an HGV parked up parallel to River Drive waiting to enter the Saft service area. CK asked for it to be shown a car also can be stored waiting to enter the car park area. CK to provide the sketch and the HGV tracking.
- CT raised a concern about a vehicle's wing mirror clipping the fence if it is positioned along the highway boundary line. AA suggested the fence can be offset 500m from the highway boundary line to mitigate for that. CT agreed.
- CT reminded all the other items to be covered in his consultation response. AA advised we want to agree the proposed first then the visy splays, car tracking and HGV tracking will be done.
- All agreed the triangle made up by the existing highway boundary line and the setback line from the carriageway edge of River Drive (4.0m or 3.5m setback) will need to be stopped up. CT confirmed this is a post-planning action to be secured by condition. CT asked for a Sc247 plan showing the extend of the stopping up.

APPENDIX C

EMAIL FROM STC HIGHWAYS DATED 24TH JUNE 2026

Ashton, Arnold

From: Chris Thompson <Chris.Thompson2@southtyneside.gov.uk>
Sent: 24 June 2026 07:47
To: Ashton, Arnold; Christine Knight
Subject: Saft, River Drive, South Shields - Proposed Layout Updated - Comms

⚠ **CAUTION:** This email originated from an external sender. Verify the source before opening links or attachments. ⚠

Hello Arnold

We could perhaps pick the remaining matters up at the planning application stage conditioning as much as possible.

My comments on the drawings and expectations for the planning submission are:

- All visibility splays to be shown at each access point, which will need to include picking up the route of traffic travelling along the concrete section of east-bound slip and emerging from the adjacent junction. Visibility splays to be shown at the car park access/entrance. Visibility splays to be shown for 30mph road.
- The mesh fence will obscure visibility from the car park access, made worse by the sliding gate to the west. The splays will need to be shown from the car park access, but I would recommend sliding the gate eastward instead of westward.
- We mentioned at the meeting providing a build out between the junction and car park access, which will need to take account of HGV swept path.
- HGV swept paths will need to be provided with any formal planning submission.
- Show cars passing in car park access/entrance.
- Show existing highway boundary line.
- A draft s247 plan is required to be submitted with planning submission.
- Ensure a wheelchair user can get to/from the pedestrian entrance gate due to the narrowing of the footway at the western end of site.
- Show centre line carriageway markings correctly at junction to west.
- Ensure that there are existing and proposed plans of the layout.
- Provide a supporting statement regarding deliveries, explaining where vehicles will stand whilst the gates are being operated, include expected frequency of deliveries and expected vehicle sizes .
- In the supporting statement include how the gate operations will be controlled, including the car park entrance gate. This is to avoid vehicles queuing to access the car park at the junction, which would obstruct driver visibility and potentially cause obstruction to HGVs turning west out of the adjacent junction.

Christine - Anything to add?

Kind regards

Chris

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Chris Thompson
Transport Development Officer

Strategic Transport Team

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Strategic Transport & Environment, Town Hall and Civic Offices, Westoe Road, South Shields, NE33 2RL

From: Ashton, Arnold <Arnold.Ashton@tetratech.com>
Sent: Wednesday, June 17, 2026 10:50
To: Chris Thompson <Chris.Thompson2@southtyneside.gov.uk>
Cc: Christine Knight <Christine.Knight@southtyneside.gov.uk>
Subject: Saft, River Drive, South Shields - Proposed Layout Updated

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Chris/ Christine, hi.

Thank you for your time on this one so far. Further to our teams meet and subsequent info received from Christine we have updated the drawings following the feedback you have given. Attached are two plans showing the proposed layout/ elevation and the street scene.

Please note the following:

- Access of the car park area will have a slide gate.
- The south boundary of the car park area has been set back 4.0m from the carriageway edge on River Drive.
- The fenceline to secure the site will be set back at least 500mm from the new edge of public highway.
- Based on the info Christine has provided and discussed the proposed layout can accommodate an HGV turning out of Wapping Street, an HGV parked up waiting to enter the site, and it provides the required visy splays at Wapping Street and the site access.

Sc247 stopping up plan to be produced once the proposed layout is agreed.

It would be great if you could come back to me as soon as you can to confirm the proposed layout is acceptable now and no further info is needed for planning other than the Sc247 plan, thanks.

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER. VAT No: 431-0326-08

From: Chris Thompson (Highways) <Chris.Thompson2@southtyneside.gov.uk>
Sent: 08 June 2026 12:24
To: Ashton, Arnold <Arnold.Ashton@tetratech.com>
Cc: Christine Knight <Christine.Knight@southtyneside.gov.uk>
Subject: Saft, River Drive, South Shields - AA Note of Meet (21/05/2026) OK

Hello Arnold

I don't have any issues with the draft notes of meeting. Christine is still looking into the sections that refers to her input.

Kind regards

Chris

Chris Thompson
Transport Development Officer

Strategic Transport Team

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From: Ashton, Arnold <Arnold.Ashton@tetratech.com>
Sent: Saturday, June 6, 2026 15:04
To: Chris Thompson (Highways) <Chris.Thompson2@southtyneside.gov.uk>; Christine Knight <Christine.Knight@southtyneside.gov.uk>
Subject: Saft, River Drive, South Shields - AA Note of Meet (21/05/2026)

Chris/ Christine, hi, please come back to me as soon as you can on the below, John of UK Docks is keen for us to respond to your comments on his planning application thanks.

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From: Ashton, Arnold
Sent: 03 June 2026 07:33
To: 'Chris Thompson (Highways)' <chris.thompson2@southtyneside.gov.uk>; 'Christine Knight' <christine.knight@southtyneside.gov.uk>
Subject: Saft, River Drive, South Shields - AA Note of Meet (21/05/2026)

Chris/ Christine, hi, I hope you both are keeping well, today is my first day back at work since annual leave in Turkey, would you please come back to me to confirm my note of our teams meet on 21st May below is agreed (Christine, also would you please email me the 4.0m setback sketch you shared during the meet and the HGV tracking you were looking for), swift replies would be very much appreciated as John A is keen to update the planning submission accordingly thanks.

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Sent: 22 May 2026 13:12
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Cc: John Armstrong <john.armstrong@ukdocks.com>; Simon Robinson <simon.robinson@hgp-architects.co.uk>
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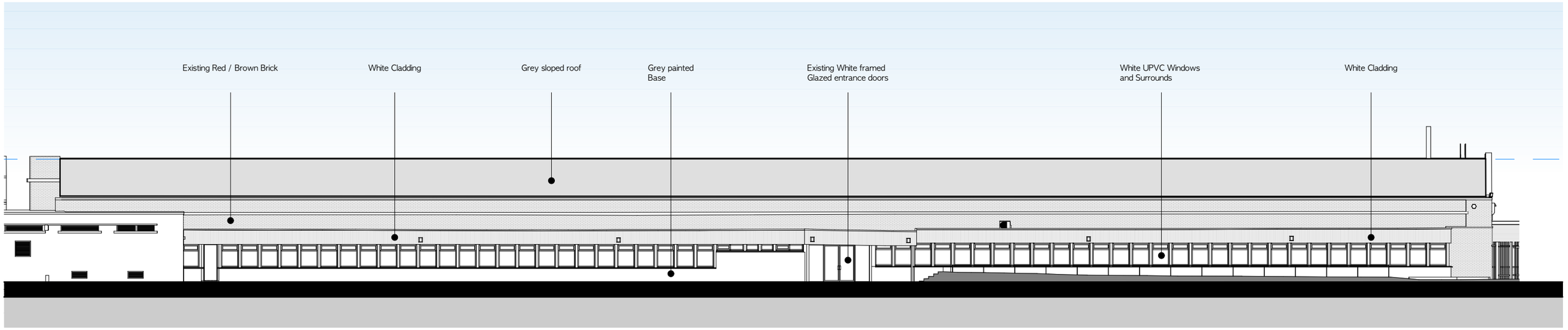
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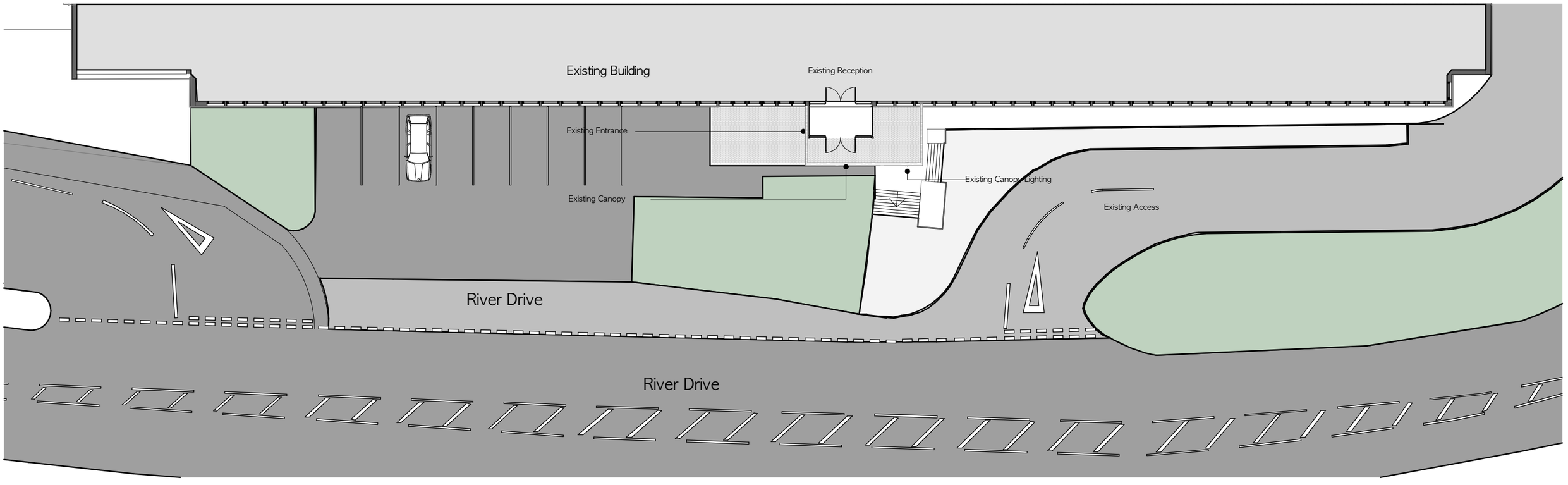
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APPENDIX D

DRAWINGS



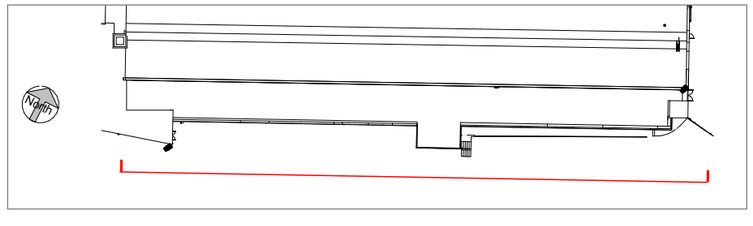
Existing South (Front) Elevation



Existing Plan

0 7 14 21m

Key



UKDOCKS MARINE SERVICES

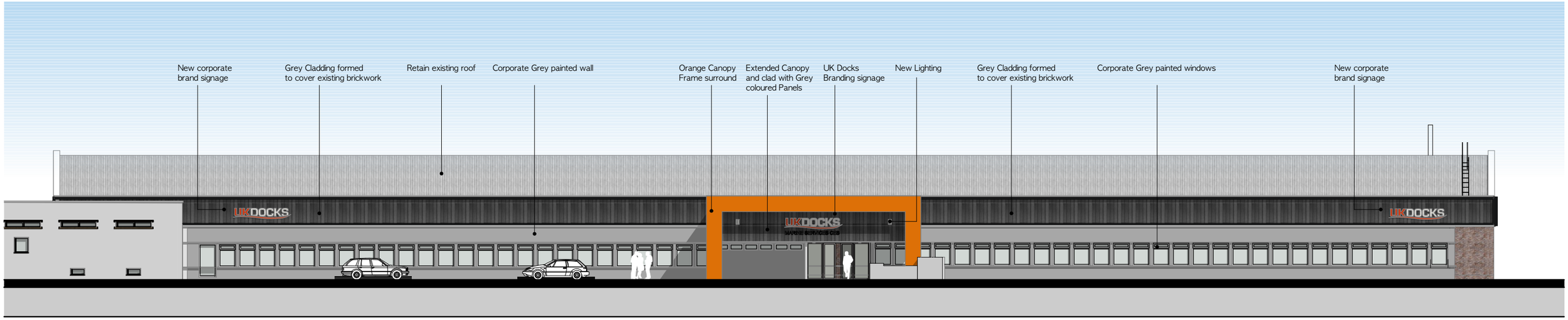
Rev	Description	Date	DB	CB

Existing Plan and Elevation

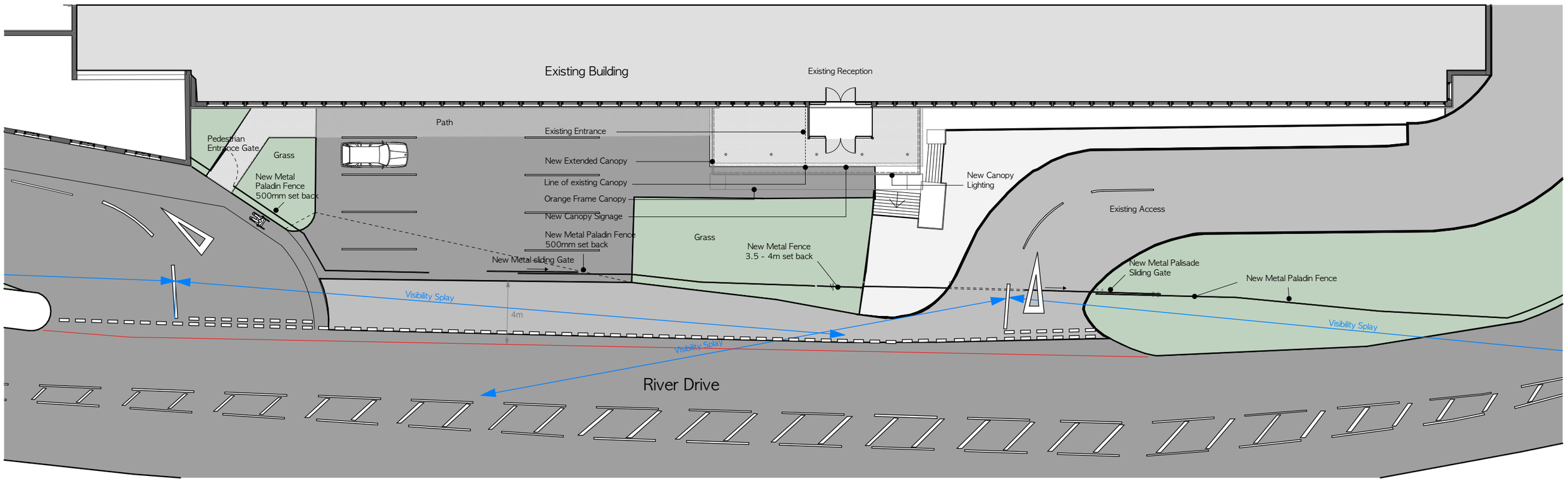
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SCALE	**DATE**
1:125, 1:250@A3	Jan 2026
DRAWN BY/CHECKED BY	**REVISION**
SR / MW	
DWG#	
#Pln-HGP-XX-XX-D-A-25.142.100	

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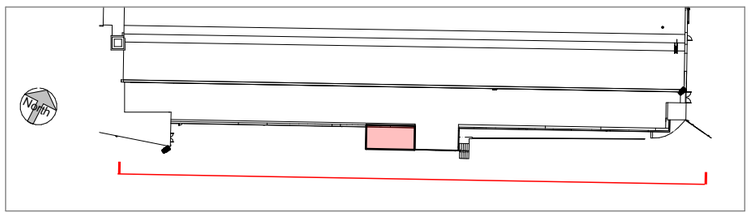
Proposed South (Front) Elevation



Proposed Layout

0 7 14 21m

Key



UKDOCKS MARINE SERVICES

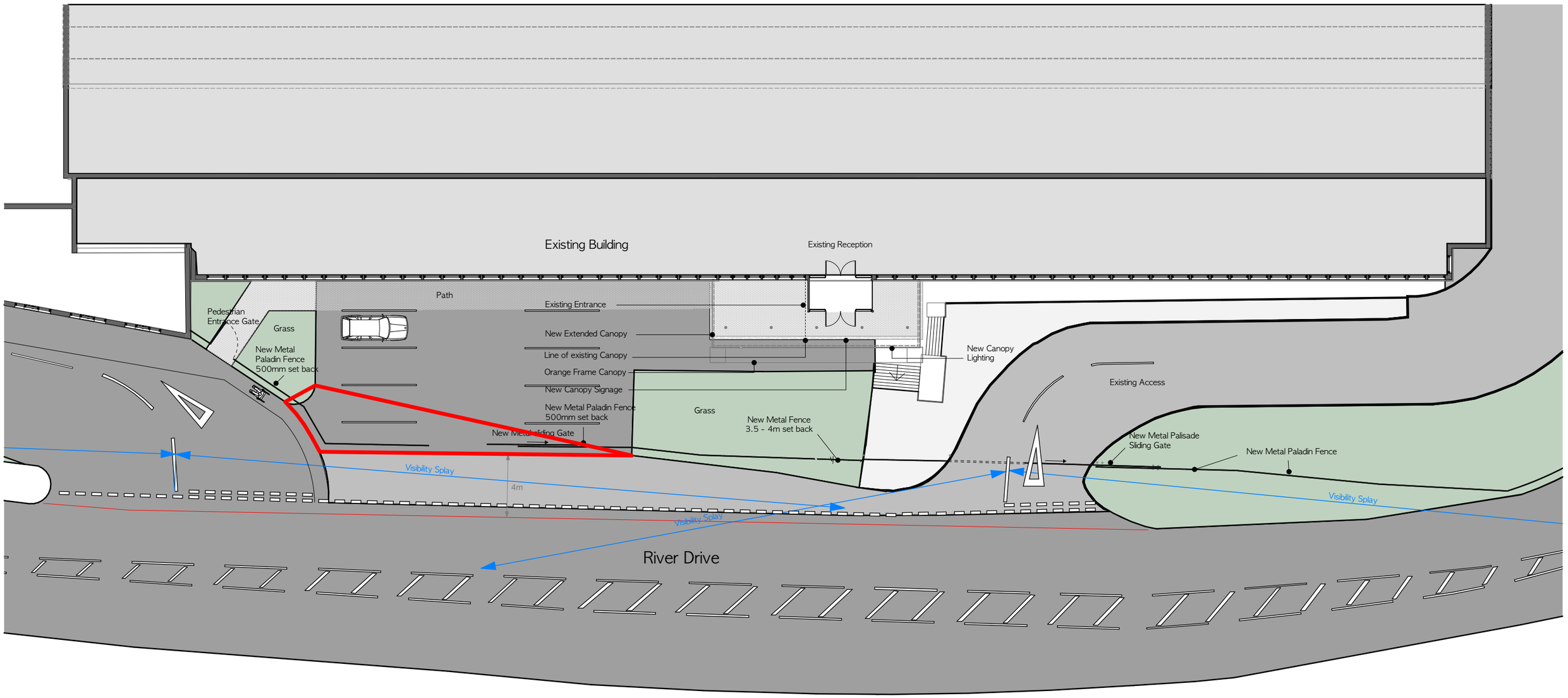
Rev	Description	Date	DB	CB
B	Road markings added and handed gate	24/6/26	SR	MW
A	Updated visibility splay and fence location	15/6/26	SR	MW

Proposed Plan and Elevation

PROJECT	**JOB NO**
UK Docks South Shields	25.142
SCALE	**DATE**
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DRAWN BY/CHECKED BY	**REVISION**
SR / MW	B
DWG#	
#Pln-HGP-XX-XX-D-A-25.142.101	

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Proposed Layout

0 7 14 21m

Key

UKDOCKS MARINE SERVICES

Rev	Description	Date	DB	CB

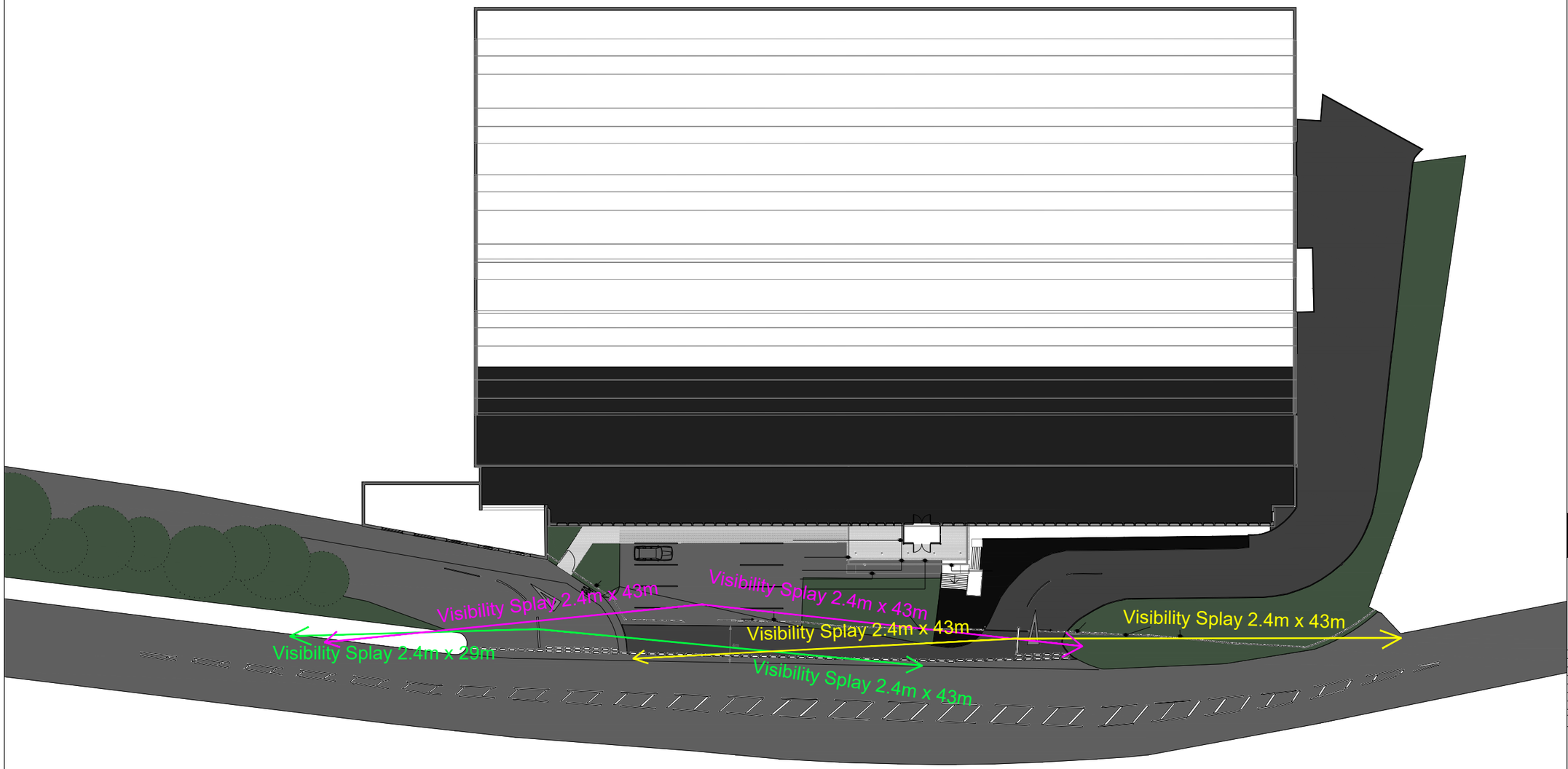
s247 Plan

PROJECT	JOB NO
UK Docks South Shields	25.142
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DWG#	
#Pln-HGP-XX-XX-D-A-25.142.105	

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PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P01	PRELIMINARY FIRST ISSUE	26.06.2026	JH AA AA

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Tetra Tech Newcastle

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Client

UK DOCKS LIMITED

Project Name

FORMER SAFT FACTORY,
RIVER DRIVE, SOUTH SHIELDS

Sheet Title

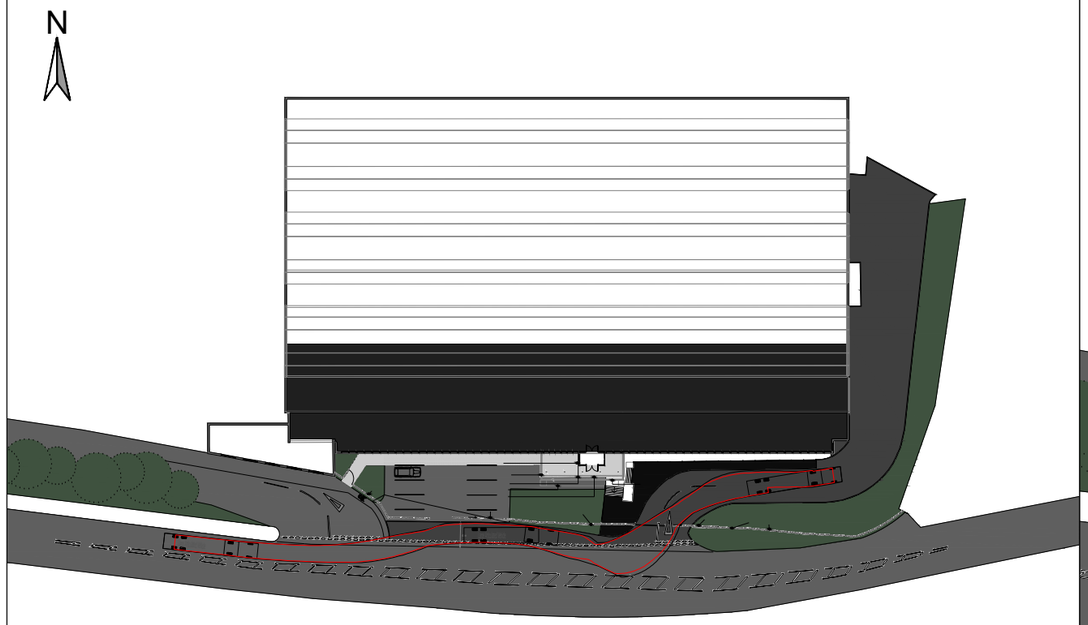
VISIBILITY SPLAYS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B080571	JH	June '26	AA	June '26	AA	June '26	As Shown	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B080571	- TTE	- 00	- XX	- DR	- O	- 0001	P01

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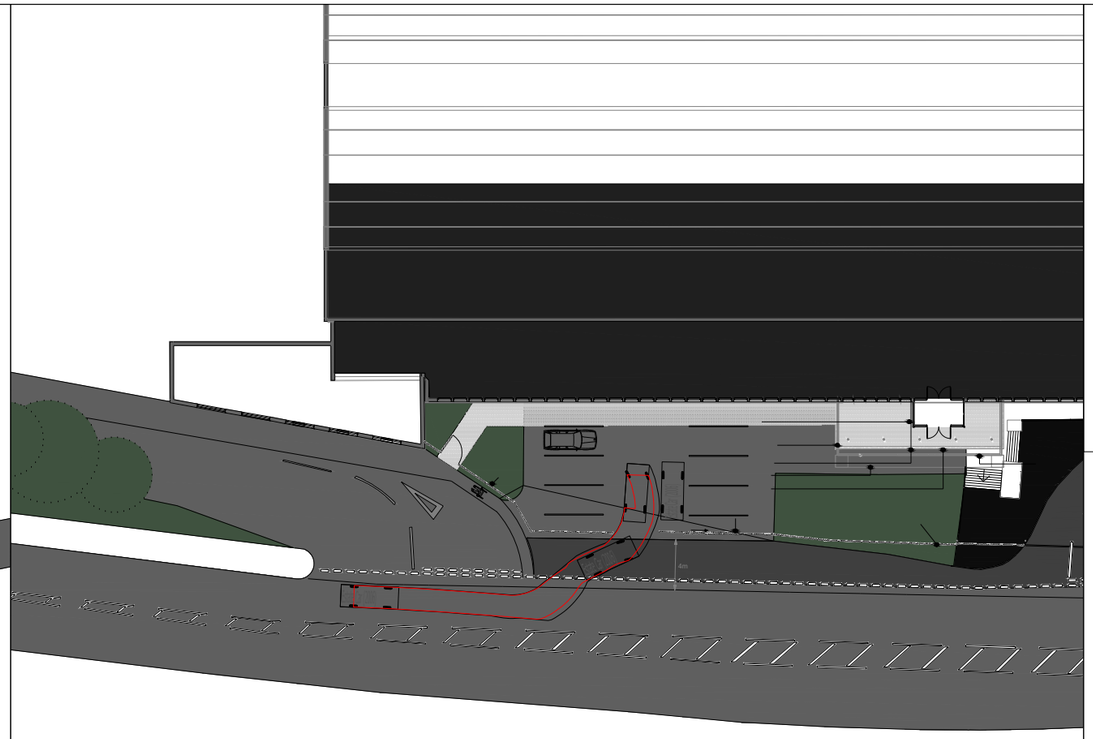
TTE_MT_v1



0 10 20 30 40 50 m

SCALE 1:1000

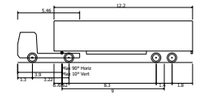
ARTIC LORRY TO SERVICE YARD



0 5 10 15 20 25 m

SCALE 1:500

ESTATE CAR LEFT IN TO PARKING AREA



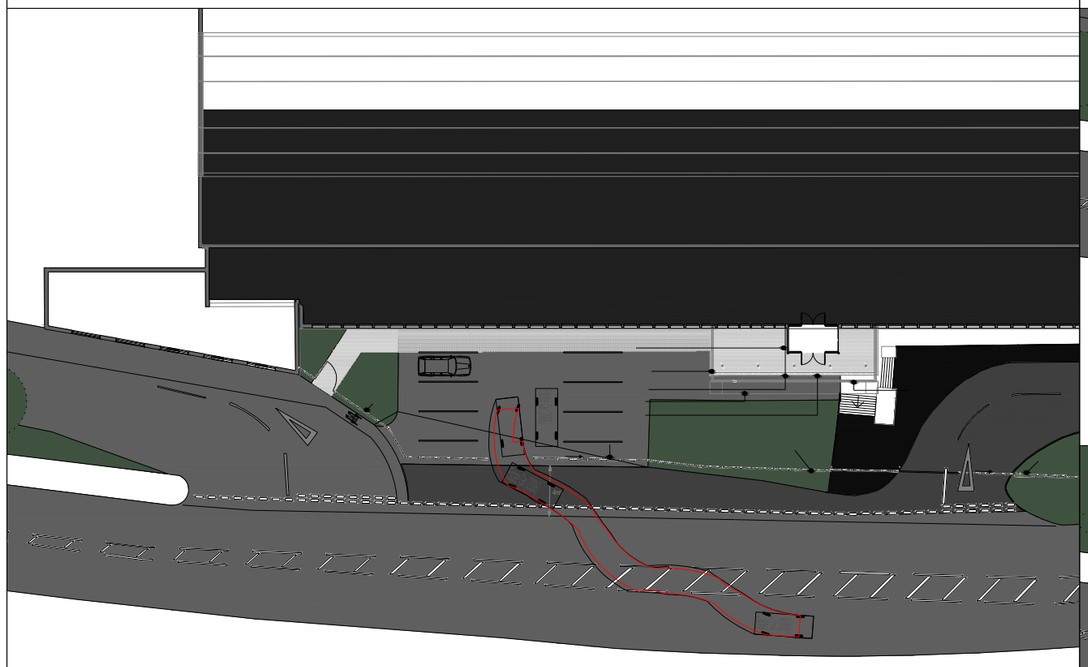
Large Articulated Vehicle

Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m



Estate Car (2006)

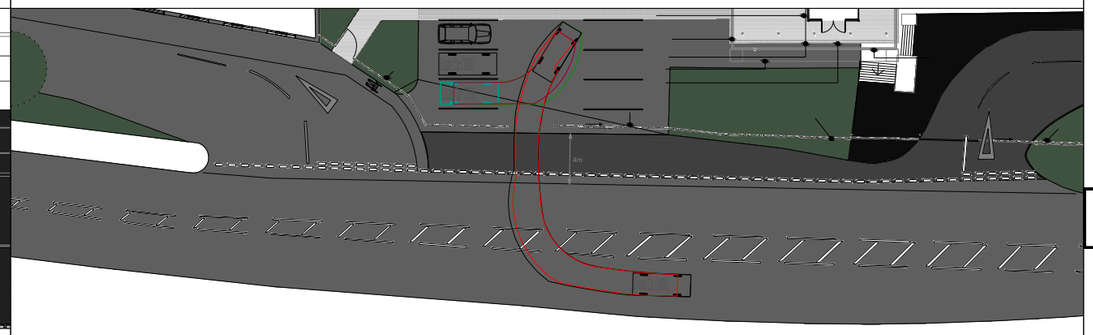
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.202m
Max Track Width	1.795m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



0 5 10 15 20 25 m

SCALE 1:500

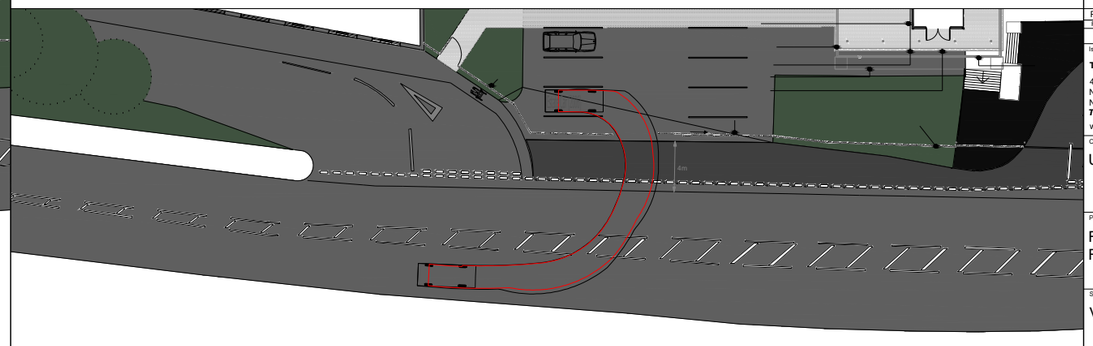
ESTATE CAR RIGHT IN TO PARKING AREA



0 5 10 15 20 25 m

SCALE 1:500

ESTATE CAR INTO PARKING SPACE



0 5 10 15 20 25 m

SCALE 1:500

ESTATE CAR OUT OF PARKING SPACE

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P01	PRELIMINARY FIRST ISSUE	26.06.2026	JH / AA / AA

Document Control

Issuing Office

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VEHICLE TRACKING

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B080571	JH	June '26	AA	June '26	AA	June '26	As Shown	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B080571	- TTE	- 00	- XX	- DR	- O	- 0002	P01

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