



**ONE-  
ENVIRONMENTS**

NETA RELOCATION ENABLING WORKS

DESIGN AND ACCESS STATEMENT

APRIL 2024

REVISION: P01

SUITABILITY:

REFERENCE: N1366-ONE-ZZ-XX-RP-L-0002.DOCX



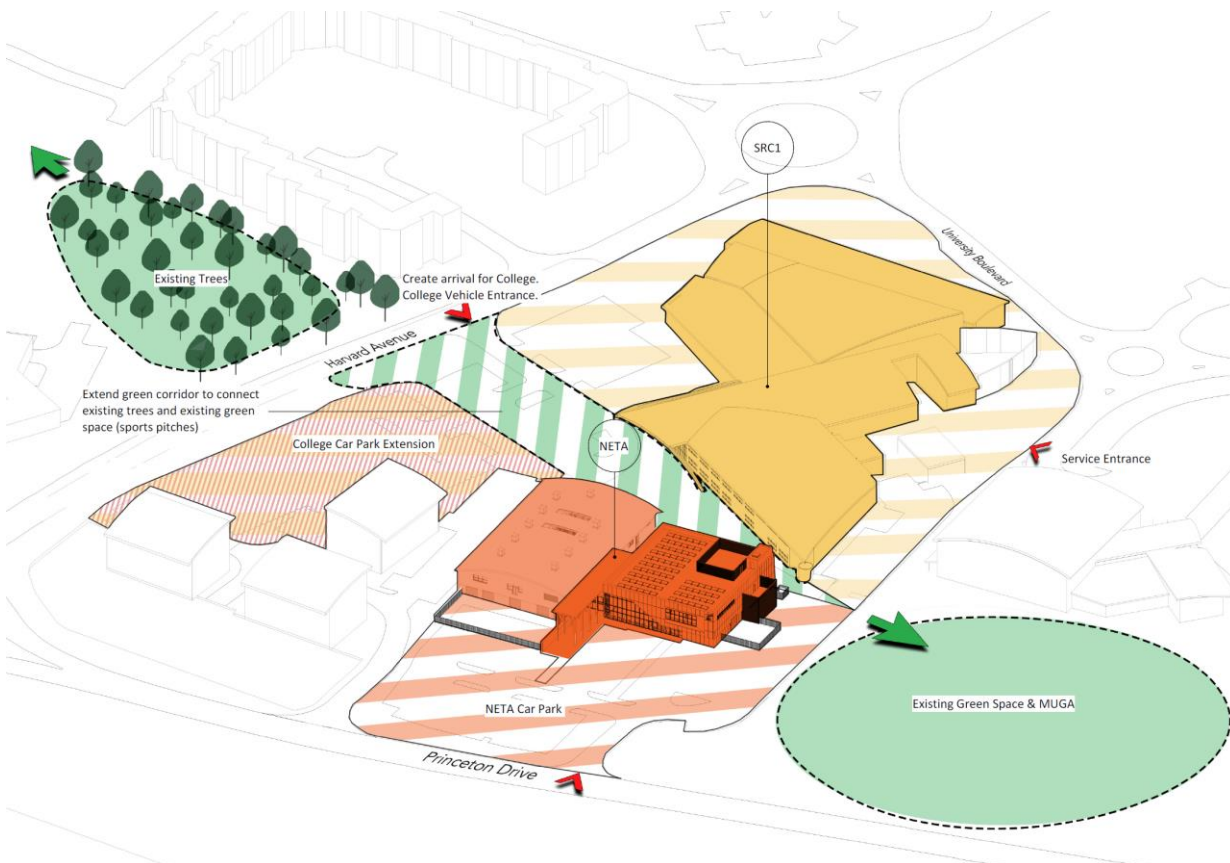
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## 1.0 INTRODUCTION

1.1 This detailed planning application is for the relocation of car parking facilities at Stockton Riverside College. The proposed works are associated with the planned relocation of the Neta Training Group facility currently sited on Pennine Avenue in Stockton, to the college site on Harvard Avenue. Architectural plans for this new building are currently in an advanced stage of preparation and a planning application is expected to be submitted within the next two months. An overall site masterplan (GSS Architecture drawing E058b-GSS-A-(SK)200) shows the proposed location of the NETA facility which will comprise conversion of the existing SRC2 building with a new-build extension located immediately adjacent (the two buildings will be connected). The relocation of NETA to the SRC site has an associated requirement for car parking and at the same time will result in the displacement of existing car parking spaces from within the SRC Car Park 2. Therefore, there is a requirement for a new parking area to accommodate these vehicles. This new parking area must be in place prior to commencement of building works on the NETA facility hence its submission as a separate 'enabling' application, in advance of the main planning application for the new building and refurbishment.

1.2 The graphical concept plan below shows the relationship between the existing (retained) college buildings and associated landscape and infrastructure (yellow), the proposed NETA facility (orange) and car parking (thick orange hatch - retained; dense orange hatch - proposed and the subject of this planning application).



## 2.0 EXISTING SITE

2.1 The Existing Site Location Plan (GSS Architecture drawing E058b-GSS-A-(S)01) shows the location of the proposed site for the car park, which is the existing area of grassland between the SRC Car Park 1 and the commercial office buildings located to the south of this, fronting the intersection of Harvard Avenue and Princeton Drive.

2.2 The grassland is set at a slightly lower level to Harvard Avenue therefore there is a shallow embankment on the western side of the site. There is no existing boundary fencing. SRC Car Park 1, which is accessed from a junction on Harvard Avenue, is separated from the area of grass by a line of trees (including birch, whitebeam, etc.) and non-native ornamental shrubs including Cherry Laurel. At other locations on the edge of the grassland are smaller areas of ornamental shrubs. As mentioned earlier, to the south and west of the grassland there is a group of three office buildings together with associated car parking.

2.3 The adjacent office buildings were developed as part of the overall regeneration of this part of Stockton, in around 2005/2006. At that time the site was completely cleared, therefore the grassland and associated landscaping are of relatively recent origin.

2.4 A Phase 2 Site Investigation of the proposed site has been carried out. This concluded that given the site's proposed land use the levels of contamination recorded on site are unlikely to pose a risk to current and future users.

### 3.0 PROPOSAL

3.1 The proposal is for a new car park to accommodate 162 standard parking bays (5.0m x 2.5m) as shown on the Car Park Relocation – General Arrangement Plan (ONE Environments drawing N1366-ONE-ZZ-XX-DR-L-0001). The car park is serviced by 6.0m wide access roads which will connect to the existing SRC Car Park 1 via a new access point. Vehicular access is therefore from Harvard Avenue via the existing junction and car park (requiring the removal of 5nr parking bays). The access roads will be surfaced with vehicular grade tarmac. The parking bays will consist of permeable block paving, specified as part of an overall Sustainable Urban Drainage (SUDs) design. The site will be graded to facilitate surface water runoff to the permeable paving whilst at the same time aiming to achieve a balance of cut and fill earthworks and avoid unnecessary import and/or export of material. The car park levels also need to tie in with the surrounding development hence existing levels will be retained along the site boundaries. There is likely to be a requirement for a low-level retaining wall (circa 1m high) at the south-western corner of the site to take up the level difference between Harvard Avenue and the car park. This would have a timber balustrade along the top to protect the edge. The car park will be lit by several luminaires on 6m high columns.

3.2 The access roads have been designed to tie in with the road spurs left as part of the office development to the south (for futureproofing); however, there will be no vehicular access from Princeton Drive and barriers will be provided across the two spurs. As part of the development, electrical ducting to these locations will also be provided (again, for futureproofing).

3.3 There are no new accessible parking spaces provided within the car park (due to existing provision and travel distances to existing and proposed buildings), nor are any Electric Vehicle charging points provided. These will be proposed as part of the main planning application.

3.4 Several documents and drawings accompany the planning application in addition to the various site plans. These include:

- Flood Risk Assessment and Drainage Strategy documents/drawings with drainage calculations (BGP Consulting Engineers).
- External Lighting layout and assessment (JH Partners).
- Transportation Assessment and associated documents (Travel Management Plan) dealing with highways issues (SAJ Transport Consultants).
- Biodiversity Net Gain Assessment (OS Ecology) and Preliminary Ecological Appraisal (BSG Ecology).
- Construction Environment Management Plan.
- Phase 2 Site Investigation Report (Solmek).

## 4.0 LANDSCAPING

4.1 Existing vegetation around the site will be retained except for the road connection between the existing and proposed car parks which will require the removal of 3nr trees and a small area of ornamental shrubbery. New planting includes the following:

- Most of the site will be seeded with a species-rich grassland mix.
- A native hedgerow along the western boundary on Harvard Avenue
- A number (19nr) of small native trees (e.g. Hawthorn) located along the hedgerow and other areas on the edges of the site.

4.2 To achieve a minimum of 10% biodiversity net gain, the BNG assessment has concluded that it will be necessary to enhance two areas of existing grassland located to the west and north of the existing SRC Car Park 1. These areas are shown on the Car Park Relocation – Overall Site plan (ONE Environments drawing N1366-ONE-ZZ-XX-DR-L-0002).

## 5.0 SUMMARY

5.1 The proposed planting around the car park will assist in integrating the car park into its landscape context and provide a degree of screening. Overall, it is considered that the proposed car park is in keeping with the commercial and education developments within the immediately surrounding area, is an appropriate form of development for this location, and in accordance with the relevant planning policies.



## APPENDICES

Error! Reference source not found.: Site Photographs

## Appendix A SITE PHOTOGRAPHS



Plate 1: View south across site



Plate 2: View north across site



Project Name	NETA Relocation Enabling Works			
Address 1	Stockton Riverside College, Harvard Avenue			
Address 2	Stockton-On-Tees, TS17 6FB			
Report Title	Design and Access Statement			
Revision	P01			
Suitability				
Report Date	Month	April	Year	2024