
6.0 Architectural Proposal



6.1 Built Form Overview

OVERVIEW OF ARCHITECTURAL PROPOSALS

The built form elements of the previously described masterplan comprise of the following:

- Amenity Building (to achieve BREEAM ‘Excellent’ certification)
- Fuel Filling Station (FFS) for cars / LGVs + Shop
- HGV / coach Fuel Filling Station (FFS)

The architectural proposals seek to provide a cohesive and unified response to the initially established design objectives.

USE

Amenity Building

The Amenity Building provides a valuable opportunity for rest, relaxation and recuperation, where visitors are able to use the washroom facilities or enjoy the wide range of food and beverages on offer.

Fuel Filling Station (FFS) and HGV Fuel Filling Station

The forecourt areas and shop are located on exit from the site. The fuel areas for HGV and private cars are contained under their own canopy roofs with integrated PV solar panels with a separate shop facility, that serves both private car and HGV provision.

AMOUNT

The Amenity Building will have a footprint of approximately 2300m² and a gross internal area of approximately 3500m², including potential mezzanine level.

The FFS shop has a footprint of approximately 320m²

SCALE

The heights of the built forms within the masterplan were of utmost importance, due to the impact this would have on the surrounding landscape and the visibility of the scheme from the surrounding area. In addition to reduced building heights through careful planning, the

impact of the buildings’ scale is further reduced by the inclusion of a wild meadow green roof, essentially assuming the buildings into the surrounding landscape.

Amenity Building

The height of the Amenity Building has been designed to be lowest when viewed as part of the more sensitive views, looking south from the north side of the site, with a green roofed element seemingly rising up out of the ground to reach it’s highest point towards the entrance off the B4005. The green roof rising up from the ground transforms the building into a landscape feature softening the site, and minimising any potential visual impact from surrounding areas.

The entrance to the main amenity building sits centrally within the car park, with a double height entrance and seating area, behind a glazed elevation, creating an impressive sense of arrival for visitors, giving the internal areas a sense of scale, light and space.

FFS- Fuel Filling Station

The height of the canopy over the FFS forecourt has been reduced to the minimum height required for vehicular access to the filling pumps. In a similar nature to the canopy of the main Fuel Filling Station, the canopy over the HGV FFS will be set at the minimum height required for this facility to meet the functional requirements.

The FFS shop will be a low lying building beneath a green roof. The sub station will also be similarly treated, again with a green roof to offer greater biodiversity to the site and help blend the built form as much as possible into the surrounding landscaping.

APPEARANCE

The appearance of the built forms within the site is driven by the primary objective of limiting the visual and spatial impact of the scheme on the surrounding areas. As such, the overall aesthetic of the built forms is one of integration with the landscape. The aim is to limit the visual impact of the facility, while providing necessary modern facilities for users of the M4. Although this is an outline application, the concepts that will drive the

choice of materials for the development have already been established, as they are deeply embedded within the scheme’s initial design objectives. The choice of materials will be directly influenced by the site’s semi rural setting. Colour schemes will reference both the surrounding green fields and vegetated areas, and urban edge development.

In order to enforce the natural aesthetic and light and airy internal spaces, materials considered for the proposal will include the use of timber. The use of glass for the elevations will also enable the built form to have a ‘light touch’ upon surrounding landscape, blurring the definition between interior and exterior spaces.

Wherever possible, the design will seek to utilise locally sourced materials, both to reduce the environmental impact of the scheme and to further embed the buildings within the local vernacular.

The embodied energy, durability and life-span of materials will be



Aesthetic Concept - Mood Board

interrogated in order to add to the scheme's respect for the natural environment.

LAYOUT

Although the proposals are for an outline planning application, with all matters reserved except access, it is important to highlight the way the client's ethos in creating an outstanding user experience will influence the planning of the internal spaces. To this end, the layout of the main Amenity Building has already been carefully considered.

Amenity Building

The shape of the building's floor plans is largely driven by the relationship between the building uses and the height of the curved green roof, which is in turn driven by site's topography in the wider landscape and need to limit the buildings visibility from external views.

The internal layout has been designed to be as compact as possible without impacting on functionality, in order to limit the overall land take of the scheme.

The client's ethos is centred around creating a light, spacious, and open environment for their customers, a wide choice of food and beverages and a variety of different areas to rest and relax. These aspirations are manifested in the building's layout.

As visitors enter the building through the main entrance, they are greeted by a spacious and open double height space, immediately exposing visitors to the dramatic tree-like structures supporting the roof above. Within this light is controlled through openings within the structure housing north-lights giving an even light to the spaces below.

From the main entrance the open and simple floor plan creates a high level of legibility, enabling the visitor to immediately orientate themselves and identify the area they need to get to. All of the building's retail, food and beverage provision is visible from the main entrance area, with the majority of the facilities being located at the back of the plan, allowing ease of access for deliveries and servicing. In this manner a clear 'back of house' and 'front of house' strategy is created.

Locating the majority of the facilities at the back of house, where natural daylight is more limited also enables the more abundantly day-lit spaces at the front of the plan to be occupied with visitor seating areas, supporting the client's aspirations for a light and airy experience.

Further to the main food and beverage outlets, smaller opportunities are proposed, located adjacent to main entrance for visitors in a hurry to grab a quick refreshment without the need to fully enter the main building.

The majority of the front of the ground floor plan is occupied by seating areas, designed to provide visitors with a wide range of choice in where to relax, with areas varying from dining and bistro tables to lounge furniture and comfortable sofa areas.

A dedicated private 24 hour lounge will provide HGV drivers with a place to rest and recuperate on the mezzanine floor.



Roof - Sensible Architecture



Structure - Glulam

A second entrance to the amenity building will give direct access from the Fuel Filling areas and HGV parking, with a separate shop located directly adjacent to these facilities for driver convenience.

The vertical circulation, providing access to a mezzanine level, is situated to the side of the plan, easily visible upon arrival from either entrance to the building. The mezzanine level will also provide admin and staff areas including staff wash-room and changing facilities etc.

Internal and external children's play areas, associated with landscaped external amenity areas, will be provided on the ground floor.

Summary

As highlighted in the DfT Circular 01/2022: 'The Strategic Road Network and the Delivery of Sustainable Development', MRAs perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey. There is a need for a facility on this section of the M4 to provide a resting place for all manner of road users, including drivers and passengers of private cars, vans, HGVs, coaches, caravans and motorbikes.

The Swindon MRA proposal utilises a single sided development served by an existing junction (Junction 16) of the M4, thus greatly minimising the amount of land required to provide this necessary facility, while still enabling access from both directions of travel.

Our proposal has sought to present a modern, efficient and exemplary 'MRA of the future' which is highly respectful of its setting, seeking to minimise the impact of the development on the local environment both spatially and visually while maintaining a design quality befitting both its use and context.

The development of the design has been controlled through careful consideration of the following factors:

- Detailed appraisal and analysis of the site's physical parameters and visual character;
- Detailed understanding of the site's context, local historical character and contextual ecology;
- Development of client brief and user needs;
- Detailed understanding of the national, regional and local planning

context;

- A desire to provide a service area of the future, capable of responding to future changes in ways and means of travel and ensuring that all future vehicle requirements are fully provided for
- A desire to provide a responsible development that respects the local environment
- A respect for the semi rural / urban edge location of the site

The designs of the built elements of the scheme have been carefully considered to blend the scheme seamlessly into the landscape, protecting key views and minimising any unnecessary disruption to the landscape.

This has been a major driver in the designs from the start, with the positioning of the building within the site and the utilisation of both the green roof, supported by carefully considered perimeter earth moulding and planting to help shield the development from off site views, while maintaining a necessary presence from the motorway to ensure that the facility is identifiable from a 'road safety' perspective.

With a focus on limiting the scheme's visual, spatial and ecological impact on the surrounding areas, the design has sought to seamlessly blend the building elements and parking areas into its semi rural / urban edge setting, minimising external views of the built form.

A series of layout options were tested and interrogated in order to establish the most compact and efficient site layout, whilst limiting the amount of manipulation of the site's natural topography.

Primary elements such as structure and roof seek to play an integral role in blending the built forms within the surrounding landscape, which will be further enhanced by the choice of materials used as the scheme develops.

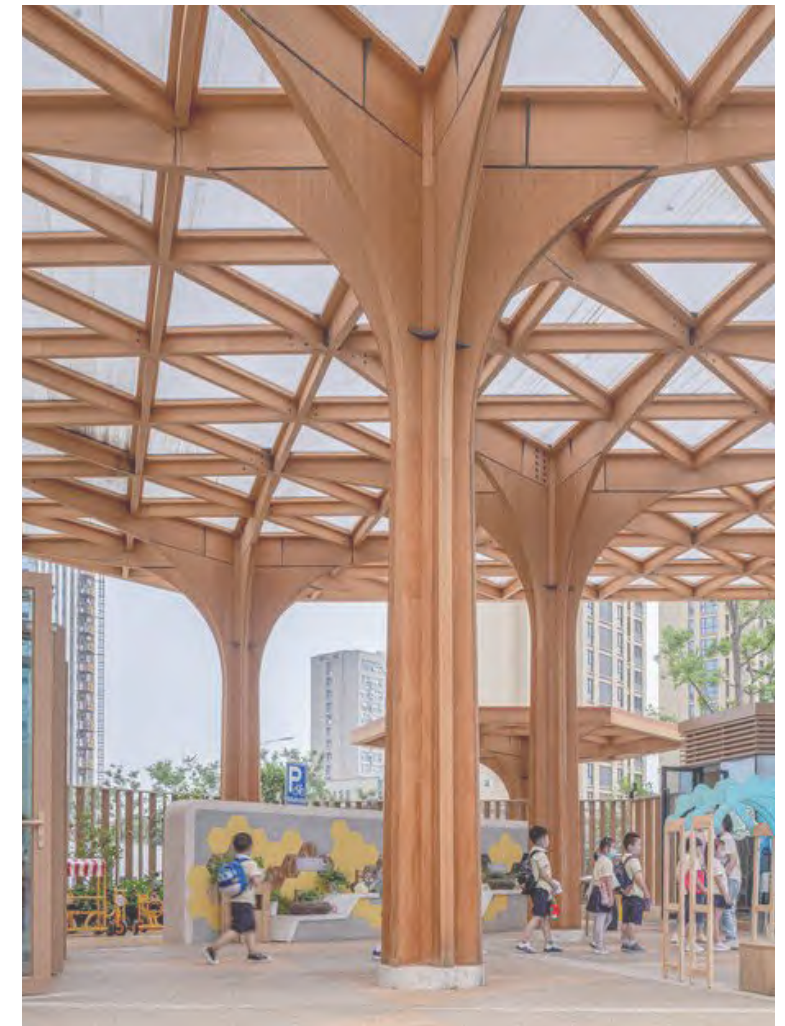
Every effort has been made to address all relevant issues, with the aim of delivering a state of the art facility 'of the future' while minimising, as far as possible, its impact on the surrounding area and the environment as a whole.



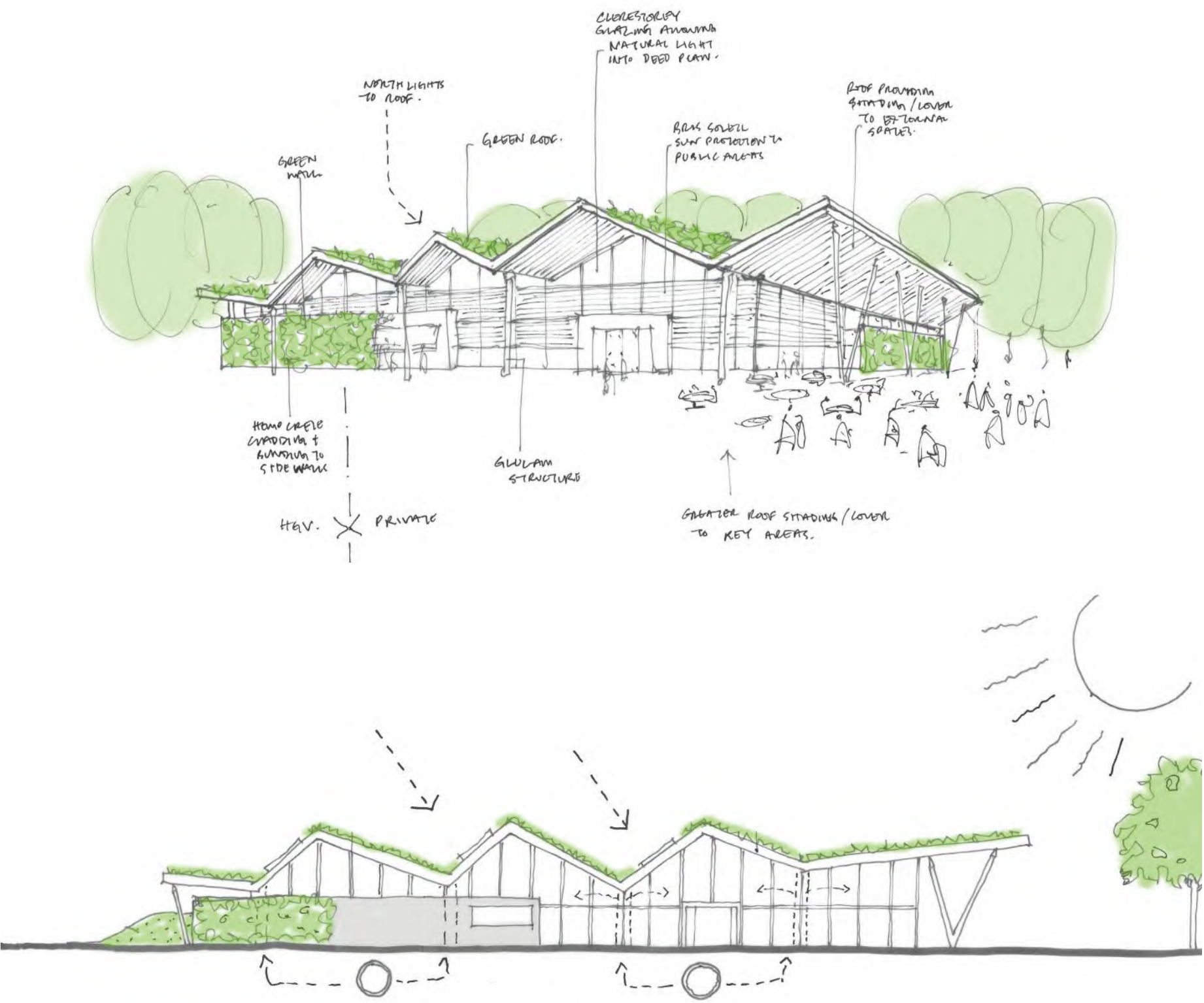
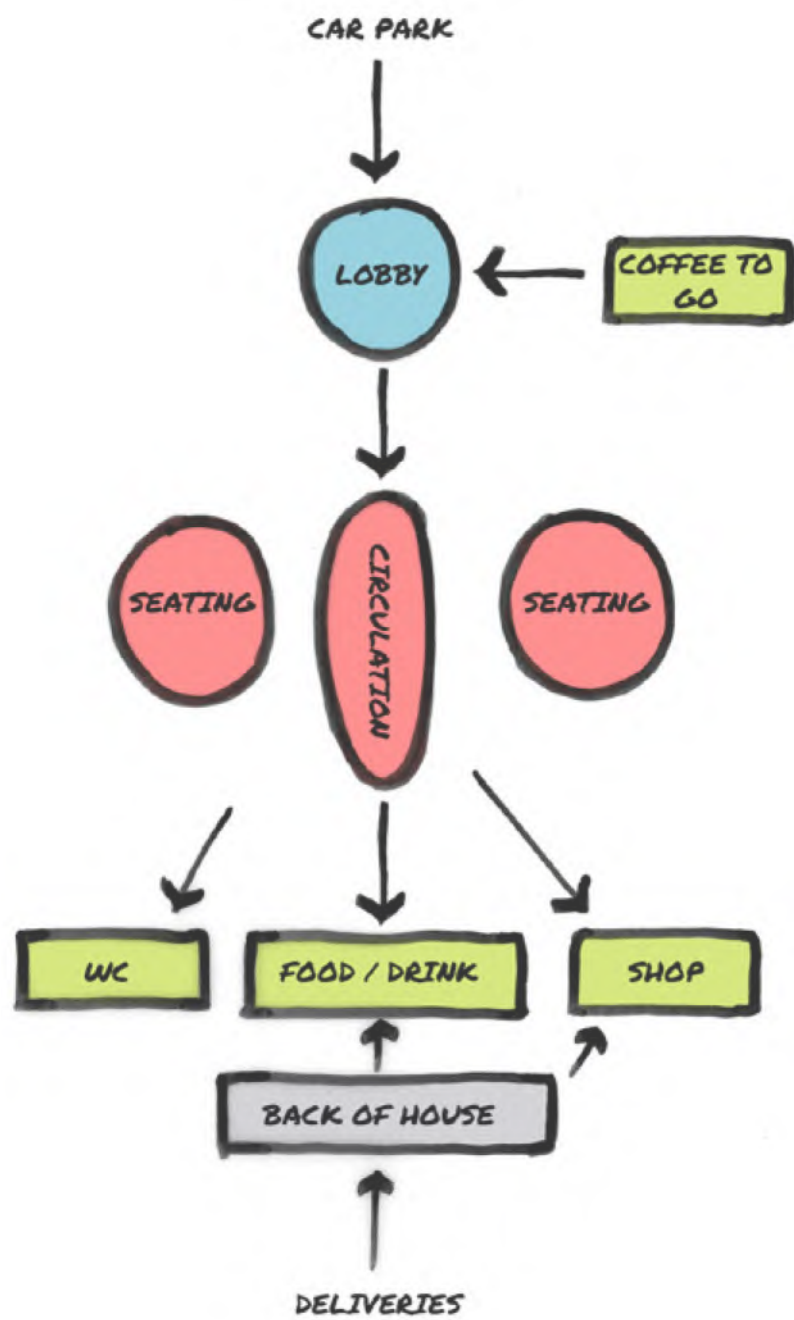
Sustainable Material - Exposed Glulam Structure



Sustainable Material - Exposed Glulam Structure



DESIGN DEVELOPMENT



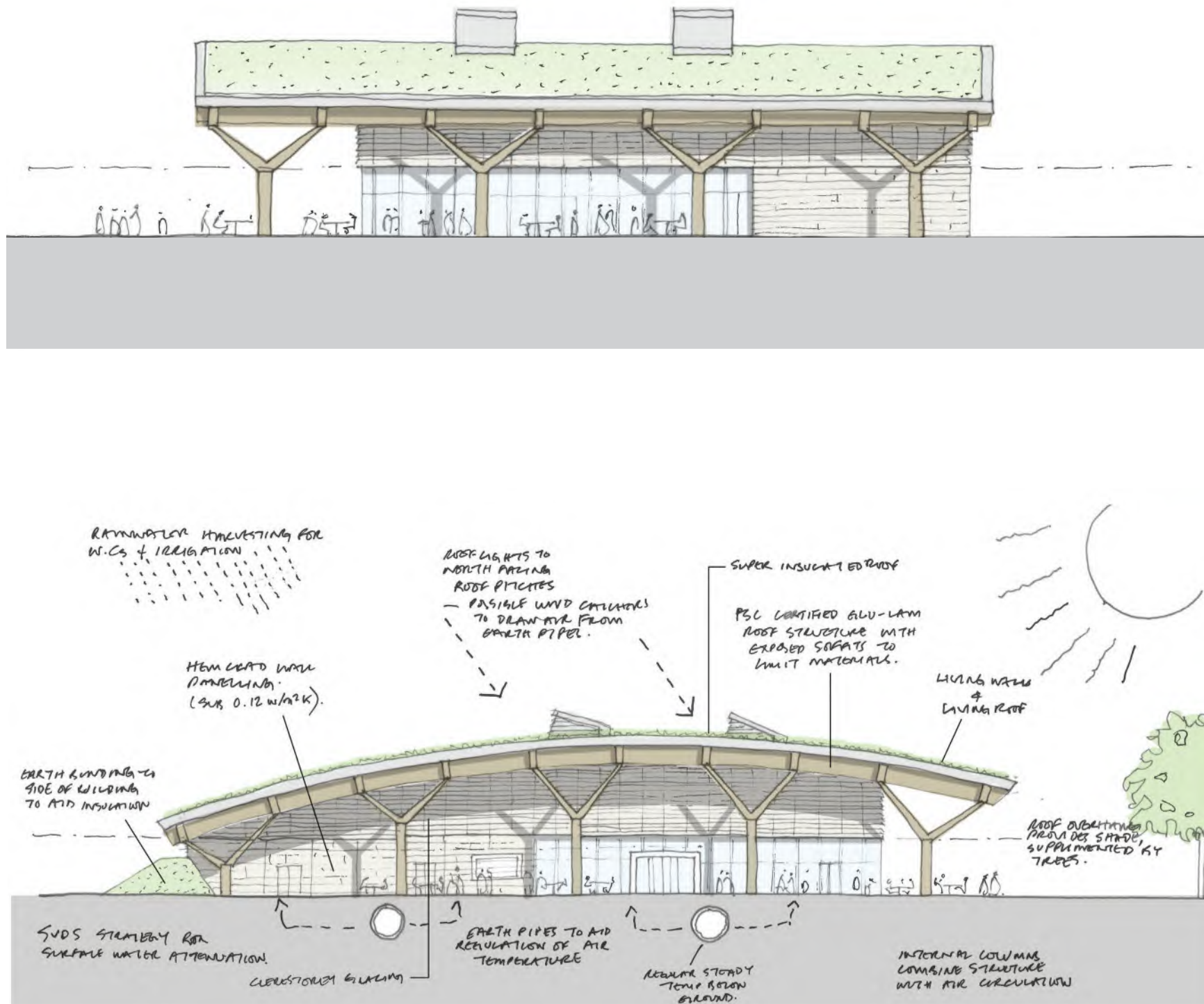
ENVIRONMENTAL STRATEGIES / POSSIBILITIES CONSIDERED

Although the proposals are only submitted for outline planning approval, careful consideration of the environmental impact of the buildings have been undertaken in formulating the illustrative designs.

Further investigation into the most appropriate materials, construction method, approach and systems will be undertaken during design development.

A number of different approaches / systems have been explored to date, which include the following:

- Provenance- Locally sourced materials
- Rainwater harvesting
- Earth covered roof- meadow of grass & wild-flowers (thermal buffer and ecological benefits)
- Timber Glu-lam structure (from FSC certified sources)
- Solar collectors to heat site water
- PVs to obtain solar power
- Foul water waste system- septic tank, reed beds (enabling water to be cleaned & delivered via swales to existing ponds for use in lavatories, vehicle washing and grass roof irrigation etc.)
- Clerestory glazing to allow natural light deep into floor-plate
- M&E strategy- Air/ground sourced heat pumps / Biomass / CHP etc.
- Solar protection (brise soleil) to southern facing glazing
- Sun pipes to deep plan areas
- North facing roof lights for even light distribution and to avoid direct solar overheating
- Locally sourced hemp and chalk blocks
- Heat reclaimed from food refrigeration to help with heat demand of building
- Construction waste diverted from landfill
- Hem-clad wall panels (with U Values of sub 0.12W/m²K possible)
- Sustainable Urban Drainage System (SuDS) with permeable paving, sweeps and swales where possible
- Lime stabilising of the foundations
- Considerate Constructor Scheme
- Solar PV collectors to car parking (also providing shade)

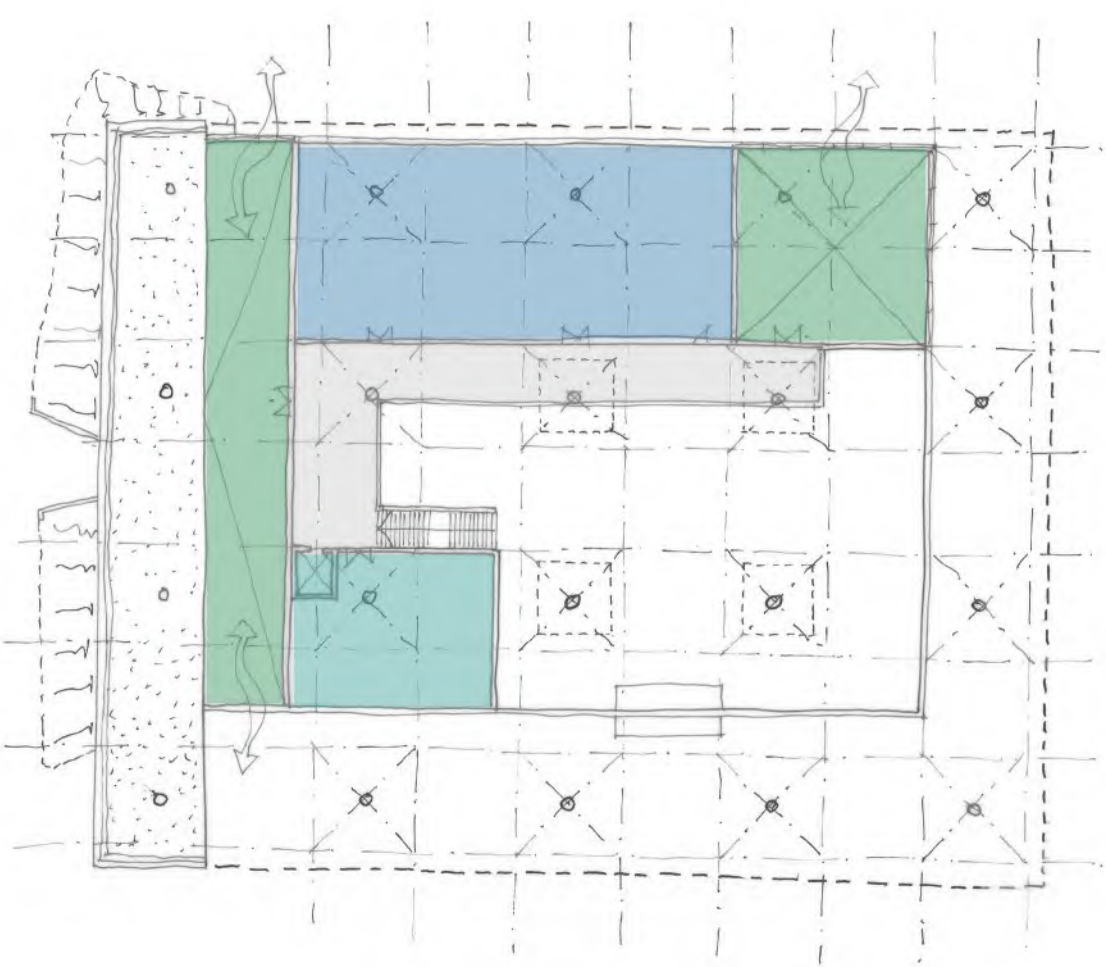


DESIGN DEVELOPMENT



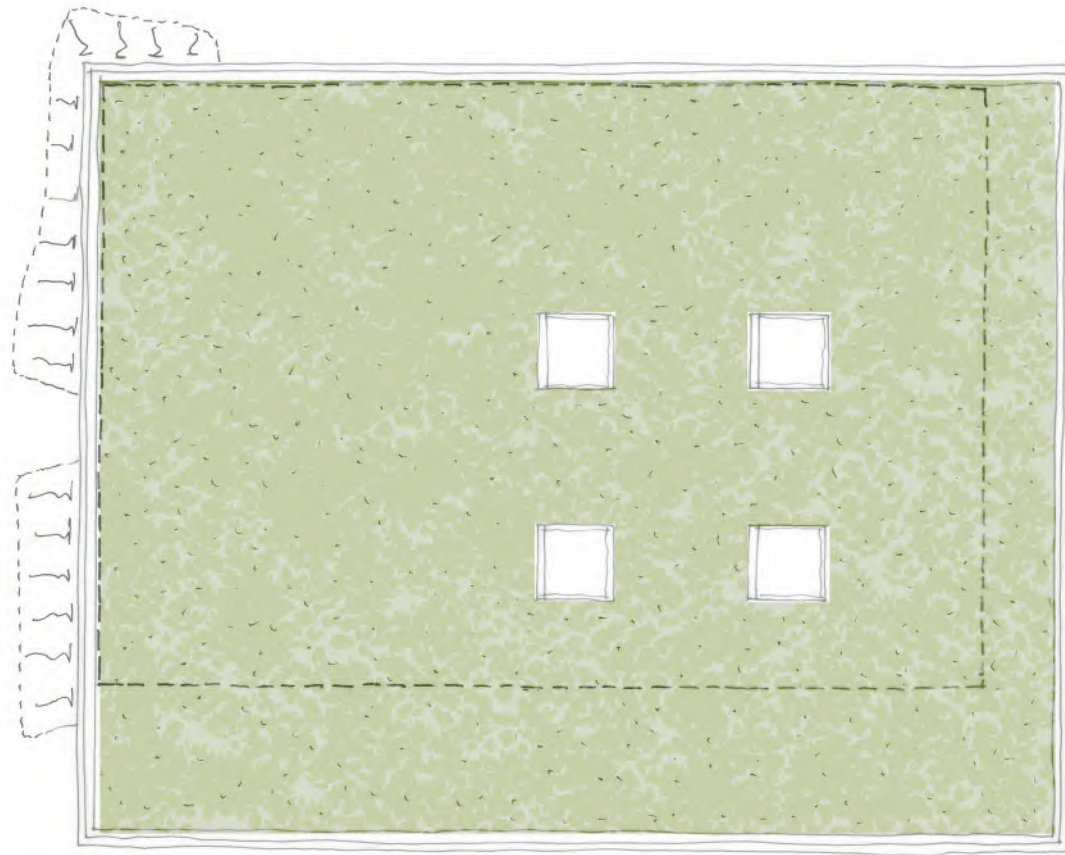
GROUND FLOOR LAYOUT

- W.C.s, Showers & Plant
- Retail
- F&B
- BOH & Plant
- Gaming



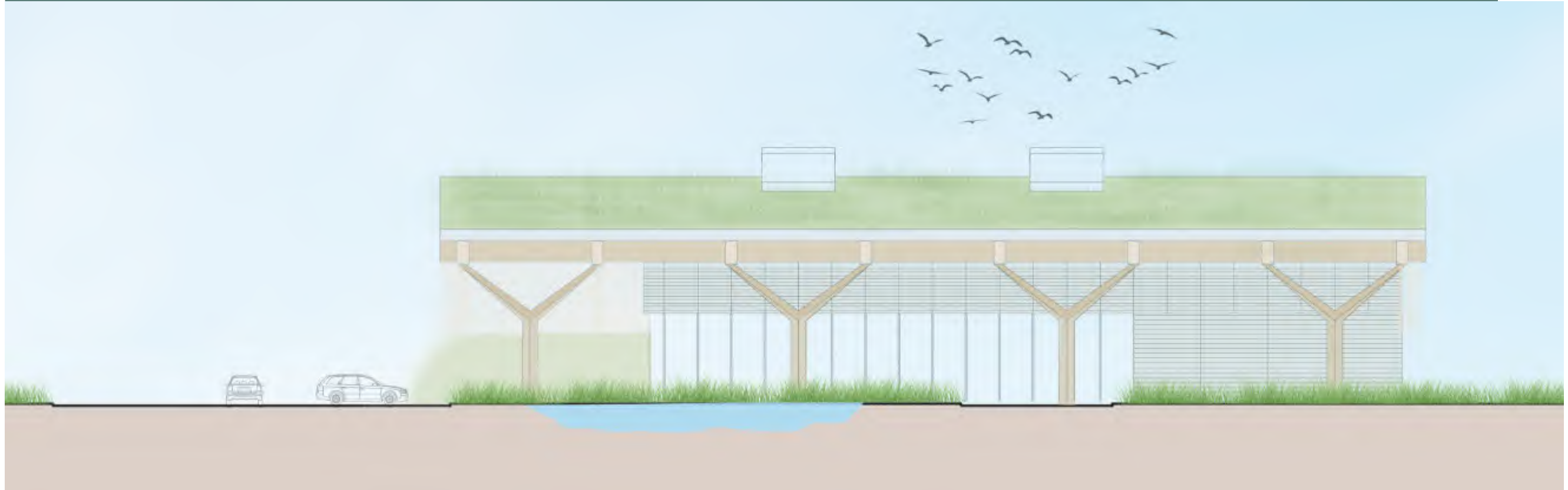
MEZZANINE FLOOR LAYOUT

- Staff
- Plant
- HGV Lounge



ROOF PLAN





South elevation of Amenity Building



Front elevation of Amenity Building

6.2 SUSTAINABILITY

Please refer to the 'Sustainable Construction and Energy Statement' (ref 3449-SDA-ZZ-ZZ-RP-EN-00101) produced by Services Design Associates (SDA) that forms part of the wider application documents.

From the outset of the design process, the aspiration was to create an environmentally responsible scheme which is sympathetic to the semi rural nature and locality of its setting.

The scheme looks to provide economic, social and environmental benefits as set out in the NPPF and re-enforced in Local Policy, such as by aiming to achieve an 'Excellent' rating when assessed within the Building Research Establishments Environmental Assessment Method (BREEAM) and achieving a BNG of 10% or greater.

Although the proposals are currently in outline, sustainable construction methods have been considered for the design proposals, including (but not limited to)

- Passive Design
- Efficient Building Services Systems
- Renewable Energy Generation
- Water Efficiency
- Sustainable Construction Materials
- Biodiversity

The scheme further seeks to minimise energy and water consumption, the use of natural non-renewable resources, flood risk and waste

In order to reduce the scheme's impact on the environment and to meet National and Local Policies, the design team have sought to adopt a holistic sustainable approach and employ a number of strategies aimed at reducing the building's energy dependence.

Utilising a high level of glazing (albeit shaded) for the envelope of the Amenity Building will enable interior spaces to be lit naturally, whilst the oversailing green roof will reduce solar heat gain, during the middle of the day, reducing the demand for mechanical cooling. The green roof has a high thermal performance, providing a high level of insulation for the spaces below and reducing the artificial heating demand in winter. In summer, green roof systems are recognised as aiding cooler temperatures within the building, by a combination of plant and soil processes which reduce the amount of solar energy absorbed by the roof membrane. Timber is proposed for the roof structure and mezzanine floor and the specification of local and responsibly sourced materials will be primarily explored.

The energy strategy follows the energy hierarchy of importantly reducing energy demand through passive means, then using energy efficient systems to service the building, and lastly, generation of clean energy from photovoltaic panels.

As the design process progresses, the design team will explore systems relating to on-site energy production and water recycling in order to further limit the scheme's impact on the environment. These will include the incorporation of water-saving measures, potential reuse of waste generated onsite, minimisation of waste and pollution at site of construction, rainwater harvesting and reuse of greywater, to mention a few.

The Sustainable Drainage System will seek to reduce the impact of the development with respect to surface water drainage by the use of permeable paving and with the creation of ponds and swales that will also provide a new haven for wildlife.



6.3 ACCESSIBILITY

ACCESSIBILITY

In order to create a fair and inclusive facility it is important that access to the buildings and the internal circulation strategy is considered from the outset of the design process.

In accordance with Part M of the Building Regulations the design will provide level access to the main Amenity Building to ensure convenient access for disabled users.

Within the main Amenity Building a lift will ensure that the first floor accommodation can be accessed by all. The design will also provide a sufficient amount of disabled toilets as recommended by British Standards, and the design of these toilets will comply with the recommendations in Part M of the Building Regulations. Disabled parking provision will comply with the provision set within the DfT Circular 01/2022 'The Strategic Road Network and the Delivery of Sustainable Development'. This provision will be located within easy access of the main Amenity Building.

All car parking areas will include safe, clear and efficient pedestrian routes to ensure all pedestrians can navigate the site safely without conflict with vehicles.



Disabled parking spaces in proximity of Amenity Building

6.4 CRIME ASSESSMENT

CRIME ASSESSMENT

As a 24 hour public facility it is important that security measures are considered at very early stage, addressing key principle viii of Core Policy 57 of the Wiltshire Core Strategy. The National Planning Policy Framework highlights the importance of achieving safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life, or in the context of the development, the quality of the user experience. (NPPF chapter 8 paragraph 92).

During the pre-application, the design team has corresponded with the Crime Prevention Design Advisor to ensure that security issues are considered at the earliest possible stage of the design process. This will be followed up with a meeting so that a proper assessment can be made of our proposals to ensure that every measure has been taken to make the design secure from crime.

POTENTIAL CRIME OR FEAR OF CRIME ASSOCIATED WITH MRAs AND MRAs

Wiltshire Police identify a broad range of potential crime risks associated with MRAs including terrorism, rioting, theft of vehicles or belongings, failing to make payment for fuel taken from FFS (Bilking), assault / road rage, unauthorised pedestrian entry, Traveller disputes, domestic disputes and vandalism to name but a few. Also, due to it's nature as a 24 hour facility, there will undoubtedly be quieter times where users may feel an increased fear of crime, such as during the night.

DESIGN RESPONSE TO SECURITY CONSIDERATIONS

The design team will call upon the client's wealth of experience to ensure the design creates a safe and secure environment for staff. Despite this application being only in outline, considerations have been made to ensure appropriate security measures can be delivered. The site's boundaries will be secured with an appropriate fencing system fully integrated into the planting designs, to prevent unauthorised access to the MRA. There will also be full CCTV coverage, both internally and externally. All vehicle parks have been designed with the intention of using natural surveillance to reduce the risk of crime. Large windows to the Amenity Building will ensure clear views.

Lighting and CCTV strategies will be developed to work together and provide a discreet yet effective method of ensuring users feel safe and secure at all times of day and night. These will also be divided into easily navigable small areas within the landscape. ATMs will be internal and backing onto secure cash rooms.

The design of the SuDS, bunding and green roof will be designed to prevent any illicit access into these areas. The design of the Amenity Building envelope will seek to mitigate crimes such as forced entry and vandalism. All facilities will utilise elements such as lighting, smoke detectors and CCTV to deter illegal activities and bollards will be used in front of internal and external seating areas and to the front of the Amenity Building. The Amenity Building will also contain a dedicated, unmarked, Police Room.

The petrol forecourt will be fitted with CCTV to ensure that drivers failing to make payment can be traced by the police. ANPR systems will be considered as a back-up measure for CCTV, and will be fitted into the HGV FFS. Pay at Pump technology will be utilised at the HGV FFS, but will also be available, and could be used, as a further security measure at all FFS areas.



Security and Safety



7.0 Access Strategy

7.1 ACCESSIBILITY

1.1 Proposed Vehicular Access

1.1.1 Vehicular access to the site would be gained via the creation of a new 55 metre ICD roundabout on the B4005.

1.1.2 The proposed site access arrangement is shown at Plan 3.

1.1.3 A Stage 1/2 Road Safety Audit for the proposed site access will be commissioned once the principle of the site access has been agreed with Highways Officers at Wiltshire Council.

1.2 Access by Non Car Modes

1.2.1 It is not considered that a development of this type will offer significant local customer demand to warrant a dedicated public transport service, cycle lanes or footpaths on the local road network upon opening.

1.2.2 Nevertheless, the connectivity of the site by other modes of travel should be considered to ensure that unnecessary staff related trips are not induced via the strategic road network.

1.2.3 The proposal includes a potential link to a footway outside the southern boundary of the Site, adjoining the B4005, which will allow for enhanced pedestrian connectivity from the Site and nearby public transport links. These works are deemed as improvements to the highway and will be agreed through discussions with the Applicant, Council and Highways Department.

1.2.4 In addition, pedestrian crossing facilities will be provided internally within the site to link the car parking areas to the proposed amenity building.

1.2.5 Further details regarding the accessibility of the site by non-car modes is provided within the accompanying Transport Assessment and the proposals are also supported by a Staff Travel Plan.

1.3 Parking Provision

1.3.1 Table 1 below summarises the minimum parking requirements based on the parking requirements contained within in the Circular 01/2022 and the proposed parking provision on the site. The proposals allow for an increase in traffic to provide for future traffic growth. Further details are provided in the accompanying Transport Assessment.

1.3.2 As can be seen, the proposals provide parking provision equal to, or in excess of the minimum parking requirements contained within Circular 01/2022.

1.3.3 In addition, the proposals include up to 50 electric vehicle charging spaces for cars from day one and there is potential to increase this EV charging provision in the future, including the provision of EV charging spaces for HGV's in the near future, subject to demand.

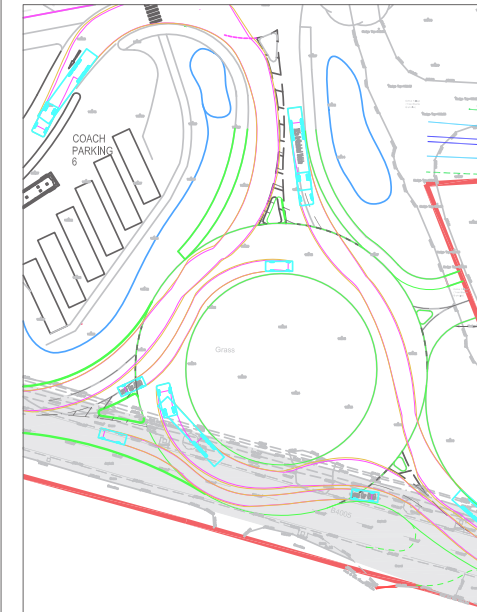
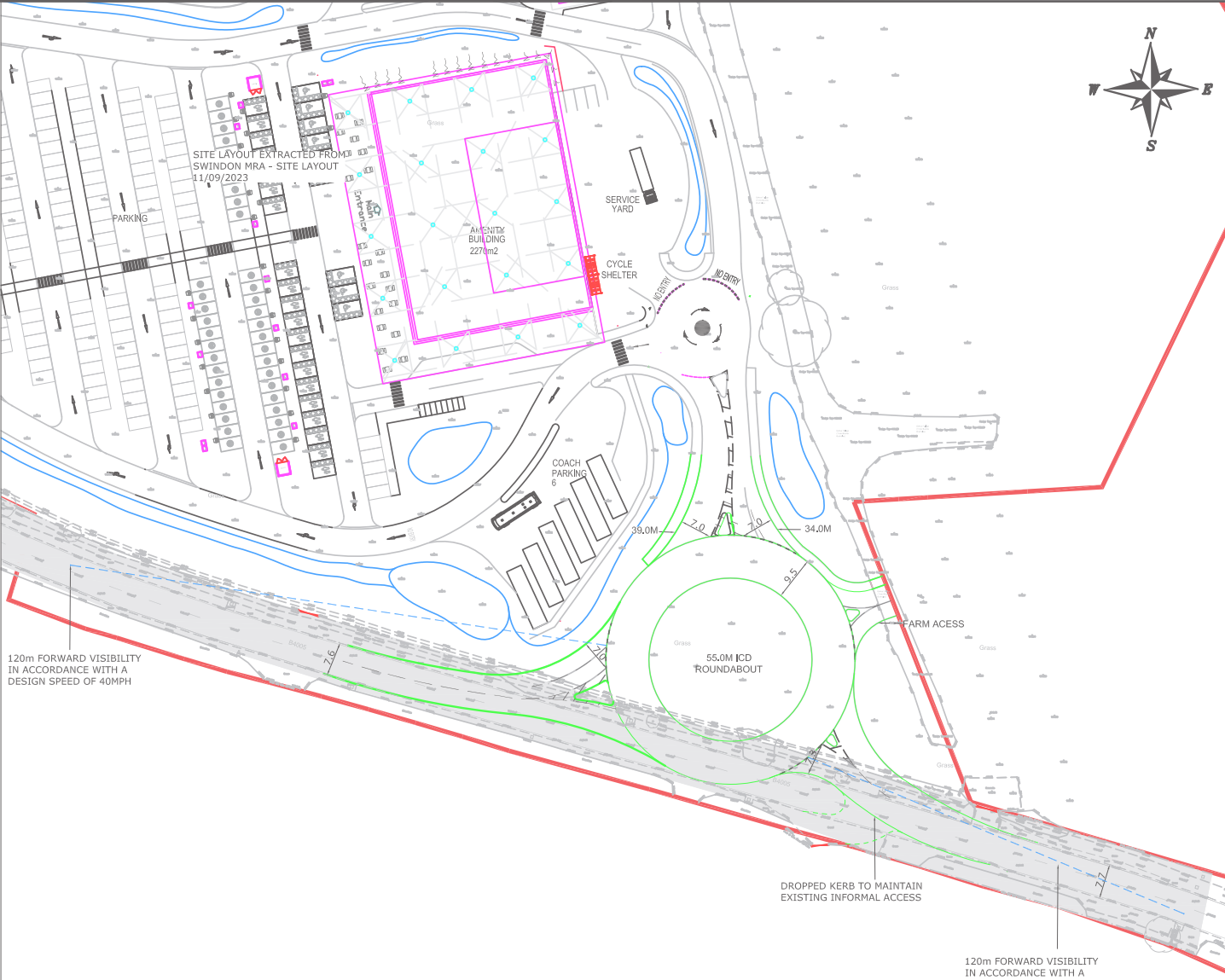
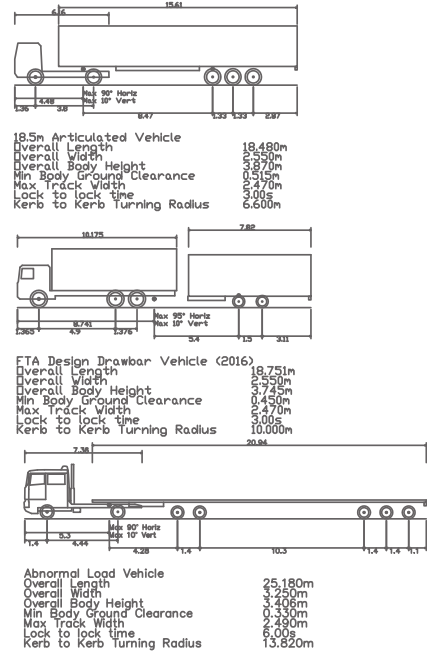
Parking Type	MRA Parking Requirements	Proposals
Cars - 0.5% of A	226	241
HGV – 1.0% of B	60	62
Abnormal Loads – Minimum of 1	1	1
Coach – 0.1% of B	6	6
Caravan/Motorhome – 0.015% of A	7	7
Motorcycle – 0.015% of A (minimum of 10)	7	12
Disabled car users – 5% of car spaces (minimum of 5)	11	11
Disabled Caravan – 5% of spaces (minimum of 1)	1	1



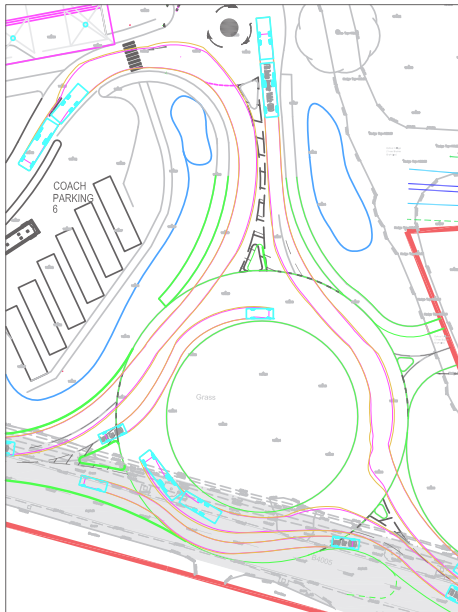
NORTH SOUTH AERIAL VIEW



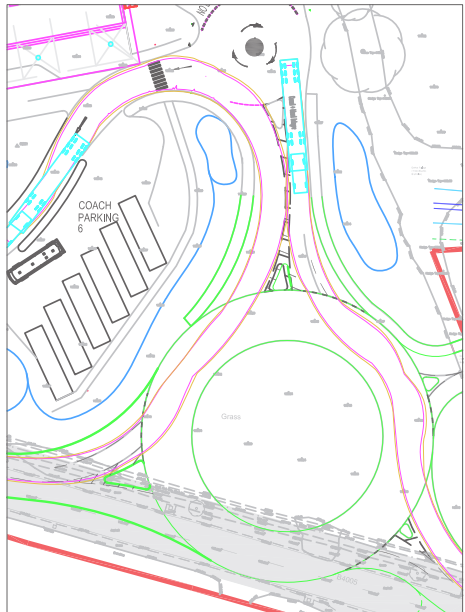
ADOPTED HIGHWAY PLAN



18.5M FTA



DRAWBAR VEHICLE



ABNORMAL LOAD VEHICLE

NOTES PLAN 3

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: WILTSHIRE COUNCIL
TOTAL AREA OF SITE: 7.27Ha

E D C B	FOR SUBMISSION	MTC	MTC	OCT 23
	DROPPED KERBS AT EASTERN ARM ADDED	HL	JC	SEP 23
	LOCAL AUTHORITY UPDATED	HL	MTC	SEP 23
	DRAINAGE DITCH SHOWN & SITE LAYOUT UPDATED	HL	MC	SEP 23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: MOTO

PROJECT: MOTO SWINDON

DRAWING TITLE: PROPOSED SITE ACCESS PLAN

SCALES: 1:1250 @ A3		
DRAWN: LB	CHECKED: MC	DATE: MAY 23

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3728-F04	REVISION: E
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Eddisons Incorporating Croft

NOTES

PLAN 4

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: WILTSHIRE COUNCIL
TOTAL AREA OF SITE: 7.27Ha

D	INDICATIVE FOOTWAY ADDED	MTC	MTC	OCT 23
C	LOCAL AUTHORITY UPDATED	HL	MTC	SEP 23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MOTO

PROJECT:

MOTO
SWINDON

DRAWING TITLE:

POTENTIAL FOOTWAY LINK

SCALES:

1:1250 @ A3

DRAWN:	LB	CHECKED:	MC	DATE:	JUN 23
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

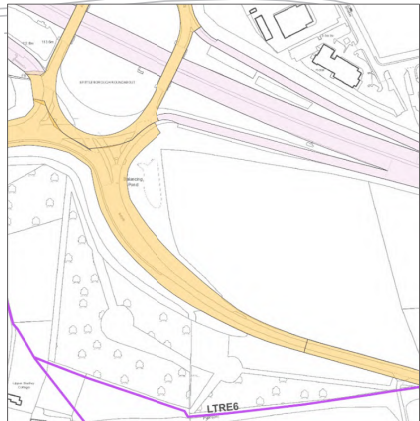
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3728-F06	REVISION:	D
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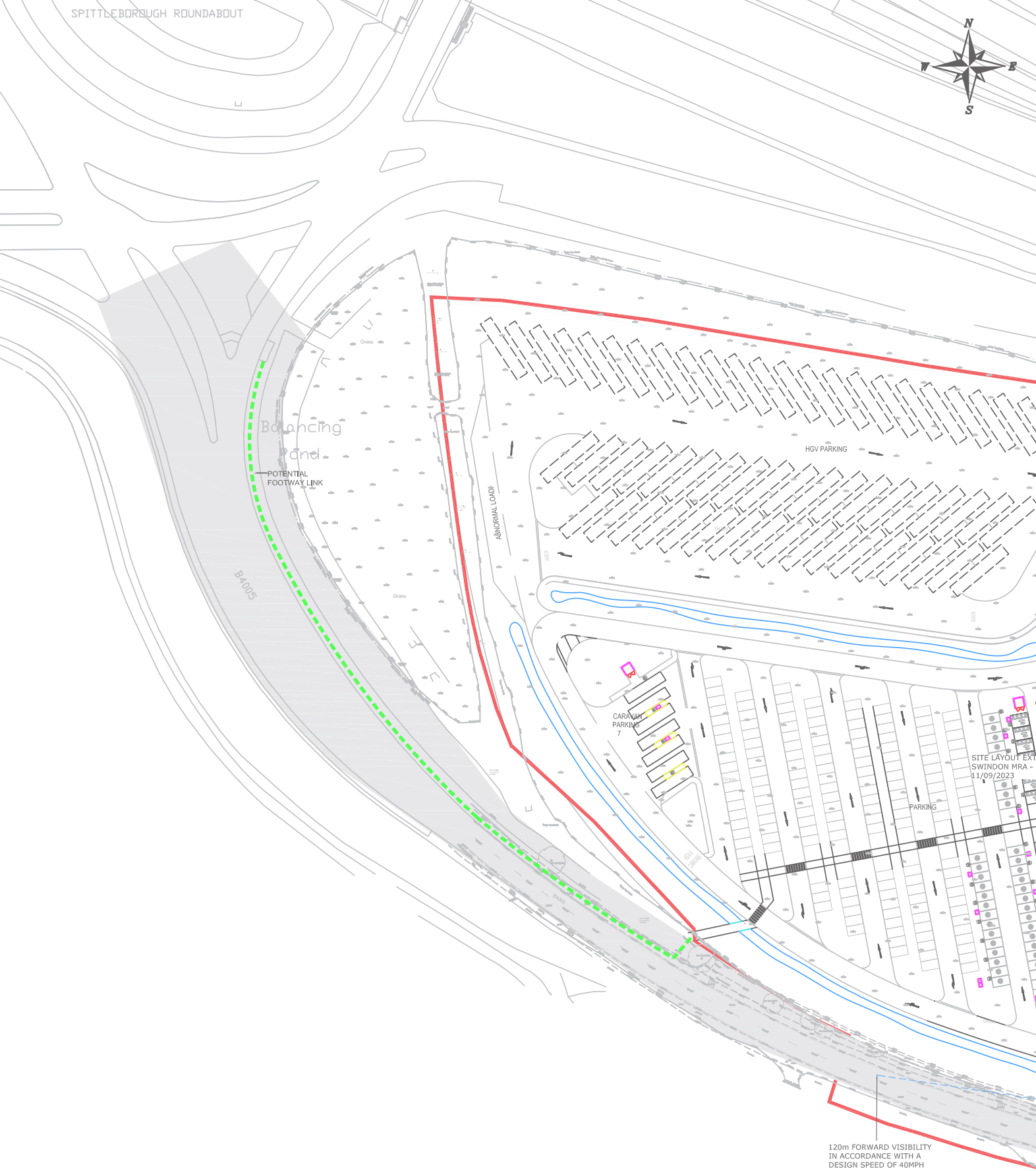
Eddisons | Incorporating
Croft



NORTH SOUTH AERIAL VIEW



ADOPTED HIGHWAY PLAN



120m FORWARD VISIBILITY
IN ACCORDANCE WITH A
DESIGN SPEED OF 40MPH

8.0 Consultation

8.1 Pre-application consultation

2022 Consultation

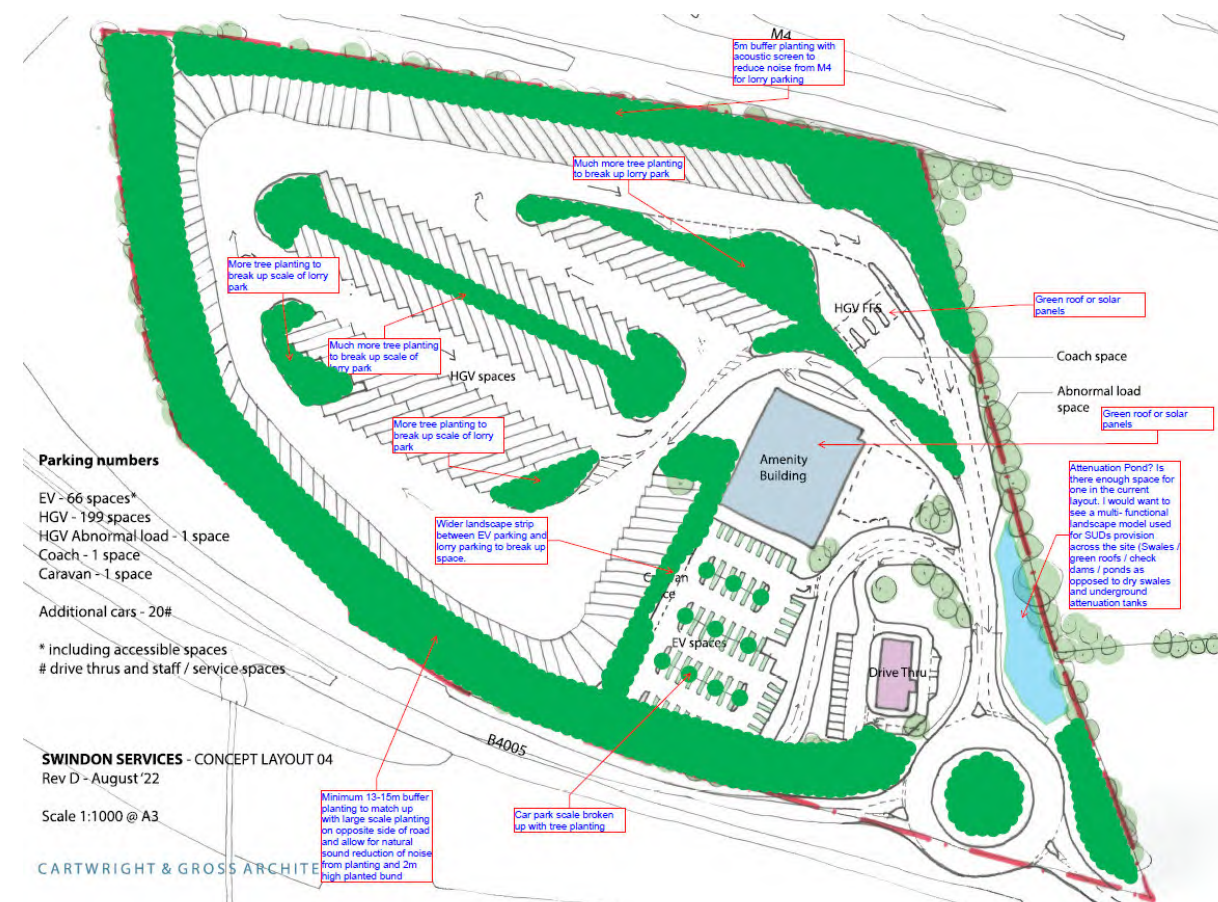
A pre-application advice request was submitted in August 2022 (LPA reference: ENQ/2022/01548) for the Creation of HGV park facility of, *199 HGV parking spaces, 66 electric vehicle spaces, 1 HGV abnormal load space, 1 coach space, 1 caravan space, an amenity building, HGV fuel filling station and a drive thru building with 20 additional car parking spaces*. Subsequent advice was received from the LPA concerning the acceptability of the proposal, which outlined additional information to be included in the future submission of a planning application.

- The location is likely to cause highway concerns
- Insufficient information available to justify for the proposed development at this location. Any future application would need to be accompanied by:
 - Transport Statement
 - Landscape and Visual Impact Assessment
 - Heritage Statement
 - Drainage Strategy
 - Ecological Impact Assessment
- The proposal should look for opportunities to mitigate the climate change impact of the development.
- The site layout should be accompanied by swept path plans to demonstrate that safe and suitable movement can be provided throughout the site for the largest vehicle utilising the facilities, and also provide for safe pedestrian movement between the parking and amenity areas.
- Objection from employment policy perspective, further information will be required.
- Possibility of archaeological feature existing as sub-surfaces. Any future planning application has to be accompanied by a heritage statement.
- Not enough screening to either the M4 or B4005 boundaries

Appraisal of Previous Planning Consultation

The consultation resulted in a list of recommendations which the design team took into consideration for the new proposal:

- 5m buffer planting with acoustic screen to reduce noise from M4 for lorry parking
- Much more tree planting to break up lorry park
- Minimum 13-15m buffer planting to match up with large scale planting on opposite side of road and allow for natural sound reduction of noise from planting and 2m high planted bund
- Car park scale broken up with tree planting
- Multi-functional landscape model used for SuDS provision across the site (Swales/ green roofs/ check dams/ ponds as opposed to dry swales and underground attenuation tanks)
- Green roof or solar panels



2022 Pre-Application officer planner recommendations

9.0 Summary

9.1 Summary

Our proposal has sought to present a modern, efficient and exemplary MRA which is highly respectful of its settings, seeking to minimise the impact of the development on the local landscape both spatially and visually while maintaining a design quality benefiting both its use and context.

The development of the design has been controlled through careful consideration of the following factors:

- Detailed appraisal and analysis of the site's physical parameters and visual character;
- Detailed understanding of the site's context, local historical character and contextual ecology;

- Development of client brief and user needs;
- Detailed understanding of the national, regional and local planning context;
- A respect for the urban edge / semi rural setting of the current site.
- The need for area wide HGV and EV parking

The designs of the built elements of the scheme have been carefully considered to blend the scheme seamlessly into the landscape. This has been a major driver in the designs from the start, with the integration of the building within the site and the utilisation of the green roof.

A series of layout options were tested and interrogated in order to establish the most compact and efficient site layout, whilst limiting the amount of manipulation of the site's natural topography.

Primary elements, such as structure and roof, seek to play an integral role in blending the built forms within the landscape, which will be further enhanced by the choice of materials used as the scheme develops.

Every effort has been made to address all relevant issues, with the aim of delivering a state of the art facility while minimising, as far as possible, its impact on the surrounding countryside.



