

# DESIGN AND ACCESS STATEMENT

Project: **Haverton Hill Road**  
**Stockton**  
**Billingham**  
**TS23 1PZ**

Client: **Ford & Slater Limited**

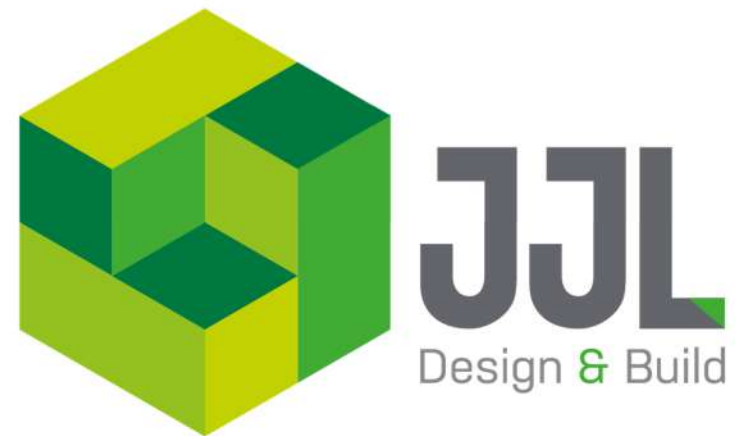
Agent: **JJL Design and Build Architectural Services**

Project Ref: **P1046-2022**

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Date: **April 2022**



ON BEHALF OF



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## 1.0 INTRODUCTION

### 1.1 SCOPE OF APPLICATION

The following Design and Access Statement provides detailed information to support the application for the construction of a new Commercial Vehicle Workshop on Haverton Hill Road, Billingham by JJL Design and Build on behalf of Ford and Slater.

The document sets out the design principles and concepts that have been applied to the development as well as the rationale behind the site layout.

This document should be read in conjunction with planning application drawings and the other information submitted in support of the application

### 1.2 OUTLINE OF THE PROJECT

The proposal is to construct a new Commercial Vehicle workshop which comprises of a workshop, parts storage, ancillary offices and a showroom within one building.

The proposed site is disused, derelict land with a hardstanding road running through the north of the site. The site is approximately 1.44ha in size. The project will look to transform currently undeveloped land into an attractive and successful development which will in turn enhance the architectural quality of the area and increase potential employment opportunities.

Other sites were explored by the applicant within the region but a lack of options which gave the required site size, highway network links and topography made the Haverton Hill Road development the most viable option. The applicant is committed to investing in the area bringing with it a prestigious, well-established business, to provide employment opportunities and support to the surrounding businesses.



*Signage shown indicative only*



## 2.0 SITE LOCATION

### 2.1 PHYSICAL CONTEXT

The proposed site is a parcel of land located off Haverton Hill Road, Billingham. The site is approximately 1.5 miles north of Middlesbrough Town Centre. The surrounding area is primarily industrial with the river tees to the south.

Haverton Hill Road is located just off the A19 and is close to the A1046 Portrack Lane which contains local amenities such as Asda and Costa Coffee. As such this makes the site a key location with its ease of access and ideal location to serve businesses.

The applicants own the site and the area within the red line boundary is 1.44 Ha.



Location of Application Site



## 2.2 APPLICATION SITE DESCRIPTION

The site is currently disused and derelict land with an asphalt road running to the north of the site which currently holds a right of way to the west adjacent site.

## 2.3 SURROUNDING SITES

Haverton Hill Road is an industrial area containing a mix of recycling centres, logistic businesses, self storage facilities, vehicle auctions and a commercial vehicle workshop.

The neighbouring site to the east is currently operated by Scott Bro's which has a large industrial building on the site. The site to west is currently under redevelopment. To the south of the site is the river Tees with Haverton Hill Road to the north.

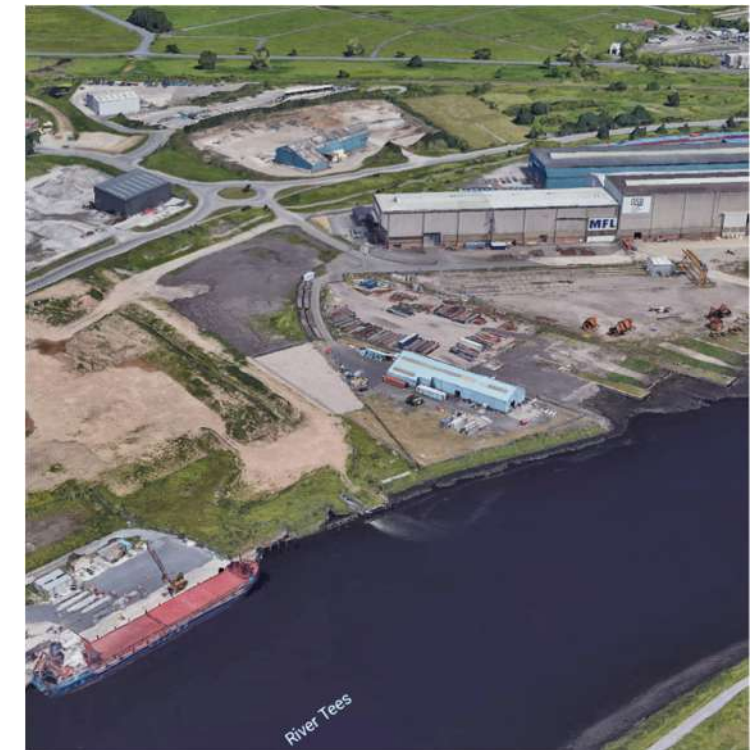
## 2.4 SITE HISTORY

There are signs of previous development on the site which historically were in the early 20th century. This comprised of ship building, rail infrastructure, electrical power station and chemical factories.

The demolition and clearance of the site following the removal of the chemical plant was during the 1980s.



Aerial view of site from the south



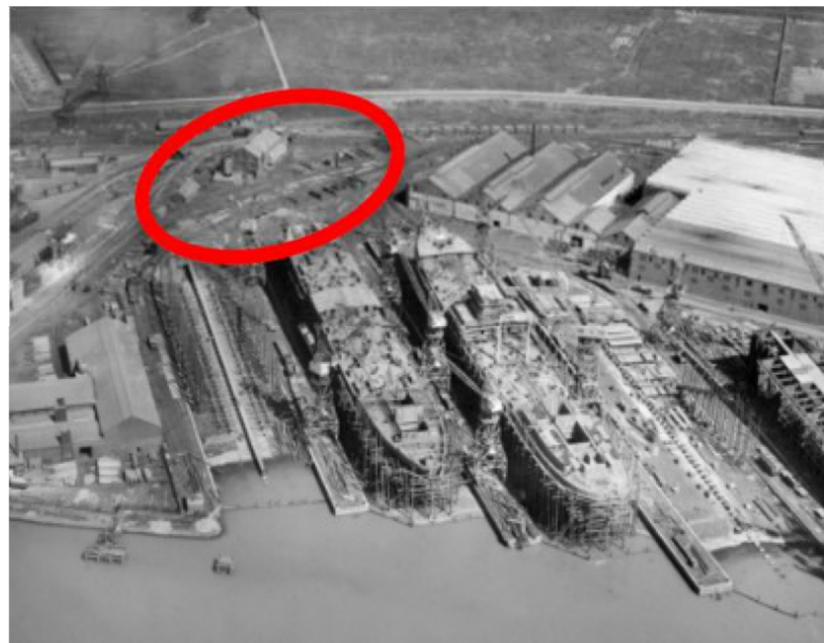
Aerial view of site from the south west



Aerial view of site from the north



Aerial view of site from the east



Historical image of the site during the ship building era



### 3.0 SITE PHOTOGRAPHS



View west along A1046 Haverton Hill Road and showing site on opposite side of the road



View East from A1046 Haverton Hill Road showing existing buildings on adjacent site



View South East from A1046 Haverton Hill Road showing existing buildings on adjacent site



View South



View South East



View South West



## 4.0 EVALUATION

### 4.1 OPPORTUNITIES

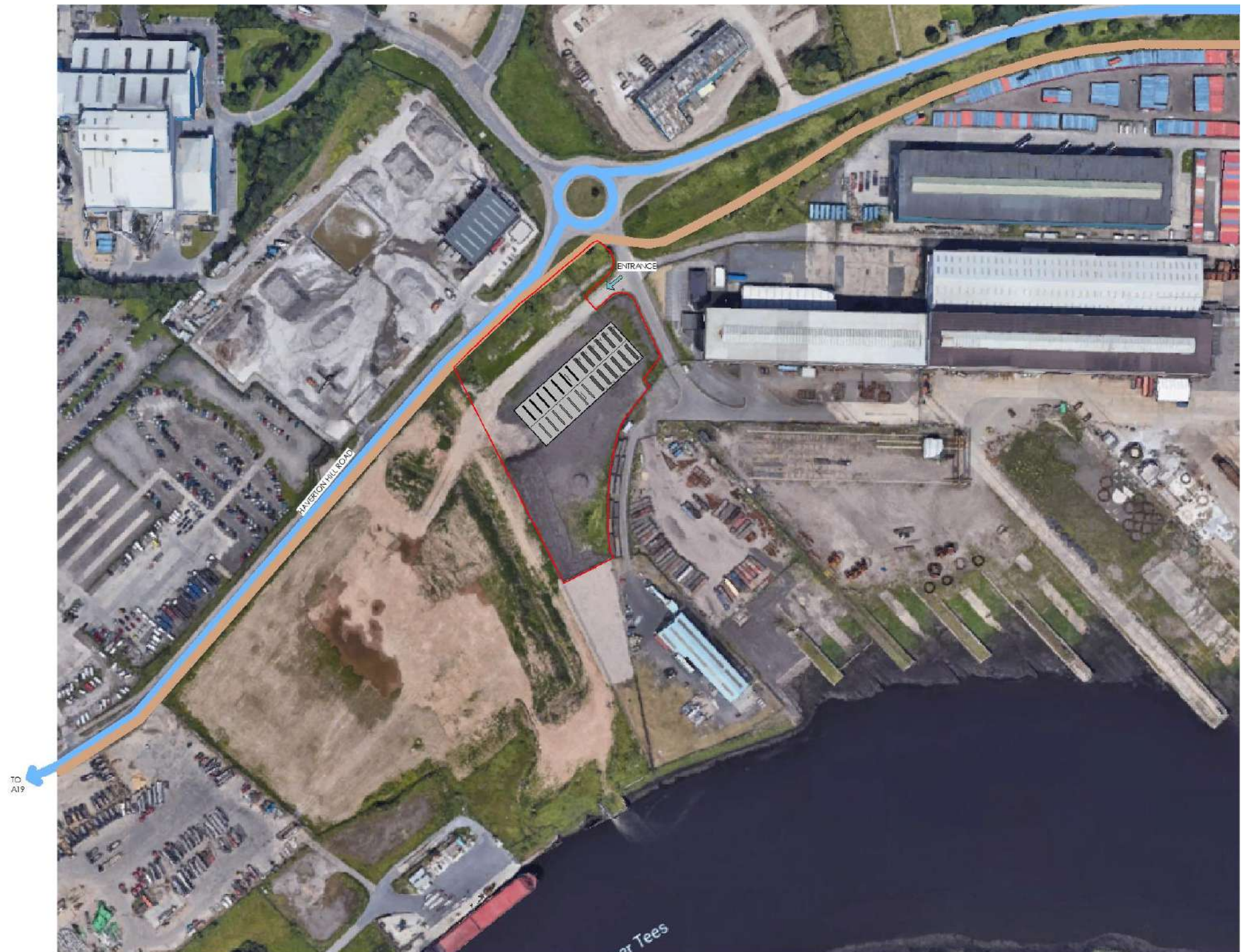
The diagram opposite summarises the key opportunities identified during the assessment of the existing context.

- Prominent site location, located within a main industrial area within the Tees Valley
- Good links to strategic Highway network/A19
- Good links to existing footpaths, cycle lanes and bus stops on Haverton Hill Road
- Good employment opportunities through proximity to Stockton and Middlesborough towns
- 4.5 acre site allows for sufficient parking provision in line with the LPA's requirements
- Large vacant site. Opportunity to redevelop and transform the site into an attractive and successful development
- Potential synergy with surrounding businesses and future workflow.

### 4.2 CONSTRAINTS

Below are the constraints identified during the assessment of the existing context.

- The site is enclosed by Haverton Hill Road to the north and private industrial sites to the east, west and south.
- The site entrance is already constructed and will remain in place as part of the design
- The new development needs to respond to the scale of the surrounding buildings
- The site is lower than Haverton Hill Road so site levels will have to be carefully considered
- The proximity to the River Tees and the flood risk zones will need to be carefully considered within the design.



VEHICLE ROUTE  
CYCLE AND  
PEDESTRIAN ROUTE



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## 5.0 PROPOSED DEVELOPMENT

### 5.1 KEY DESIGN PRINCIPLES

The following principles have been used to inform the design of the proposal. They were identified during the assessment of the existing context:

- Site to be separated into car/reception area and truck/workshop area
- Orientation of the building to sit with the existing road layout and site entrance
- Showroom and reception to create a distinct entrance/frontage to the building and to be entrance facing
- Building design to accord with the applicant's brand standards while also complementing the industrial aesthetic of the surrounding buildings
- Use of soft landscaping where appropriate
- Ensure safe movement of pedestrians, cycles, car, vans, trucks around the site.





**5.2 USE**

This section describes the proposed uses for the application site. Building use references are consistent with the Town and Country Planning (Use Classes) Order.

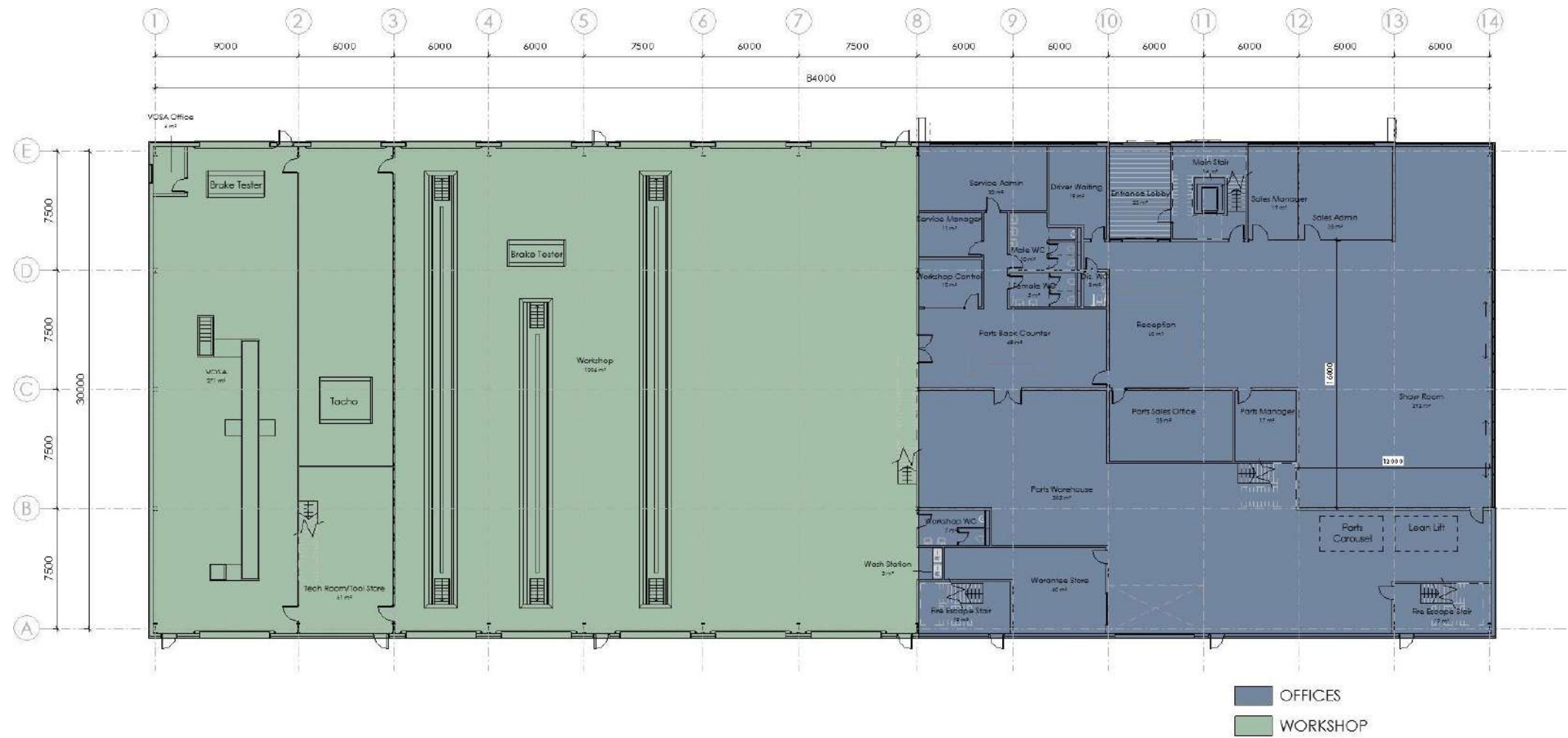
**Building Use**

Class B2/B8 commercial vehicle workshop which compromises of a 6 bay commercial vehicle workshop with ancillary parts storage, parts and service offices and a sales showroom.

The building is predominantly workshop and the other facilities act as support to this. The showroom and sales are on a professional-to-professional sale basis and are generally by appointment only.

The offices are split over 2 floors with support spaces such as reception, kitchen, toilets and shower facilities.

As such, the proposed uses in this development are in keeping with the surrounding area.





### 5.3 AMOUNT AND SCALE

This section will describe and justify the amount of development proposed for the application site.

#### 5.3.1 SITE AREA

The area of the application site is 1.44 Ha (3.5 acres).

#### 5.3.2 BUILDING AREA

The gross internal area of the building is 2600m<sup>2</sup>

As can be seen from the analysis of the existing context in section 2.2, the footprint of the buildings on the surrounding sites varies considerably. The building on the site to the east is much larger than the proposed development within this application with the building to the south of similar size.

In conclusion the area of the proposed development is in keeping with the wider Haverton Hill Road area.





## 5.4 LAYOUT

Layout is the way in which buildings, routes and open spaces are provided within the development and their relationship to the wider site context.

The purpose of this section is to describe the layout of the proposed building and external spaces for the application site.

### 5.4.1 PROPOSED SITE LAYOUT

As described in section 5.1 the key design principles have been used to set the buildings position on the site. With the main reception area creating a distinct building frontage and the workshop positioned to allow for adequate commercial vehicle movements around the site.

#### Building Orientation

The building has been aligned to Haverton Hill Road to ensure it complements the street and the surrounding area.

#### Service Yard Requirements

The service yard has been laid out to allow for HGV vehicle movements and to accommodate their access into the workshop. The HGV parking has been arranged around the key turning circle dimensions required within the building tracking document.

A wash bay has been provided to the rear of the site as per the applicant's requirements

#### Parking Requirements

Stockton-on-Tees Borough Council's Supplementary Planning Document 3: Parking Provision for Developments sets out the level of expected parking for the development.

The document states that:

- Sufficient operational parking and area for manoeuvring within the site.
- 1 non-operational parking space per 100m<sup>2</sup> gross floor area or 1 space per 2 employees (whichever is the greater).
- Provision for the parking of 1 cycle per 200m<sup>2</sup> gross display area.
- Disabled parking provision 5 to 10% of total number of spaces.

#### Parking Provision

The application site layout has included for parking as below:

Cars = 44 + 4EV + 3 Disabled = 51 total  
Commercial Vehicles = 40  
Cycles = 20

The parking provision is based on the LPA's parking requirements and the requirements of the end user.

Ford and Slater are committed to reducing their carbon footprint as a business and encourage their staff to use electric vehicles. The EV parking provision will be determined within the detailed design while a percentage of EV is indicated on the application drawings.



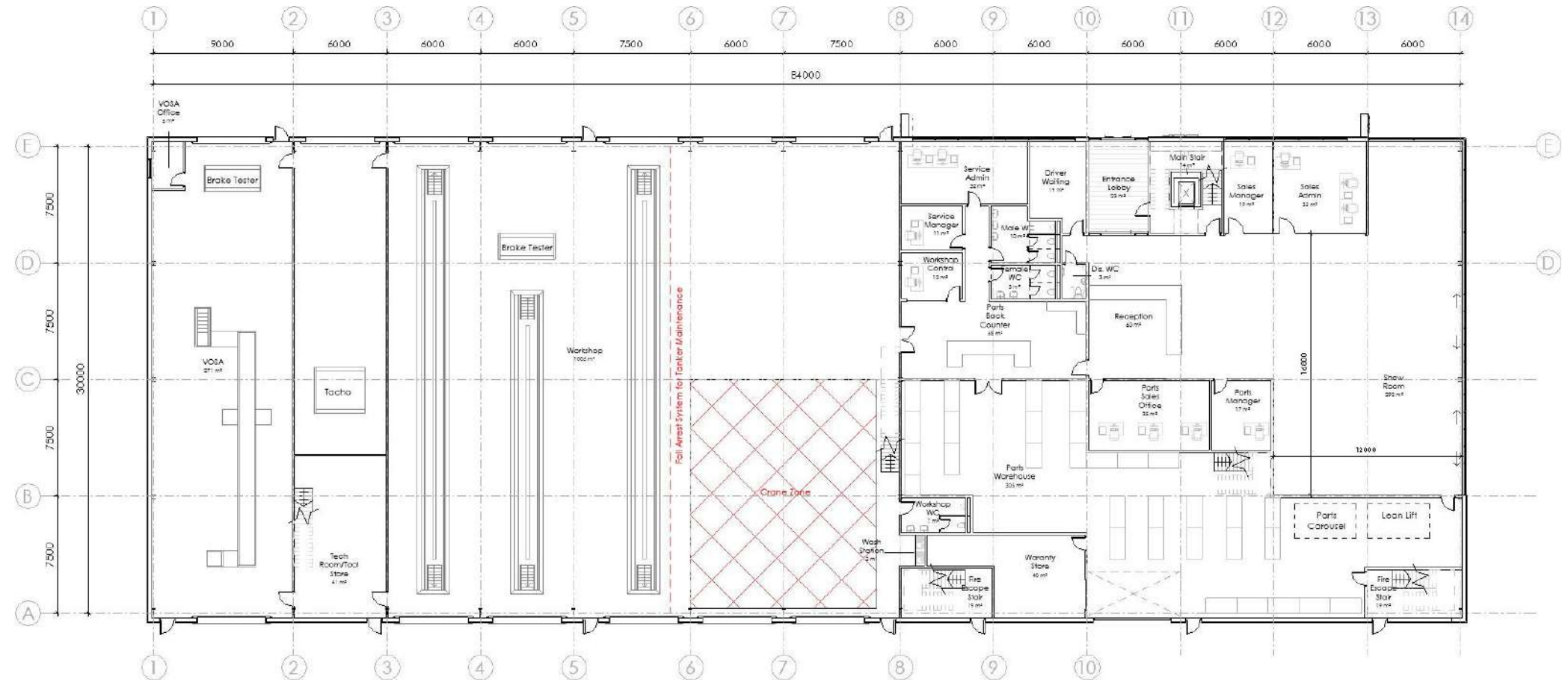


## 5.4 LAYOUT

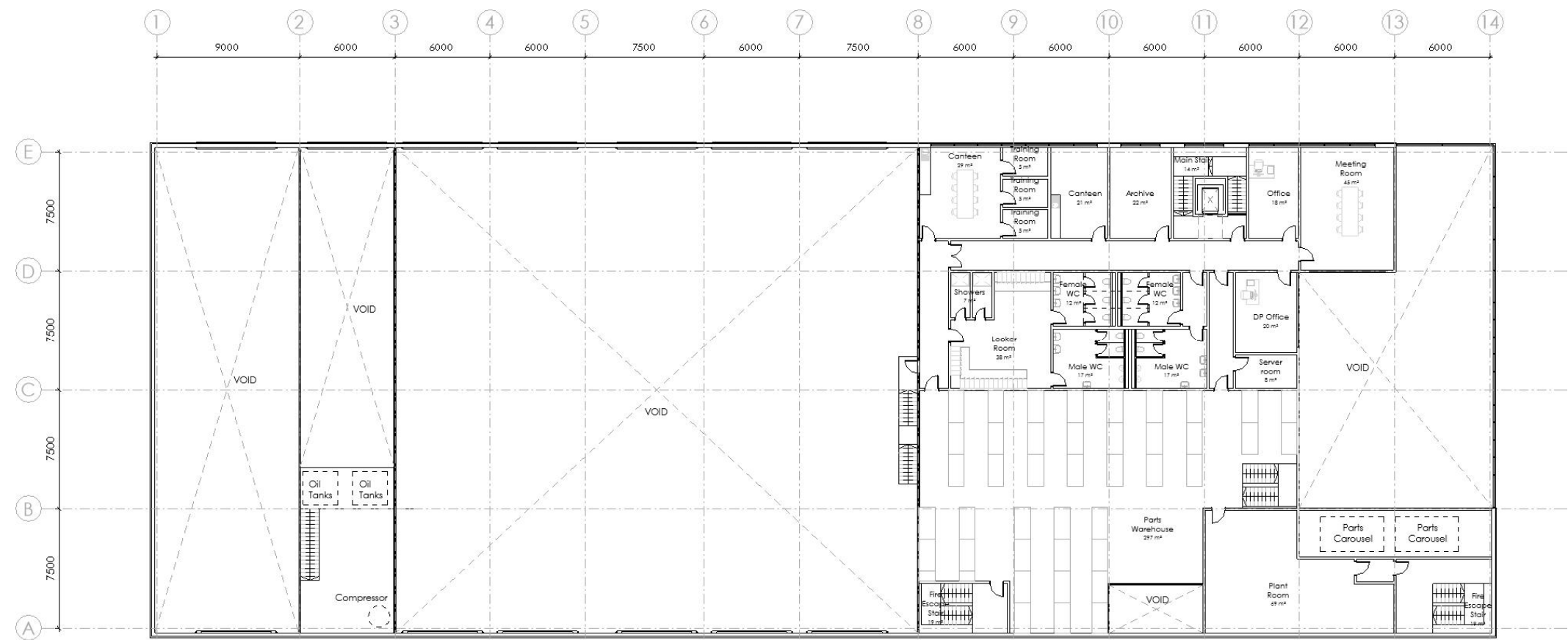
### 5.4.2 BUILDING LAYOUT

The building layout has been designed around the applicant's requirement and business functions. The workshop area takes up the majority of the floor plan and the building width is dictated by a commercial vehicle length.

The 2-story office accommodation is there to provide ancillary support to the workshop. Its layout is designed around workflow from one department to another while carefully considering accessibility and fire safety.



Ground Floor Plan



First Floor Plan



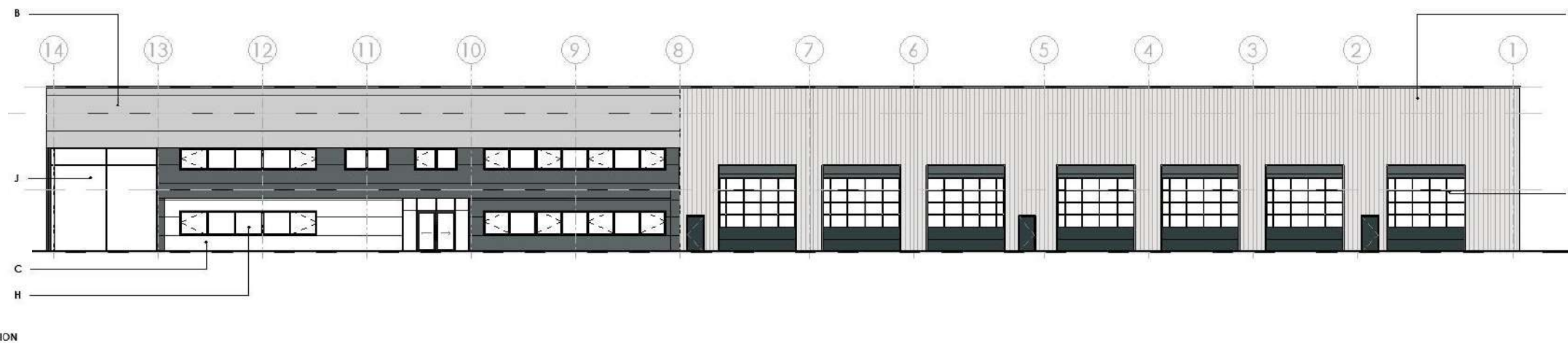
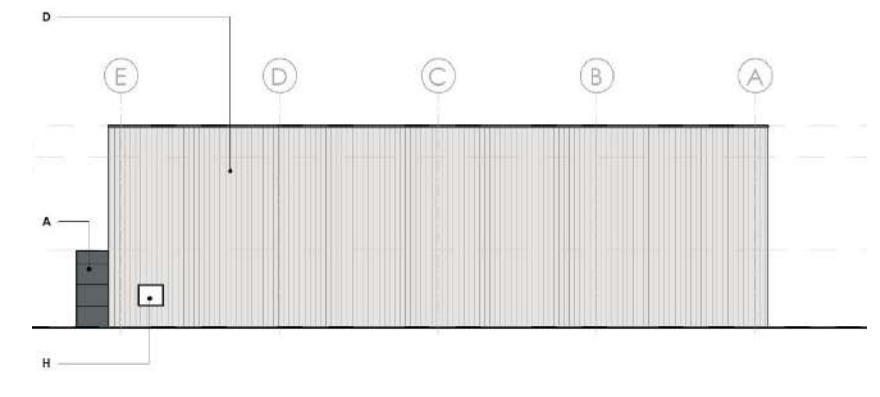
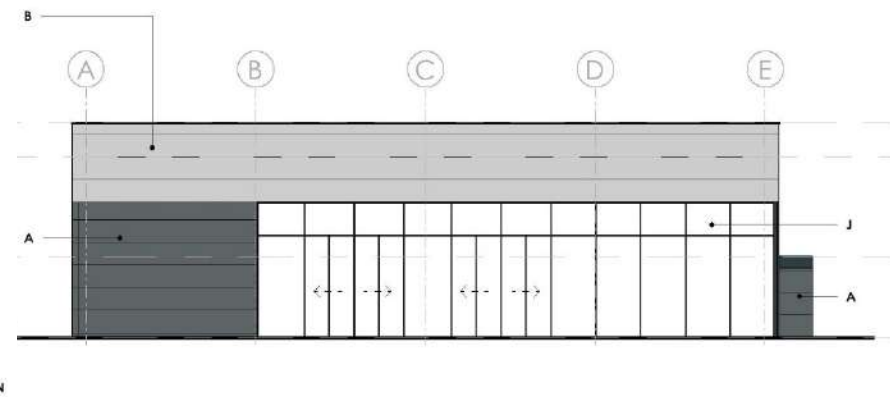
## 5.5 APPEARANCE

The purpose of this section is to describe the appearance of the building on the application site.

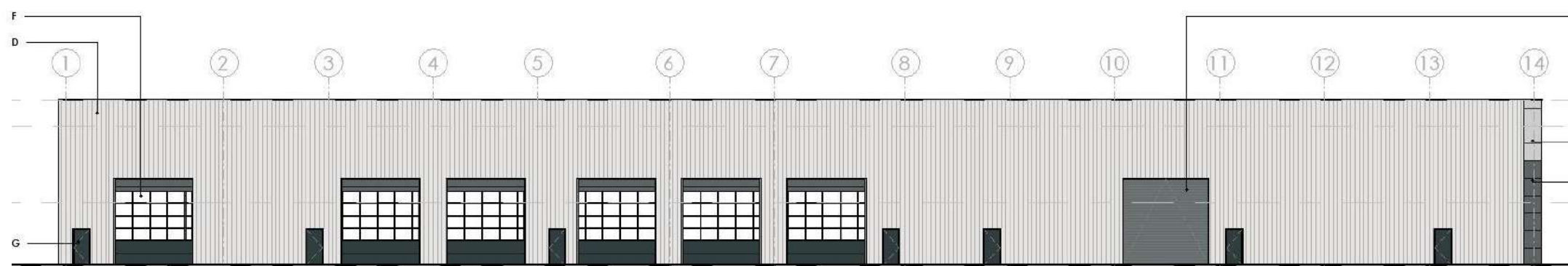
As shown in section 2.1 the surrounding buildings are of mixed style and scale but with a generally industrial architecture.

The external appearance of the proposed development will adopt a simple, elegant and modern palette of materials which has been informed by the character of the buildings within the vicinity while also maintaining the applicant's brand identity.

The aim is to provide a high quality design which will complement the surrounding area.



NORTH ELEVATION



SOUTH ELEVATION

### MATERIALS KEY

- A - FLAT HORIZONTALLY LAID ALUMINIUM COMPOSITE CLADDING PANELS, COLOUR: (ANTHRACITE) RAL 7016
- B - FLAT HORIZONTALLY LAID ALUMINIUM COMPOSITE CLADDING PANELS, COLOUR: (LIGHT GREY) RAL 7035
- C - FLAT HORIZONTALLY LAID ALUMINIUM COMPOSITE CLADDING PANELS, COLOUR: (WHITE) RAL 9003
- D - VERTICAL TRAPEZOIDAL COMPOSITE CLADDING PANELS, COLOUR: (SILVER) RAL 9006
- E - TRAPEZOIDAL COMPOSITE CLADDING ROOF PANELS, COLOUR: (LIGHT GREY)
- F - ALUMINIUM POWDER COATED SECTIONAL OVER HEAD DOOR, COLOUR: (ANTHRACITE) RAL 7016
- G - POWDER COATED STEEL EXTERNAL DOOR SET, COLOUR: (ANTHRACITE) RAL 7016
- H - ALUMINIUM FRAMED WINDOW, COLOUR: (ANTHRACITE) RAL 7016
- J - ALUMINIUM CURTAIN WALLING, COLOUR: (ANTHRACITE) RAL 7016



### 5.5.1 MATERIALS

A simple palette of materials has been selected to create an elegant building that is contemporary and fresh while complementing the wider context.

The images adjacent show the proposed material palette:

#### Elevational treatment

The building is broken down by subdividing the elevations horizontally and vertically. This articulation is emphasized by the use of different materials, the joints and textures.

The workshop and offices are distinguished by differing cladding panels. This is to easily identify the entrance.

The subtle use of colours add interest to the façade while aiding the division of the building into its different departments.



Light Grey Composite Cladding Panel



Dark Grey Composite Cladding Panel



Silver, trapezoidal Composite Cladding Panel



Precedent image of typical building design



Glazed Curtain Walling



Workshop doors



## 5.6 ACCESS

Access relates to vehicular and pedestrian/cycle routes to and around the site and how the layout of the application site responds to the needs of staff and visitors.

The purpose of this section is to describe the access strategy for the site.

### 5.6.1 OVERVIEW

Careful consideration has been given to both the inclusivity aspects of access and the physical modes of transport. To achieve the objectives ensuring that there are no obstacles to people who want to use the development and encouraging sustainable forms of transport.

The current and planned future access routes in the area have been examined to consider measures that promote social inclusion for the users of the building.

An overview of the existing transport facilities and access for pedestrians/cycles is shown in section 4.1

### 5.6.2 VEHICULAR ACCESS

The proposal looks to use the existing Haverton Hill Road and its links to the main Highway/A19. Refer to the transport assessment for further details of the proposed vehicular movements.

### 5.6.3 PUBLIC TRANSPORT

#### Buses

The nearest bus stop to the site is located on Haverton Hill Road just outside the site. Additional bus stops are located all the way along Haverton Hill Road. Frequent bus services are provided to connect the site to local communities throughout Stockton, Middlesborough, Billingham and beyond.

#### Trains

Billingham train station is located approximately 2 miles from the application site. Within a wider radius there is Stockton, Thornaby and Middlesborough stations. All of which connect to the East Coast main line.

#### Pedestrians

Footways and footpaths are provided throughout the surrounding areas. Haverton Hill Road provides pedestrian access along its full length.

#### Cyclists

Haverton Hill Road is well served by a dedicated cycle way which connects to National Cycle Network Route 1 on Portrack Lane.

### 5.6.4 INCLUSIVE ACCESS

Careful consideration has been given to both the inclusivity aspects of access (including access for people with special needs) and the physical modes of transport – to achieve the objectives of ensuring that there are no obstacles to people who want to use the development and encouraging sustainable forms of transport.

The current and planned future access routes in the area have been examined to consider measures that promote social inclusion for both the users of the building and the access to services or amenity areas for the wider community.

A Transport Assessment has been prepared by the design team to support the planning application. For further information refer to the separate documents outlined above.

The access points into the buildings will have level access and be step-free to ensure accessibility for all, irrespective of ability. As outlined in Section 4.3, car parking on site can accommodate a range of users.



Building Regulations Doc M compliant



Accessible entrance



Dropped kerbs, tactile paving and pedestrian crossings



## 5.7 LANDSCAPING

Landscaping is the treatment of land for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by planting of trees, hedges, shrubs or grassy areas.

This section describes the proposed landscape scheme.

### 5.7.1 EXISTING SITE

As described in Section 2 this site is currently a previously developed and derelict land comprising of ephemeral vegetation, coarse grassland, bare ground and scrub.

### 5.7.2 PROPOSED LANDSCAPE STRATEGY

The landscape design principles for the site are to create an attractive and well considered external environment for the development that contributes positively to the wellbeing of its users and enhances biodiversity.

Some existing vegetation will be lost as a result of the development proposals. The open mosaic nature of the undeveloped land necessitates this. In order to mitigate the loss of the existing vegetation new planting is proposed around the perimeter of the site where possible.

An indicative landscape plan has been prepared as part of the application which supports the following principles:

Proposed trees and ornamental shrub planting are used appropriately around the entrance to the development to provide a welcoming approach to the site as well as providing valuable habitats within the site.

Native planting and grasses are proposed to enhance existing habitats and to reinforce site boundaries.

Hard landscaping materials will be chosen to reflect the architectural palette and provide a unified appearance to the development.



#### Surface Finishes

	Concrete
	Gravel/hardcore
	Block paving
	Soft Landscaping - Refer to landscape architects drawings
	Gabion Retaining wall
	Building



## 5.8 SUSTAINABILITY

The proposed development will aim to provide sustainable design where possible while considering the carbon footprint of the building through not only the construction period but the entire life cycle of the building.

The construction materials will be carefully chosen to provide low embodied carbon alongside being functional.

The building envelope will be designed as such to provide the most thermally efficient elements possible. Details of which can be found in the supporting energy statement.

The Mechanical and Electrical design will support the use of renewable energy sources where possible. Combining this with a thermally efficient envelope to reduce the overall energy impact of the building. The use of air source heat pumps and photovoltaics will provide a well rounded and efficient energy source to the building.

All details of the renewable energy strategy can be found in the supporting energy statement.

Dedicated EV car parking will be provided to enable the building users to utilise electric vehicles.

Furthermore, infrastructure will be introduced to allow the maintenance and service of electric commercial vehicles in the future. Future proofing the development against changes to the commercial vehicle industry.