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Planning Development Service
Municipal Buildings
Church Road
Stockton-on-Tees
TS18 1LD

Date: 3 May 2022
Our ref: 64724/01/JW/ADa/20969768v1
Your ref: PP-11221969

Dear Elaine

Application for Planning Permission: Proposed HGV Maintenance and Storage Facility, Land at Haverton Hill Road, Stockton-on-Tees

We are pleased to submit, on behalf of our client Ford & Slater DAF, a full planning application for the development of land at Haverton Hill Road in Stockton-on-Tees, for the following:

“Erection of maintenance and storage facility for large commercial vehicles (Use Class B2/B8) with associated servicing, vehicular access and landscaping”

Ford & Slater DAF are one of the largest commercial vehicle dealer groups in the UK, with around 650 staff and 13 regional sites. Against the background of growth in demand for HGV services in response to both Covid-19 and wider economic trends, Ford and Slater are seeking to expand their operation throughout the country, including through the amalgamation of a patchwork of smaller dealerships into a new flagship facility on Teesside. This would cater for vehicle servicing and maintenance across the North of England, with a small ancillary element of truck sales via appointment only.

The Proposed Development

The proposed development comprises a new maintenance, storage and servicing facility for HGVs and large commercial vehicles, to be occupied by Ford & Slater DAF. The facility would extend to 2,600 sqm, within Use Class B2/B8, and comprise two main elements; a workshop and parts store; and offices and administrative activities.

The proposals are intended to provide a new state-of-the-art maintenance facility, primarily used for 24-hour servicing and storage, with an ancillary sales element. The main purpose of the facility is to provide an accessible and modern facility to enable the maintenance and repairs for DAF trucks.

Access is proposed to be formed from an existing access to the east of the site, on the southern approach of the Haverton Hill Road roundabout. Given the nature of the surrounding area the highway network has been designed to accommodate HGVs and industrial activities.

There will be storage for 40 commercial vehicles, with facilities for overspill to the west of the site, on the workshop side of the building. The site has been designed with HGVs in mind with wide aisles leading to the truck parking. Overall, 51 car parking spaces are proposed including two EV spaces and three disabled spaces. Both the disabled parking spaces and the EV spaces are located close to the office entrance, with covered cycle parking proposed close to the office entrance.

As a flagship facility for Ford & Slater DAF, the site will incorporate a range of sustainable technologies, including infrastructure for EV truck charging, as well as rooftop photovoltaic panels and ground source heat pumps to provide energy to the building.

It is anticipated that the proposals will create 51 jobs in total; 37 in the workshop and 14 in the office. The development will operate 24 hours a day, seven days a week, excluding Christmas day, Boxing day and New Year's Day, with approximately 37 total employees working on site at any one time.

The ancillary truck sales element to the proposal would not be a conventional 'dealership' use, and instead is focused on appointment-only sales, with most targeted towards bulk fleet orders. The operator's online website also allows for configuration and ordering of trucks for pickup at the facility.

Planning Policy Context

Part of the application site is allocated for Specialist Employment Uses at Policy EG4 of the Stockton-on-Tees Local Plan. However, this allocation extends to around 38 ha and may also support applications for alternative employment uses providing:

- 1 The proposal is linked to existing, committed and proposed investment in the area; or
- 2 There are no other locations within the employment land portfolio which can accommodate the proposed development.

It is considered that the proposed development satisfies the criteria within the policy allowing the development of alternative employment uses. As well as the operational synergies with surrounding uses, the application proposals will locate a flagship heavy vehicle servicing facility in an area characterised by uses that depend on heavy goods vehicles, and thereby support existing businesses and investment in the area. The proposals therefore represent clear opportunity to develop a facility which will bring operational benefits to several existing businesses at Haverton Hill.

The state-of-the-art nature of the facility, as well as its accessibility to and from the A19, will also ensure it acts as a catalyst for further investment in the North and South Tees Cluster; attracting further businesses to the area. The proposals will also bring numerous social, economic and environmental benefits, including various sustainable design features and result in the creation of a flagship HGV facility in Stockton. This is in addition to reusing an area of brownfield land which has remained vacant for some time, which would ordinarily be directly supported by Policy SD4 and the NPPF.

In this context, the proposals are considered to be in accordance with the policies set out within the adopted Development Plan.

Environmental Impact Assessment ('EIA')

Consideration has been given to the relevance of this application to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as updated ("the EIA Regulations 2017"). Schedule 2 of the Regulations refer to EIA development as an 'urban development project' of more than 1ha (which is not a dwellinghouse development). The subject site comprises around 1.4 ha and therefore falls within the 'screening' threshold for an urban development project.

For Schedule 2 developments, EIA is required only in situations where the proposal could give rise to significant environmental effects due to the characteristics of the development, the environmental sensitivity of the area and the characteristics of the potential impacts. Notwithstanding this, given the site falls within the thresholds of Schedule 2 of the Town and Country Planning (EIA) Regulations 2017, we note that the Council are required to formally screen the application on submission under the requirements of Regulation 8. Once the authority has concluded its obligations in accordance with the Regulations, we would appreciate confirmation in writing that the Council agrees with our view that the scheme is not EIA development.

The Application Submission

The following documents have been submitted as part of this application:

- 1 Completed Application Form and Certificates;
- 2 Application drawings, prepared by JLL;
 - a Site Location Plan (90-1000-P01)
 - b Existing Site Plan (90-001 P01);
 - c Proposed Site Plan (90-000-P06);
 - d External Site Finishes (90-010-P02);
 - e Ground Floor Plan (00-000-P04);
 - f First Floor Plan (00-100-P04);
 - g Roof Plan (00-200-P03);
 - h Elevations (00-050 P03);
 - i Sections (00-010-P02);
 - j Schematic Drainage Design (2373 C01 Rev A);
 - k Schematic Drainage Details 1-2 (2373 C02);
 - l Schematic Drainage Details 2-2 (2373 Rev A);
 - m Schematic Drainage Overland Flow Plan (2373 Rev A);
- 3 Design and Access Statement (P1046-P02), prepared by JLL;

- 4 Energy Statement (P1586 Rev A), prepared by plc;
- 5 Soft landscaping scheme (1147.01), prepared by DPLA;
- 6 Ecological Appraisal and Biodiversity Net Gain Assessment (22090 V2), prepared by OS Ecology;
- 7 Phase 1 Geo-Assessment (21-1063-R01), prepared by Wallace Engineering;
- 8 Flood Risk Assessment, Sequential Assessment and Drainage Strategy (2373 Rev A), prepared by Wallace Engineering; and
- 9 Transport Statement and Framework Travel Plan, prepared by Arup.

Payment of the £16,664.20 planning application fee has been made under separate cover to the Planning Portal (ref. PP-11221969).

Summary

We trust that we have provided all information required for you to validate and progress the application and will call in due course to discuss timetables for determination. However, should you have any queries or wish to discuss any of the above, please do not hesitate to contact myself or my colleague Andrew Darby.

Yours sincerely



Robert Dibden
Associate Director