



SWINDON SERVICES | M4 J16

Design + Access Statement

M49/900 - REVISION **C**

SEPT 2023



CONTENTS

1.0 INTRODUCTION	05	8.0 CONSULTATION	83
1.1 Introduction	08	8.1 Pre-application consultation	85
2.0 THE SITE AND CONTEXT	09	9.0 SUMMARY	87
2.1 The Site	11	9.1 Summary	89
2.2 Physical Context	12		
2.3 Planning Context	18		
3.0 DESIGN PRINCIPLES	23		
3.1 The Evolution of the MRA	25		
3.2 Site Analysis	26		
3.3 Design Principles	28		
3.4 Design Progression	29		
4.0 DESIGN PROPOSAL	37		
4.1 Design Parameters	39		
4.2 Illustrative Masterplan	42		
5.0 LANDSCAPE DESIGN	45		
5.1 Landscape and Visual	48		
5.2 Landscape Strategy	50		
5.3 Ecology, Biodiversity and SuDS	52		
5.4 Planting Palette	56		
5.5 Paving Palette	58		
5.6 External Furniture Palette	59		
6.0 ARCHITECTURAL PROPOSAL	61		
6.1 Built Form Overview	64		
6.2 Sustainability	73		
6.3 Accessibility	74		
6.4 Crime Assessment	74		
7.0 ACCESS STRATEGY	77		
7.1 Accessibility	79		

1.0 Introduction



1.1 Introduction

This document is the Design and Access Statement prepared and submitted in support of an Outline planning application for the development of Swindon Motorway Rest Area (MRA) located on land adjacent to the M4 at junction 16 and immediately north of the B4005, south west of Swindon. The application site lies wholly within the administrative area of Wiltshire Council (WC).

Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires that planning applications for major developments, or developments in designated areas, in England, need to be accompanied by a Design and Access Statement. This is a legislative requirement and applies to all planning applications (Outline and Detailed), with limited exceptions not relevant in this case.

Design and Access Statements are intended as a tool to explain the design principles and concepts that have been applied to a development proposal and describe how issues relating to access to the development have been dealt with.

With regard to the content of a Design and Access Statement, it is a legal requirement that it:

- Explains the design principles and concepts that have been applied to the development;
- Demonstrates the steps taken to appraise the context of the Development and how the design of the development takes that context into account;
- Explains the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- States what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explains how any specific issues which might affect access to the development have been addressed.

This Design and Access Statement meets these legal requirements. The preparation of the Design and Access Statement has also been informed by WC’s published guidance and National Planning Practice Guidance.

Moto Hospitality Limited, the Applicant, is proposing to develop a new MRA (Motorway Rest Area) and associated infrastructure on approximately 7.28 hectares of land lying adjacent to Junction 16 of the M4 at Swindon. The proposed MRA is a junction facility and would be accessible from both directions of travel on the M4 via its adjacency to the existing Junction 16.

Whilst the planning application is made in Outline, it is supported by an illustrative Masterplan and a Parameters Plan, with the latter being consistent with the Masterplan and defining the scope of the development for which planning permission is being sought. The Masterplan illustrates that the overall MRA proposal would comprise of the following main elements:

- An Amenity Building containing hot and cold food offers, shops for essential goods, lavatories, pay phones, shower and seating / resting areas. This building would have a footprint of circa 2,300m² and a gross external floor area (including a potential mezzanine floor) of circa 3,500m²; and would sit under an innovatively designed, sweeping green roof which would assist with assimilating the scheme into its setting;
- A Filling Station shop and payment point, with a footprint of circa 250m² with its own green roof;
- A Fuel Filling Forecourt canopy with 4 islands (8 filling points) for cars, vans and small commercial vehicles. This would be located immediately to the north of the Amenity Building, underneath its own roof canopy with a potential to house a PV array;
- A separate stand-alone Fuel Filling Forecourt canopy with 2 islands (3 filling points) for HGVs and coaches, again underneath its own roof canopy with a potential to house a PV array;
- A means of access from the B4005. This would comprise a new roundabout arrangement along the B4005 providing entrance and exit points to the site;
- Parking for up to 241 cars (including 20 accessible spaces), 63 HGVs (to include an abnormal load bay), 6 coaches, 7 caravans (including 1 space for disabled users), and 12 motorcycles. The parking provision would include a large number of electric vehicle charging stations and be future proofed to provide the space for potentially 100% EV parking. All parking would be free of charge for a minimum of 2 hours and the level of provision meets the relevant standards for an MRA in this location;
- Surface water drainage infrastructure, forming part of a site-wide sustainable drainage system;
- Sub stations and other services points etc. as required;

- An extensive on-site hard and soft landscape scheme, together with earthworks across the site and the provision of screen mounding in part by way of traditional bunding. The landscape areas would incorporate:
 - o A Children’s Play Area adjacent to the amenity building;
 - o New areas of structural, native landscape planting;
 - o Habitat creation works;
 - o Land management techniques to enhance local ecological land value / potential.
- Other associated infrastructure including fencing, lighting and signage etc..

The MRA would be open 24 hours a day, for 365 days of the year. On this basis, and in light of the provision outlined above, the scheme meets the relevant requirements for an MRA, necessary to qualify for signage on the motorway network.

When operational Swindon MRA would employ at least 150 equivalent FTE staff and represent a circa £30 million capital investment.

2.0 The Site and Context

2.1 The Site

SITE LOCATION

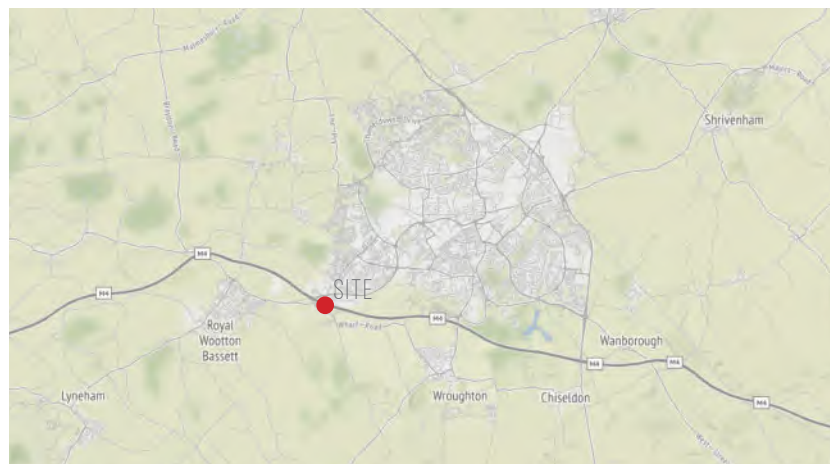
The application site lies wholly within the administrative area of Wiltshire Council (WC) approximately 3.5km to the east of Royal Wootton Bassett and approximately 5km south west of the centre of Swindon. The site is located on land adjacent to the M4, directly to the south east of junction 16 and immediately north of the B4005.

SITE DESCRIPTION

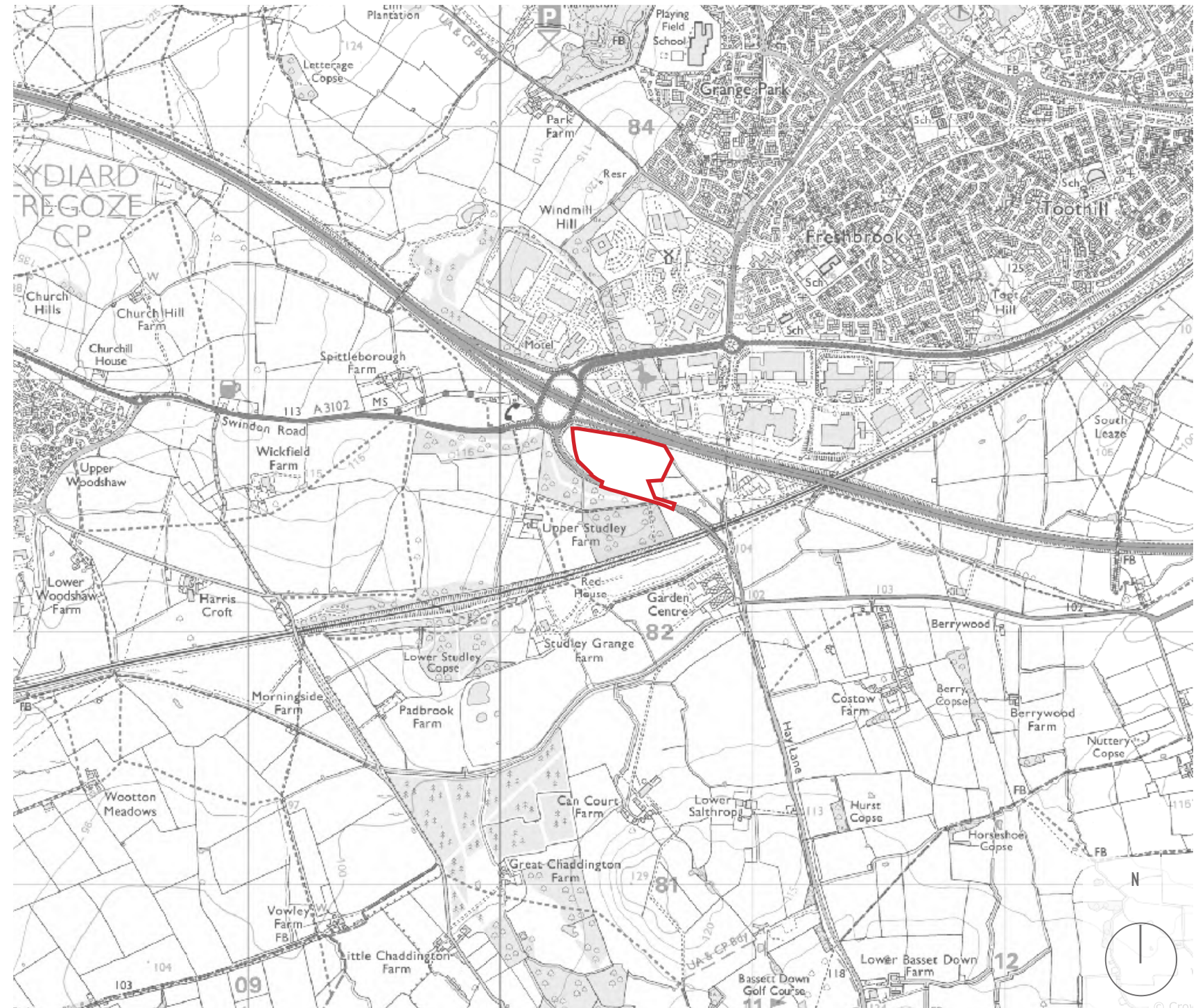
The site consists of a single parcel of land, directly adjacent to the westbound carriageway of the M4.

The site is irregular in shape, with its boundary dictated by the surrounding roads and existing field boundaries. The site is largely flat and has few defining features, except for some hedgerows and tree groups around the site boundary, primarily to the west and east.

There is a public right of way lying just outside the physical site to the south, skirting just past the lowest corner of the site boundary. This does, however, pass through the planning red line boundary that includes the roadworks and access routes associated with the development.



Site location plan



Red line site boundary

2.2 Physical Context

SITE CONTEXT

To the immediate north of the site is an existing business & commercial retail park, largely made up of a mix of car showrooms, out of town businesses, hotels, home renovation suppliers and large retail units. This area straddles the opposite side of the M4 to the application site and is served from junction 16 of the M4 and links back to Swindon via the B3102. Low rise housing predominates the areas to the north west of this.

The landscape to the south of the M4, of which the application site is part, consists mainly of land influenced by urban fringe development and major infrastructure resulting from the M4 to the north. Below this lies semi rural landscape made up of a number of features such as open fields, farmland, scrubland and tree planting.

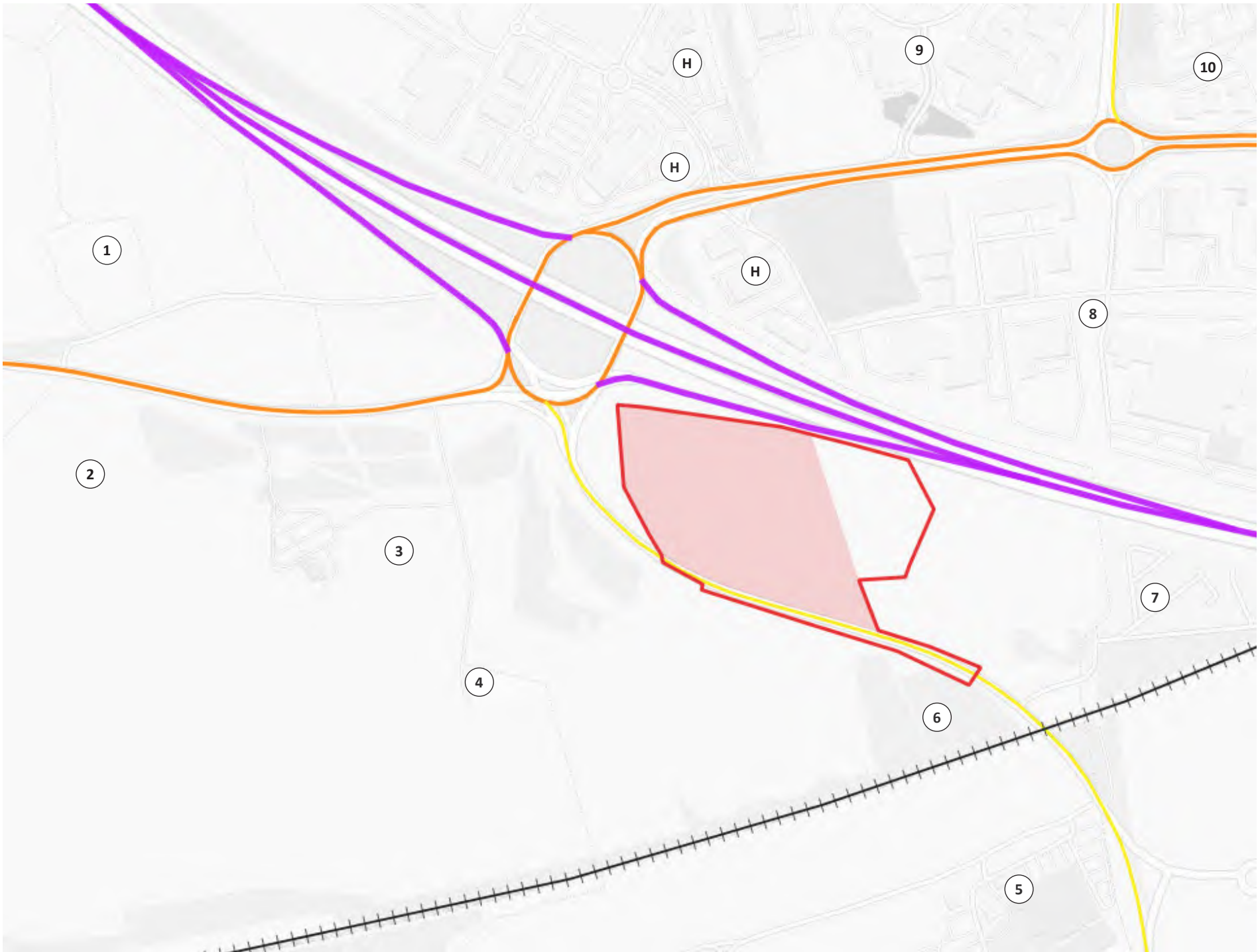
Within this, the land has been utilised in a number of different ways. The fields that lie directly south of the site to the far side of the B4005 are planted with young trees, with glimpses of open countryside possible between gaps in the planting. Land uses to the west of the site include the North Wiltshire Crematorium and a number of solar farms.

To the east of the site lies a scrap merchants and travellers caravan park with the main railway line skirting the south of this. To the west there lies largely farmland, some of which is being utilised as solar farms.

Junction 16 has recently been enlarged but this has not unduly affected the application site

Map key:

- Site Boundary
- Train Track
- M4 Motorway
- A3102
- B4005
- B4535





1.- Spittleborough Farmhouse



4.- Upper Studley Farm



7.- Caravan Site



2.- Solar Farm



5.- Studley Grange Garden Centre



8.- Industrial Park



3.- North Wiltshire Crematorium



6.- Allotment Gardens



9.- Windmill Hill Business Park

EXISTING LANDSCAPE FEATURES

Other than a small amount of boundary hedgerows and associated individual trees there are no existing features of value within the site.

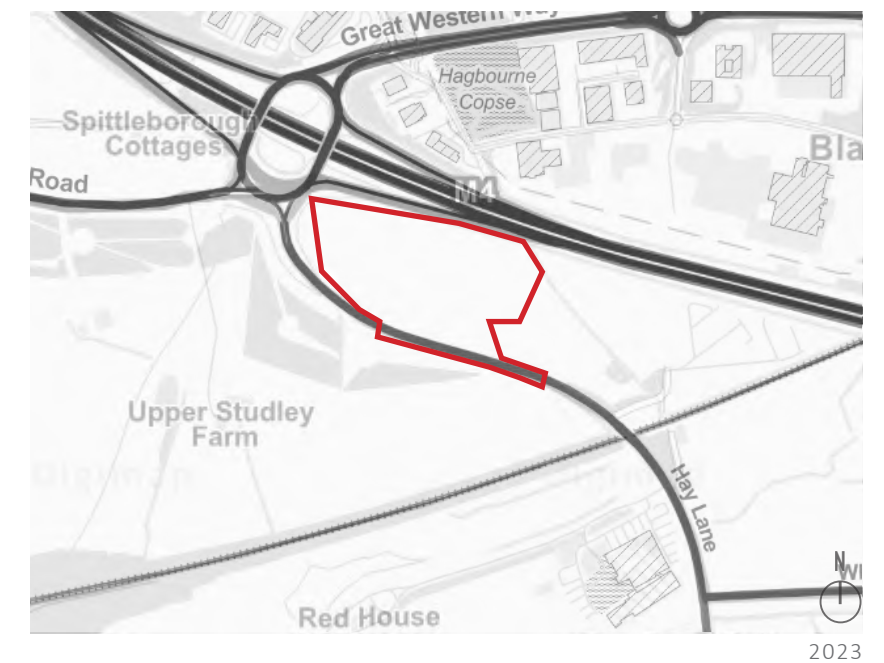
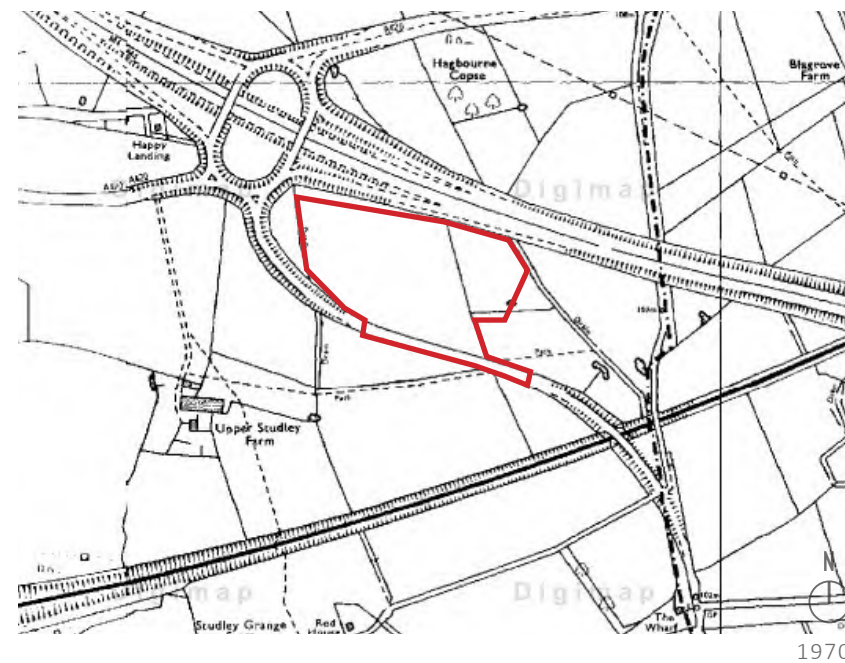
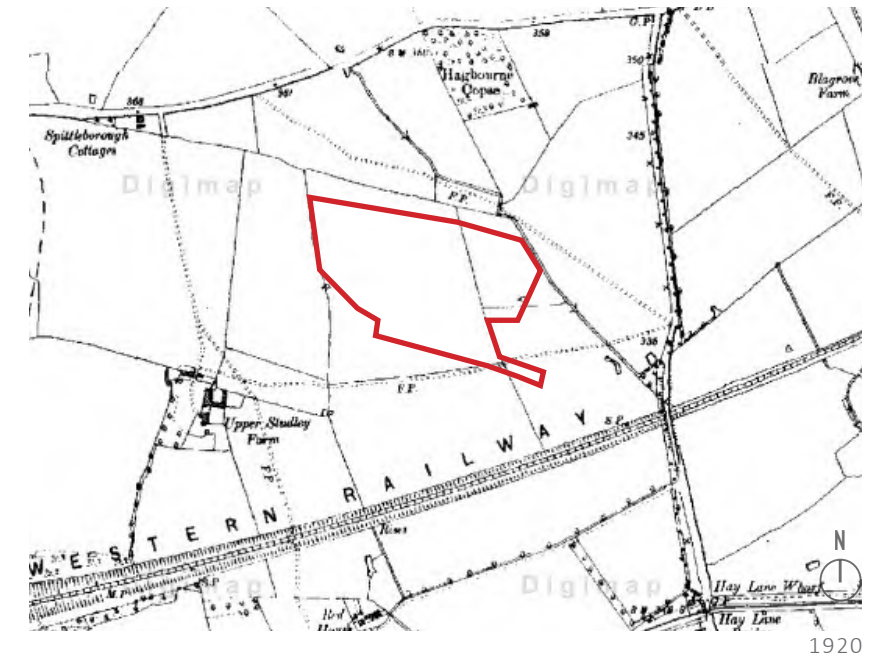
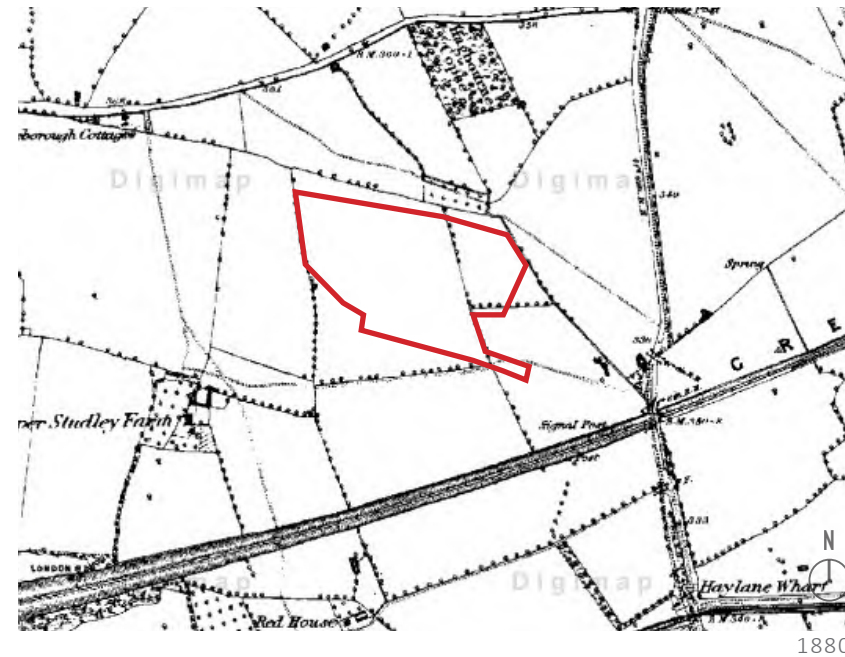
Adjacent to the site, the M4 motorway is a major infrastructural addition to the area and a prominent landscape feature. The site lies in close proximity to a swathe of development forming the edge of Swindon's urban fringe to the north with semi rural landscape incorporating a number of different uses to the south and east

HISTORIC CONTEXT

Up until the 1960s the area around the site had largely remained unchanged for at least a century as the maps opposite demonstrate. Key features that are consistent across this time-line include the main railway line to the south of the site and many of the surrounding field boundaries.

The introduction of the M4 motorway and associated link roads post 1960s dramatically altered the nature of the site's immediate surroundings. Major development has spread out from Swindon towards this major travel link, forming the edge of Swindons current urban fringe

Roads have been cut off and new roads have been introduced with existing routes upgraded. This has facilitated the urban expansion between this section of the M4, predominantly around junction 16, and Swindon itself.



TOPOGRAPHY

The Application Site is relatively level and lies between 105m AOD (south-east corner) and 108m AOD (north-west corner).

The motorway sits at approximately +109m AOD. From this boundary the terrain slopes gradually downwards towards the south east corner where B4005 sits at approximately +106m AOD.

The application site is largely flat with a total level change of approximately 3m over a distance of 430m between the north west corner to the south west corner. The slope is consistent across this length and no landscape features are apparent.

FLOOD RISK

The site lies within Flood Risk Zone 1. Locations in flood zone 1 have a low probability of flooding. This means in any year land has a less than 0.1% chance of flooding from rivers or the sea.

LIGHTING

The site itself currently contains no sources of light however there are column mounted luminaires to the M4 and the Spittleborough Roundabout junction to the north west of the site. There is currently no road lighting along the B4005 except to the south west corner of the site. Please refer to the Lighting Report that supports this application for further detail.

NOISE

The largest impact on local noise levels was found to be from road traffic, primarily the M4 motorway, but also from the B4005 to the immediate south of the site.

Protective earth bunding to the B4005 and acoustic fencing along the diverge at junction 16 of the M4 helps to protect the site from surrounding noise sources.

Please refer to Chapter 6 of Volume 1 of the the Environmental Statement that supports this application

ECOLOGY

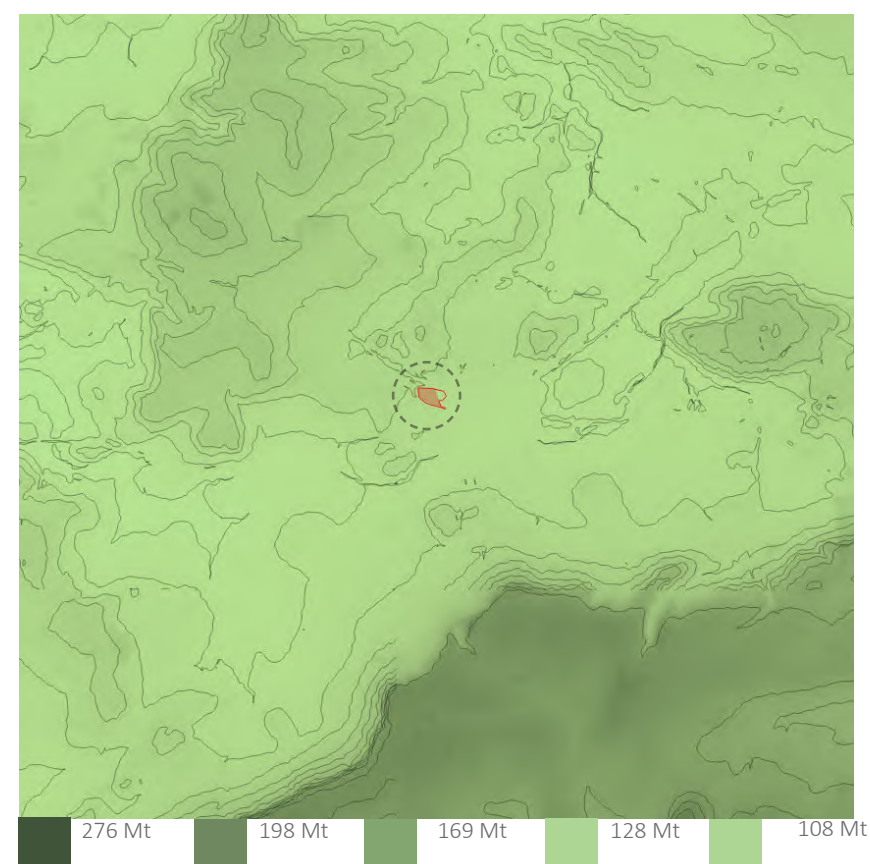
Ecological surveys have been undertaken as part of the planning application process. These are included as appendices to the Ecology Chapter of the ES (Environmental Statement) that supports this application and have informed the scheme's design.

A full EIA has been undertaken as part of the application. Please refer to specific documentation regarding this.

There are no Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR) or Sites of Importance for Nature Conservation (SINCs) in the vicinity of the site.

ARCHAEOLOGY AND HERITAGE

There is no significant potential for artefacts or from unknown archaeological remains on or near the site and the site is remote from any designated heritage assets.



ACCESS

There is currently a single point of access to the site, situated on the south-east and connected to the B4005. The B4005 connects the site with junction 16 of the M4 and to the wider Strategic Road Network.

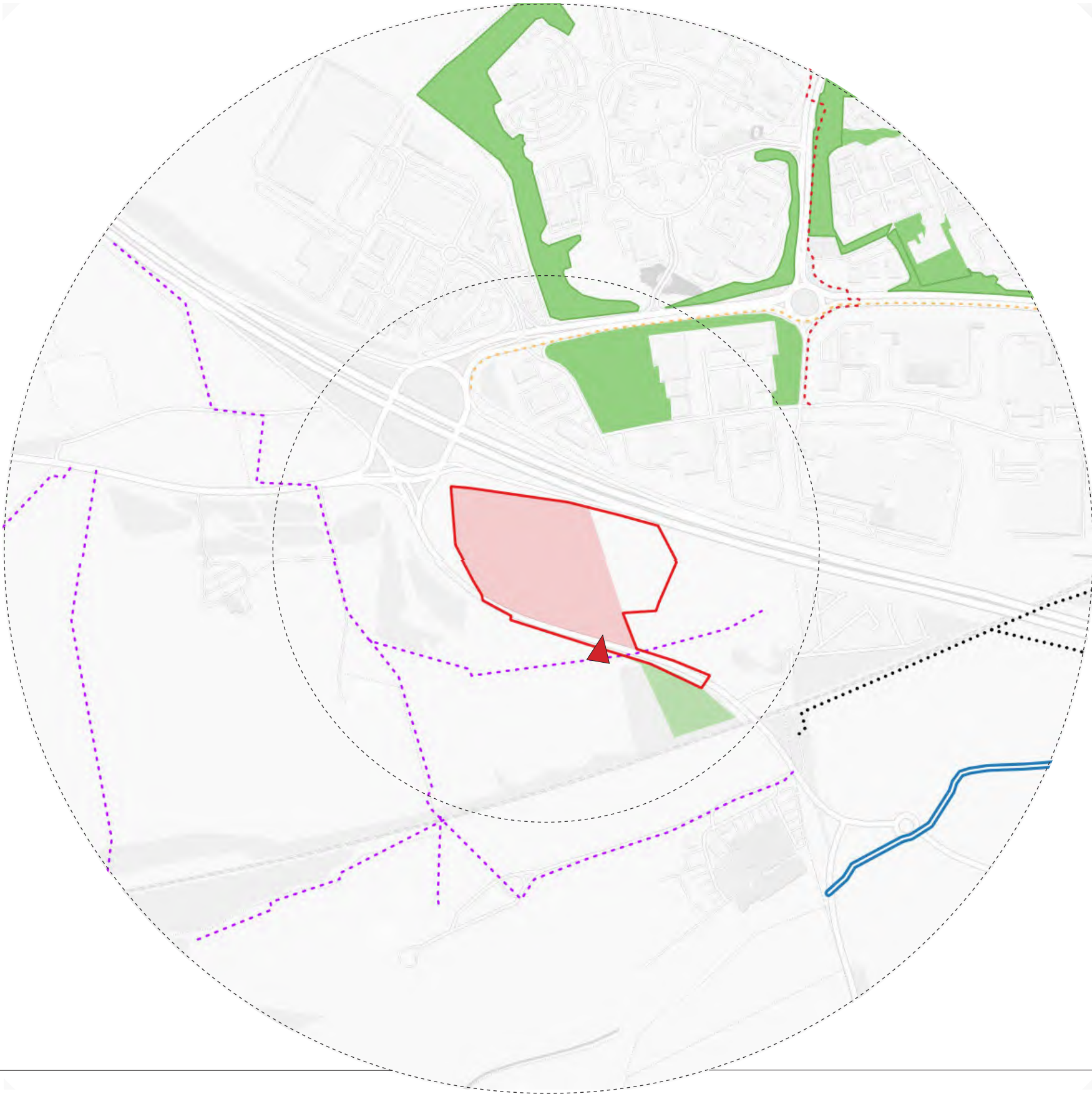
Further detailed information on access can be found in The Access Strategy covered later in the document.



TRANSPORT

Current site access point

- Map key:
- Site Boundary
 - - - Core Cycle Network TR2
 - - - Rights of Way
 - - - Core Bus Route TR2
 - == Indicative Canal Route EN11
 - Strategic Green Infrastructure Corridor EN1
 - Open Space EN3
 - ▲ Point of Access



SITE VIEWS

There is currently a single point of access to the site, situated on the south-east and connected to the B4005.

A detailed study of views and visual impact from the surrounding area has been undertaken to inform the design and mitigate any perceived negative visual impact. Further details of this can be found in the Landscape and Visual Impact Assessment (LVIA) submitted in support of this planning application.



A.



B.

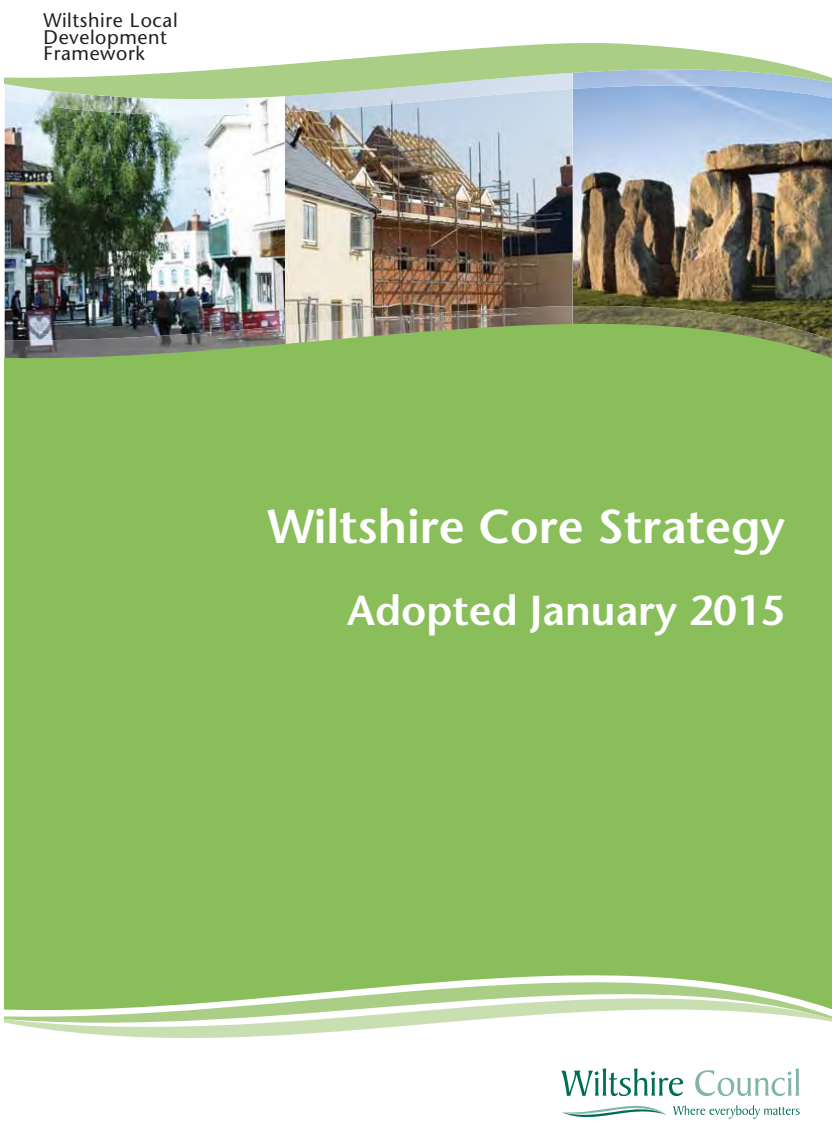


C.

2.3 PLANNING CONTEXT

Planning Context

1. Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires that a Design and Access Statement appraises the context of the development and explains the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account. A full appraisal of the planning context for the Swindon MRA (and its compliance with that context) is contained within the Planning Statement, which has also been submitted in support of the planning application. Accordingly, the Design and Access Statement should be read together with that document.
2. The statutory development plan for the Wiltshire Administrative area comprises the Wiltshire Core Strategy which was adopted by the Council on the 20th January 2015 and the Saved Policies from District Local Plans. The Wiltshire Core Strategy sets out how and where Wiltshire will develop in the future. It outlines challenges facing Wiltshire and how they will be addressed, the vision for the future, the strategy for achieving the vision, and policies and proposals to enable the growth of this county. Sites for development are also identified. The Plan has been informed by extensive involvement with a wide range of stakeholders and the community.
3. The Core Strategy replaces the saved policies of the South Wiltshire Core Strategy and as well as a number of policies from and is now the Council's statutory development plan and the starting point in planning decisions.
4. In addition to the Local Plan there are a number of other documents that contribute to the wider policy context and are material planning considerations. For the purposes of this Design and Access Statement these comprise:
 - The National Planning Policy Framework (NPPF – Sept 2023);
 - DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development.
 - Wiltshire Supplementary Planning Guidance involves the Wiltshire Local Transport Plan 2011 – 2026



Wiltshire Core Strategy (2015)

5. This section of the Design and Access Statement sets out those parts of the planning context that have influenced and guided the development of the Swindon MRA proposal and specifically describes how relevant policies related to access have been taken into account.

6. The Core strategy for Wiltshire has outlined 6 strategic objectives in which it aims to deliver through these policies.

- Strategic objective 1: delivering a thriving economy
- Strategic objective 2: to address climate change
- Strategic objective 3: to provide everyone with access to a decent, affordable home
- Strategic objective 4: helping to build resilient communities
- Strategic objective 5: protecting and enhancing the natural, historic and built environment
- Strategic objective 6: to ensure that essential infrastructure is in place to support our communities

Strategic Objective 1

7. Core Policy 1 'Settlement Strategy' sets out areas where sustainable development will take place by identifying 4 key areas in settlement size. These are Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages.
8. Core Policy 2 'Delivery Strategy' was written in line with Core Policy 1 and aims to promote development in the most sustainable locations across the borough. This aims to target development within defined development limits and states development outside of these limits will not be permitted apart from the following exceptions:
 - Additional employment land;
 - Military establishments;
 - Development related to tourism;
 - Rural exception sites;
 - Specialist accommodation provision; and
 - Supporting rural life.
9. Core Policy 3 'Infrastructure Requirement' states that all new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. All proposals will need to relate to the Wiltshire Councils Infrastructure Delivery plan and schedule in ensuring that suitable infrastructure is provided.

10. Core Policy 34 ‘Additional Employment Land’ sets out the following for developments outside of settlement boundaries:

- I. They are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; or
- II. support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification; or
- III. are for new and existing rural based businesses within or adjacent to Large and Small Villages; or
- IV. are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council.

Strategic Objective 2

11. To address the climate change across Wiltshire, Core Policy 41 ‘Sustainable Construction and Low Carbon Energy’ states that all new non-residential development will be required to achieve BREEAM excellent ratings. It will be encouraged to deliver energy reduction methods into development and be insulated effectively.

Strategic Objective 5

12. Core Policy 50 ‘Biodiversity and Geodiversity’ represents the requirements for new development to ensure that mitigation strategies are implemented to restrict the development impacts. Additionally the council will expect developers to seek opportunities to enhance biodiversity through appropriate strategies.

13. Core Policy 51 ‘Landscape’ This policy aims to protect and enhance the landscape character and quality of Wiltshire. It emphasises the conservation of key landscapes, including designated areas of natural beauty, and seeks to manage development in a manner that respects and enhances the distinctiveness of the landscape.

14. Core Policy 52 ‘Green Infrastructure’ This policy focuses on the provision and enhancement of green infrastructure in Wiltshire. It recognises the value of green spaces, such as parks, open spaces, and ecological networks, for their environmental, social, and recreational benefits, and aims to ensure their integration into development plans.

15. Core Policy 55 ‘Air Quality’ states proposals will need to demonstrate how measures can be taken to effectively mitigate the impacts of development and include details how this mitigation will be achieved

16. Core Policy 57 ‘Ensuring High Quality Design and Place Shaping’ focusses on delivering suitable and high quality design for new developments across the borough. It is important for development to respond to local characteristics and ensure that efficient use of land is delivered.

17. Core Policy 58 ‘Ensuring the conservation of the historic environment’ states that development proposals should protect, conserve and enhance the historic surroundings where possible.

Strategic Objective 6

18. To deliver strategic objective 6, the following policies seek to ensure the sufficient infrastructure is provided across Wiltshire, focussing on the provision of sustainable transport and mitigating development impacts on strategic transport networks. Core Policy 60 ‘Sustainable Transport’ sets out councils main aims in promoting sustainable movement of people and goods within and through Wiltshire. Part of this policy sets out to influence the routing of freight within the county which is linked to this MRA development.

19. Core Policy 61 ‘Transport and New Development’ requires that considerations are made for sustainable transport access to new developments. This will include developing a hierarchy ensuring that relevant cycle and pedestrian routes are provided.

20. Core Policy 62 ‘Development Impacts on the Transport Network’ highlights further the need for appropriate mitigating measures to be included to reduce impacts on the transport network. Core Policy 65 ‘Movement of goods’ ensures that overnight lorry parking will be required to be located near the advisory freight network and can be demonstrated to alleviate impacts on local communities.

21. To further develop the strategic road network, Core Policy 66 will result in Wiltshire working in conjunction with the Highways Agency, Network Rail, transport operators, neighbouring authorities and other agencies, that will seek to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.

22. Infrastructure development will also be required to ensure that sustainable drainage systems are implemented to reduce the risk of flooding as set out in Core Policy 67 ‘Flood Risk’. Furthermore, new developments are encouraged through Core Policy 68 ‘Water Resources’ to ensure water efficiency is effective within the site.

Wiltshire Local Plan Review

23. As part of the Government requirements, adopted Local Plans are to be reviewed at least once every 5 years. Wiltshire Council are currently in the process of their local plan review with the consultation phases recently ending, with a public consultation completed in 2021.

24. The next stage of the review is for the Publication of a plan for pre-submission consultation and preparation for submission following the consultation periods. This is due between Qtr 3 of 2023 and Qtr 2 of 2024. The adoption of the local plan review is anticipated to be at the End of Qtr 4 2024.

25. The Local Plan review will to contain assessments of the needs for the Wiltshire, and allocated land according to this demand. Further information on whether sites will be identified to meet these targets will be provided in the plan for pre submission which is expected in 2023/2024.



National Planning Policy Framework

26. The NPPF covers a broad range of planning issues. Those most relevant are identified below and include Paragraph 31 which states that: “The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.” This policy sets the context for DfT Circular 01/2022 referenced subsequently.



27. Section 7 of the NPPF is titled ‘Requiring good design’ and at paragraph 56 it identifies that: “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”

28. Paragraph 134 states that where the design of development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

29. Section 12 seeks to achieve well-designed places and Paragraph 126 states that good design is a key aspect of sustainable development. Paragraph 130 seeks development that will function well; optimise the potential of the site; and create places that are safe and accessible, and which promote health and well-being.

Department for Transport 01/2022

30. During the summer of 2022, the Government undertook a consultation on amendments to ‘Circular 02/2013: Strategic road network and the delivery of sustainable development’. The consultation period closed in September 2022. On 23rd December 2022, Circular 02/2013 was formally superseded following the issue of DfT Circular 01/2022.

31. The updated version of the Circular provides guidance regarding the spacing between freight facilities (Paragraph 81). The 01/2022 Circular states that where there is an identified need for parking facilities for HGVs, the National Highways will work with relevant local planning authorities to ensure that planning application decisions address the shortage of HGV parking on or near to the SRN. To assist with this objective, the 01/2022 Circular states that local authorities should have regard to the following spacing requirements:

- the maximum distance between motorway facilities providing HGV parking (being service areas, rest areas or truckstops) should be no more than 14 miles; and
- the maximum distance between APTR (all purpose trunk road) facilities providing HGV parking (being at service areas or truckstops) should be the equivalent of 20 minutes driving time for HGVs.

32. On this basis The Highways Agency, now Highways England recommends (paragraph 76) that the maximum distance between signed motorway service areas (including MRA’s) should be no more than 28 miles and that access/egress arrangements of facilities must comply with the requirements of the Design Manual for Roads and Bridges, including its provisions in respect of junction separation.

Responding to the Planning Context

33. Relevant policies related to access have been taken into account at all levels in developing the Swindon MRA proposal. The driving factor for providing this development in this location is DfT Circular 01/2022. The DfT Circular 01/2022 states that when located within areas of identified need, as found in the National Lorry Parking Survey, the maximum distance between HGV parking facilities on the SRN should be no more than 14 miles. The proposed development

site is located 14 miles from HGV parking areas on the M4, both eastbound and westbound. The development can efficiently cater for this and a need for an MRA in this location is established.

34. Paragraph 109 states the Government’s target to meet phase out the sale of conventional petrol/diesel cars and vans by 2035, and HGVs by 2040. To meet this goal the government is expecting 6,000 high powered, open access charge points by 2035. The need for further EV charging spaces, on the SRN, is therefore critical to help achieve this goal.



35. Furthermore much of this part of the M4 is within the open countryside with minimal settlements in the area. This parcel of land presents a suitable location for an off line MRA as it sits just south of Swindon in a built up area with direct access to J16 of the M4 motorway.

36. Due to the size of the site, it has been demonstrated that a MRA will be the most appropriate option for this site in ensuring the best service is provided to road network users. The site has been designed to incorporate all of the mandatory items required as set out in Appendix A Table 1 of the DfT 01/2022.

37. At the forefront of this MRA is the environment and creating a ‘fit for the future’ MRA. The development is designed to achieve BREEAM Excellent to ensure that it is effective in reducing its dependence on non-renewable energy sources. This will accord with

policy 41 and achieve strategic objective 2.

38. The proposal to deliver full electric vehicle parking spaces reflect at how the designs have responded to the Core Strategy and the Strategic Objectives. This will provide much required EV parking for the area.

39. This has taken into account the Core Policies 50 and 51 that aim to deliver strategic objective 5 (protecting and enhancing the natural, historic and built environment). The DAS demonstrates the strategies used to ensure that 10% biodiversity net gain is delivered within this development. The land onsite will be managed to ensure that it scores as good.

40. Chapter 8 of the submitted Environmental Statement (ES)

has been produced in substitute of a traditional LVIA, this includes a landscaping scheme for the proposed development. This, in addition to the standalone illustrative masterplan, displays the development accordance with Core Policy 52. The development has undertaken strategies that ensure the development fits In succinctly with the surroundings. It is designed and located to minimise the adverse impact of noise and to protect from the impacts of light pollution. Green roofing proposals and planting schemes are going to be present to mitigate impacts from the built form of the site and ensure there isn't a feel of overdevelopment.

41. Strategic Objective 6 is also achieved within this development as the site has been designed through effective consultation to deliver a safe MRA for the road network users with limited impact on the current road network. A detailed travel plan has identified how this is

an appropriate layout for the site and that it complies with policies 62 and 65.

42. Additionally, the sustainable drainage scheme provided will further ensure that the development does not generate an increased flood risk. The proposal makes adequate space within the design layout to support the full use of sustainable drainage systems which would contribute towards wider sustainability considerations, including amenity, conservation of biodiversity and landscape character, as well as flood alleviation and water quality control. These proposals are in accordance with Core Policy 67 and 68.

Minimum requirements to be eligible for signing M = Mandatory P = Permitted	Motorway service area	Motorway rest area	APTR Service Area*	Motorway truck-stops	APTR truck- stops	Truck- stops signed from the SRN**
Available 24 hours a day throughout the year.	M	M	-	M	-	-
Available at least between 8am and 8pm on every day except Christmas Day, Boxing Day and New Year's Day	-	-	M	-	M	M
Free parking for a minimum of 2 hours for all vehicles permitted to use the facility	M	M	M	M	M	M
Segregated parking for refrigerated vehicles with access to appropriate mains electrical supply and noise abatement	P	P	P	P	P	P
Provision of security monitoring equipment including appropriate lighting and CCTV systems	M	P	M	M	M	M
Free-to-use toilets with hand washing facilities, and at least 1 changing places toilet and 1 for people with disabilities, and no need to make a purchase during opening hours	M	M	M	M	M	M
Shower and washing facilities for HGV drivers	M	P	P	M	M	M
Provision of fuel for petrol and diesel vehicles and EV chargepoints	M	P	M	M	P	P
Hot drinks and cooked hot food available for purchase during all opening hours for consumption on the premises	M	P	P	M	P	P
Hot drinks and hot food available at least between 8am to 8pm for consumption on the premises	-	P	M	-	M	M
Access to a free-of-charge telephone for emergency use, Wi-Fi and power points available for device charging	M	M	M	M	M	M

Appendix A- Table 1: Minimum requirements for roadside facilities to be eligible for signing from the SRN

3.0 Design Principles

3.1 The Evolution of The MRA

MOTORWAY SERVICES: 1959-2023

The first UK facility serving the motorway network was opened in 1959, providing drivers the opportunity to leave the motorway to rest, refuel and gain refreshment. Since inception there have been significant shifts in the consumer demands placed on these services, greatly influencing the functional and aesthetic character of the facilities.

Architecturally, the shift in perception of MSAs and MRAs has changed several times. Initially these services were celebrated as ‘destination landmarks’ of quality, generating excitement and interest and becoming a destination in its own right.

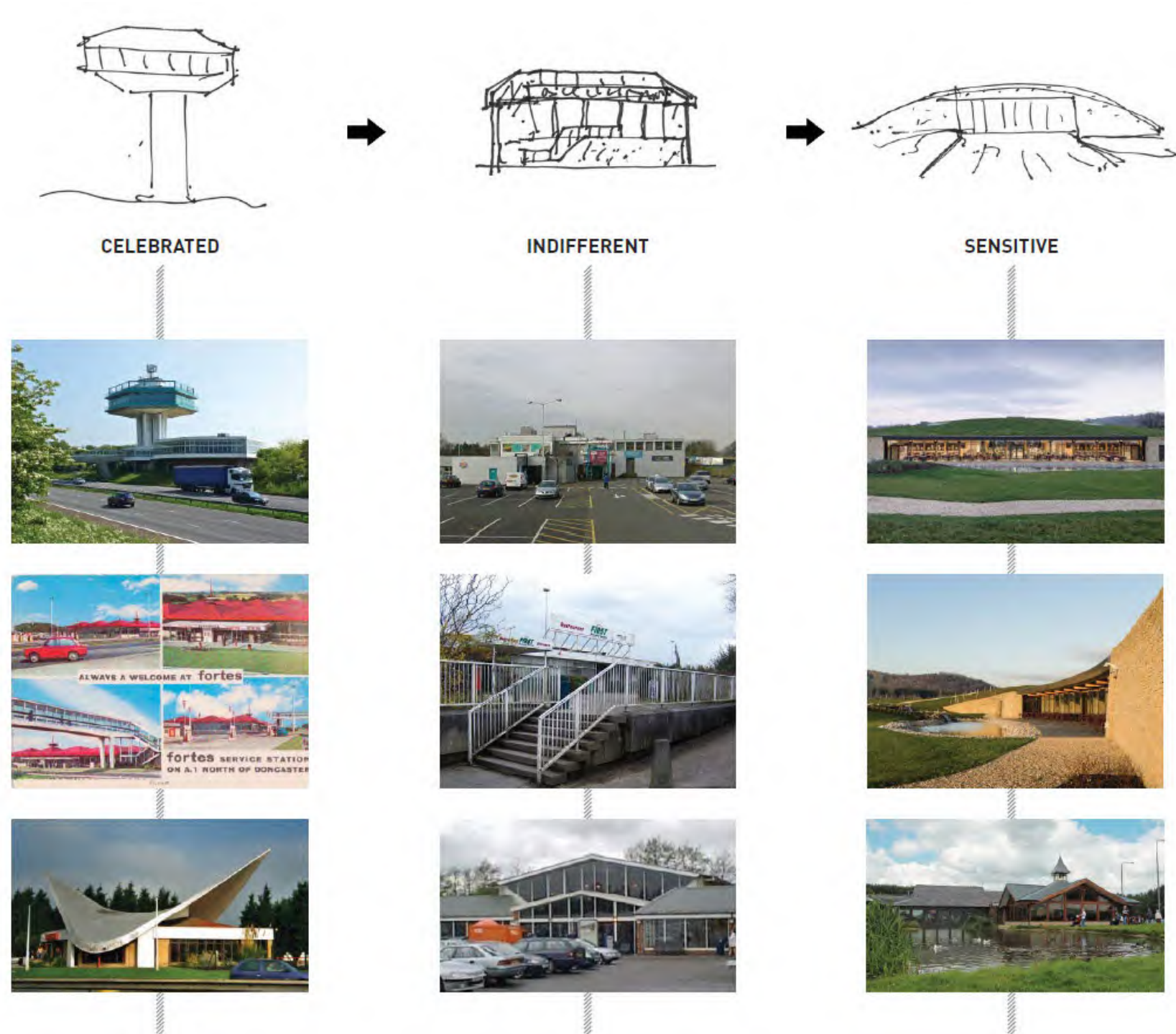
As time progressed, the perception of the MSA/MRA shifted to becoming a utilitarian ‘necessary evil’, with a perceived reduction in quality of experience. They were often perceived as ‘blots’ on the landscape, avoided and dreaded by many.

Today, new business models providing independent food outlets in a unique, relaxing and environmentally conscious settings have captured consumer appetite, moving away from the utilitarian service provision of the past. This new typology is more carefully articulated. They are generally ‘hidden’ within the landscape and contextualised, in contrast to their predecessor.

The advent of electric vehicles and the need for opportunities to recharge along shorter routes has also greatly influenced the requirements, and perceptions, of rest stops along the motorway networks

As the UK’s Motorway network has expanded, the need for MSA/MRAs has also increased. A 2008 Department for Transport circular advised a maximum 28-mile (45 km) or 30 minute drive time, whichever lesser, gap between services on the motorway network. In early 2009, the Highways Agency conducted a review of MSA/MRAs in England, guided by this circular, identifying gaps in provision of core need.

The area of the M4 in which the application site sits, is one such gap in services provision. The circular also advises that a HGV parking facilities on the SRN should be located no more than 14 miles from each other, in areas of identified need, the development site lies in one of these areas. The proposed development will also provide a significant contribution to accessible EV charging points on the SRN, another goal of the Circular 01/2022.



3.2 Site Analysis

Response to site: Constraints and Opportunities

A study of the site and its contextual setting is summarised in the adjacent constraints and opportunities plan. The ability of the design to appropriately respond to the issues highlighted within this plan is pivotal to the success of the proposals being integrated within the landscape, ensuring that the proposals conserve and enhance local character.

Constraints

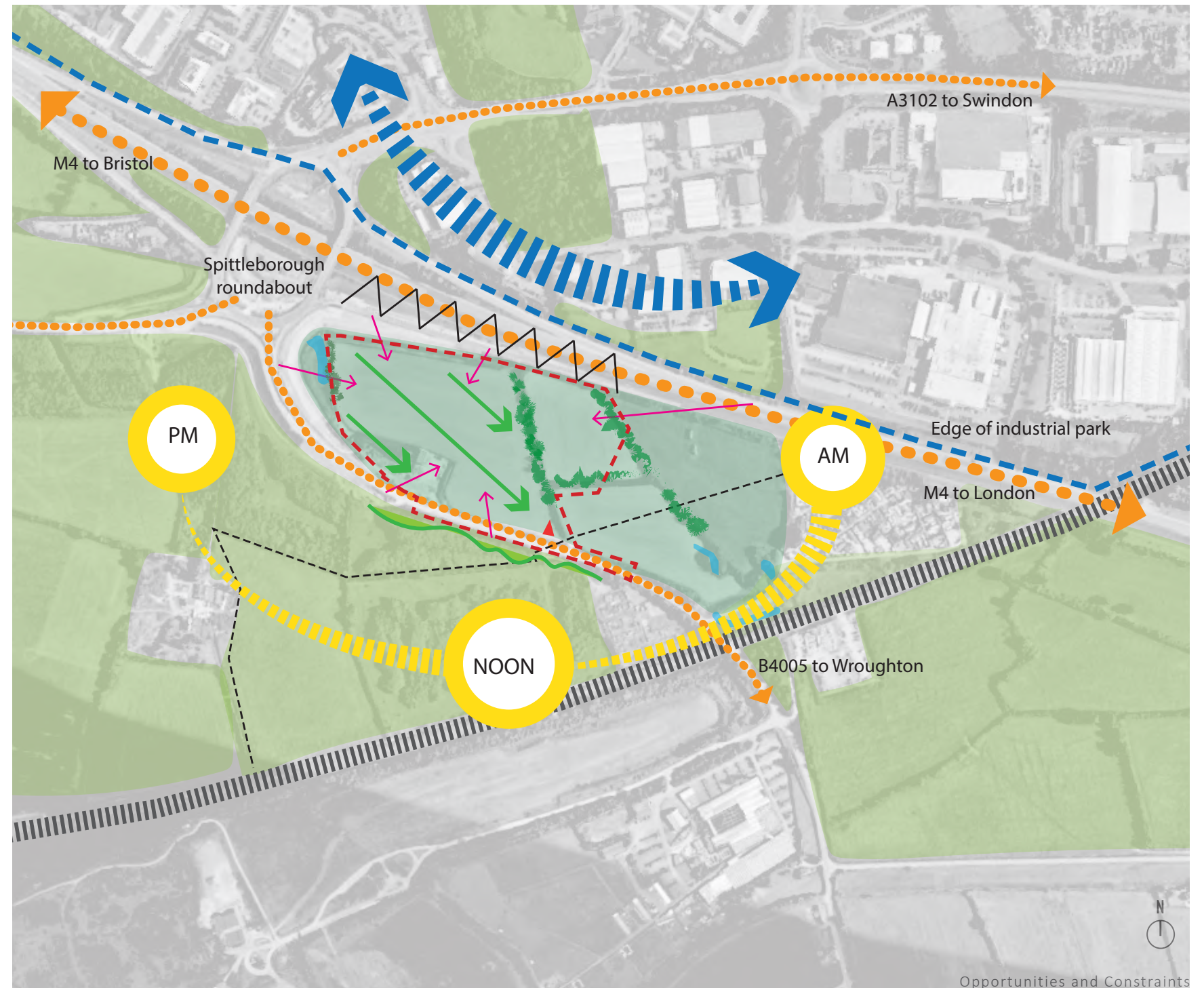
- Low managed hedgerows to some boundaries provide little visual containment of the site
- Existing access to the site
- Noise from motorway and B4005

Opportunities

- Relatively flat site with no existing landscape features of value (other than planted boundaries)
- Existing lighting associated with the M4 provides some night-time illumination
- Well connected to the existing Industrial park and different uses (retail, hotels, business' etc.)
- Well connected to the existing road network, avoiding any major re-routing of traffic

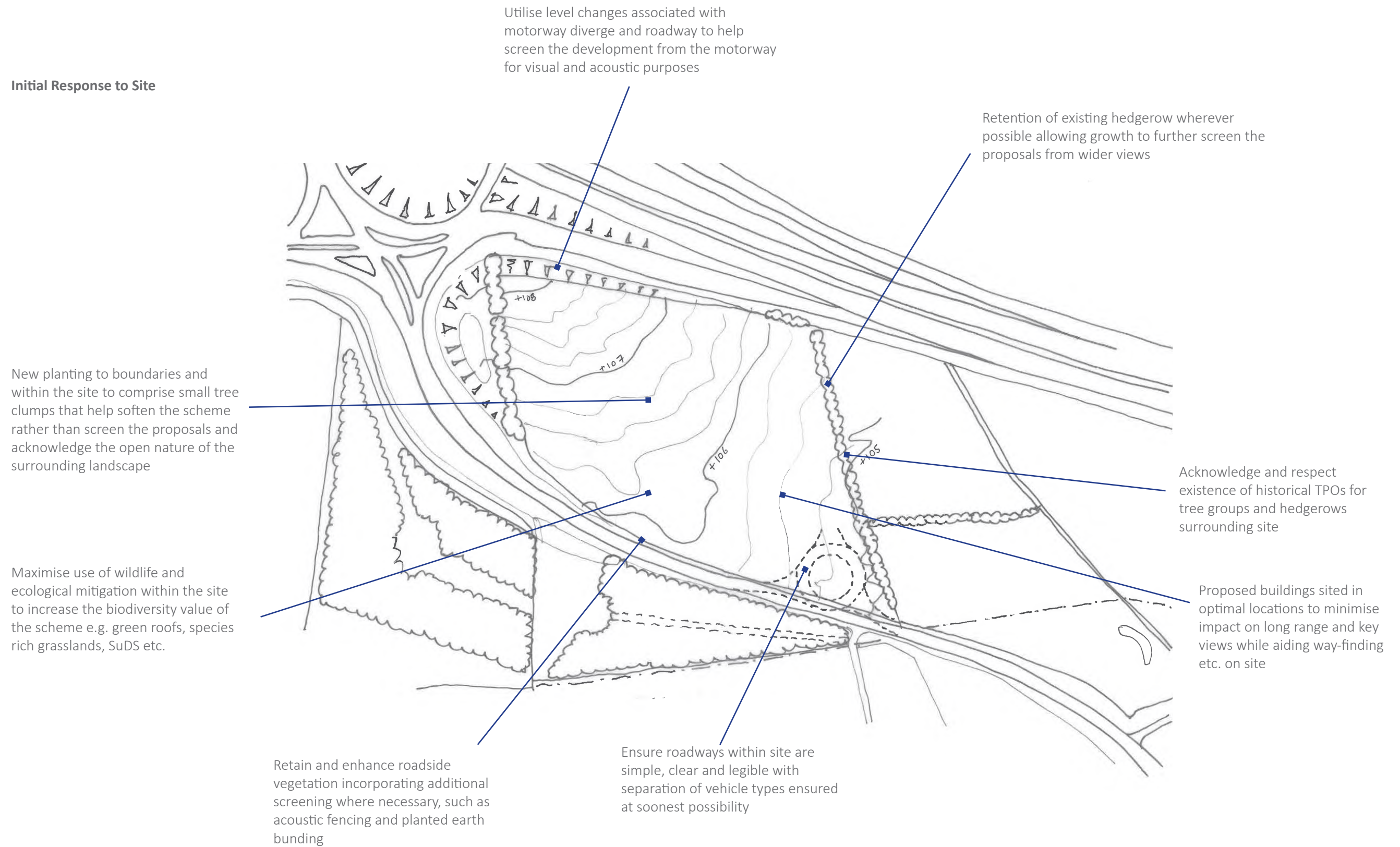
Map key:

-  Existing site access
-  Main vehicle transport links
-  Site Levels- direction of downward slope
-  Industrial Park
-  Sun Path
-  Existing Planting/Hedgerows
-  Train Track
-  Existing trees/Woodland
-  Boundaries susceptible to external noise
-  Public right of way
-  Key views into site



Opportunities and Constraints

Initial Response to Site



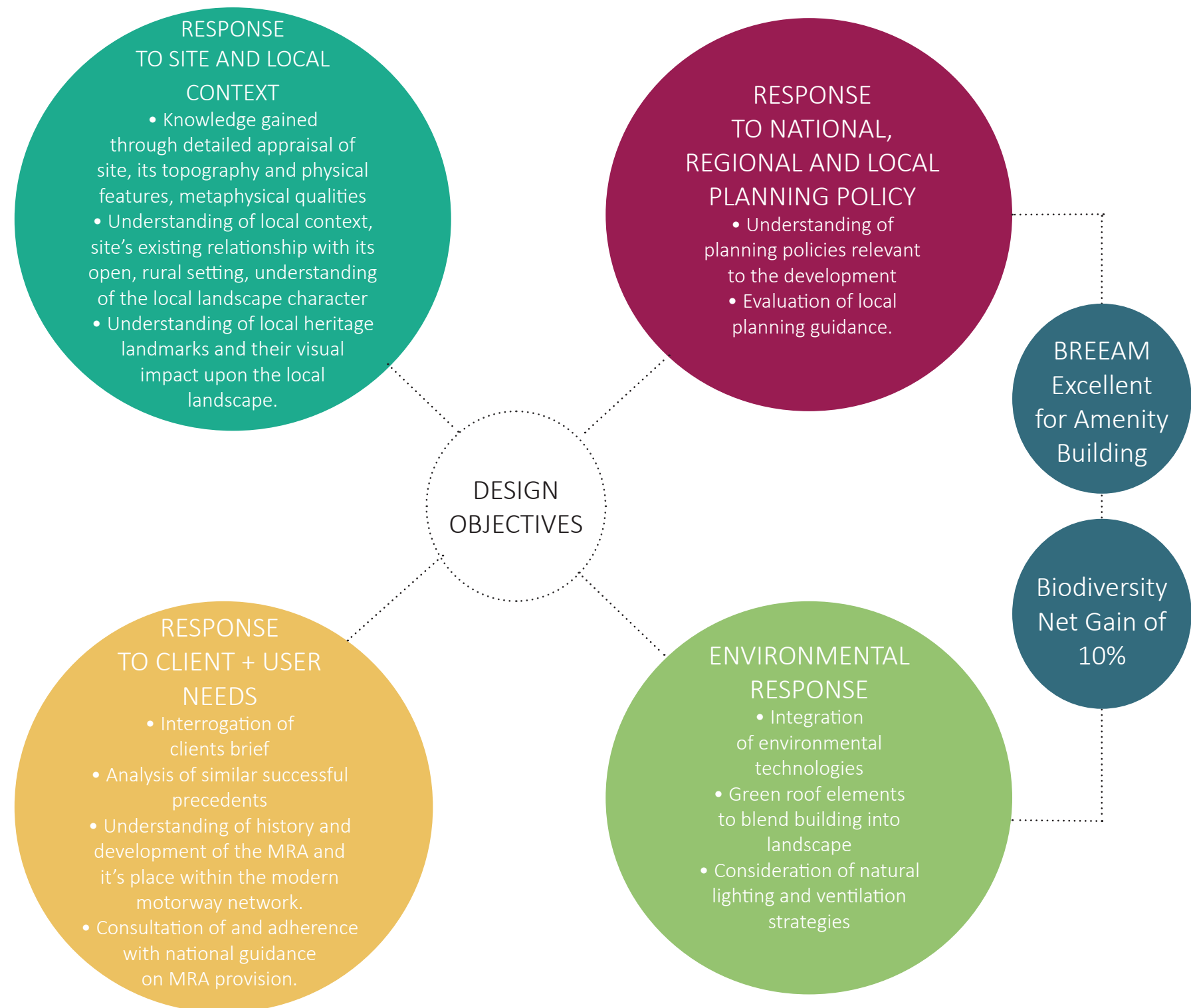
3.3 Design Principles

Design Objectives

The design solution has been derived from a series of key objectives. These were developed in response to the detailed appraisals undertaken into the context of the development, the site's physical parameters, national, regional and local planning policies relating to the development and the considerations of environmental impact and user experience.

Evaluation of the above appraisals can be distilled into the following development aspirations:

- To create an innovative MRA of unique character, providing an exceptional user experience and exceeding the client's needs and aspirations;
- Minimising the visual impact of the overall scheme within the rural fabric, both during the day and at night;
- To create an efficient, compact and legible masterplan which minimises impact on the surrounding landscape whilst providing a highly functional MRA, capable of fulfilling the modern driver's needs both today and into the future;
- To ensure that all aspects of the design comply with the relevant standards and regulations, including accessibility;
- To ensure that the national guidance on MRA provision is properly adhered to in the design.



3.4 Design Progression

LAYOUT OPTIONS

Due to changes in the brief during design development, a number of different layouts have been considered. Initially explored as an integrated Motorway Rest Area, it was then conceived as a truck stop. Then scheme shifted its focus to a hybrid truck and EV offer and finally, through careful consideration of local and regional factors, it is finally being proposed as a future proofed MRA including 50 No. high powered EV points and the potential to provide 100% EV provision for all vehicles in the future.

Common to all options was an exploration of the most efficient location for the new buildings on the site, recognising that these will be the most prominent features. The location of the amenity building for instance has altered little for each option as it is believed that this location offers the scheme the least visual impact for views into the site, while being visual enough at the entrance points to aid in way-finding etc. for the users of the site.

It was discovered early on that the optimum location for the amenity building, and subsequently the PFS shop, would be to the east of the site, allowing for parking to the west of the building and servicing to the east. This location would also allow for entrance and exit points to its south and fuel filling areas to the north, adjacent to the M4 which was felt to be the most appropriate location.

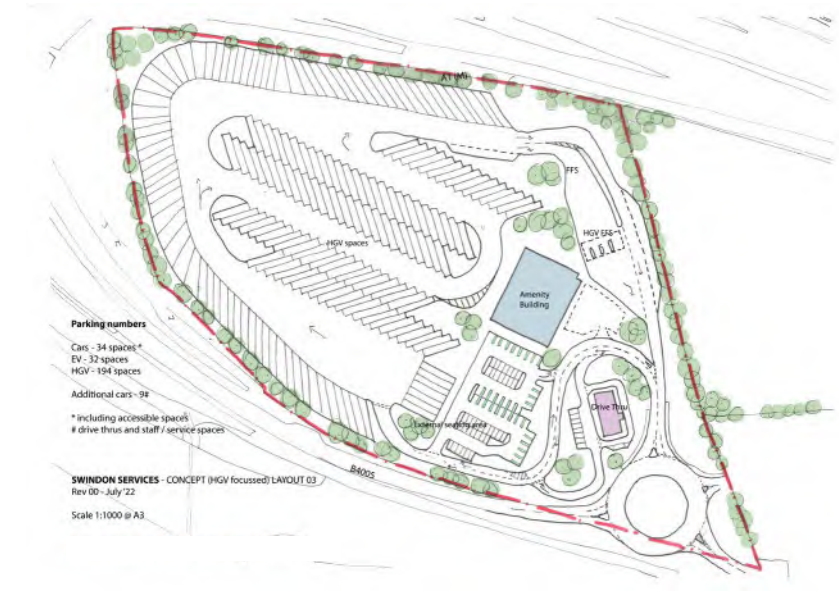
As mentioned, a number of layout options were considered relating to the different proposed uses for the site, with the advantages and disadvantages of each interrogated.

Throughout this process the visual impact of the scheme on the surrounding landscape was continually assessed

Option 1.



Option 2.



Option 3.



Option 4.



OPTION 1

The location of the amenity building, as discussed earlier, was quickly decided upon.
Initially the layouts proposed maximising the number of car parking spaces and providing 2No. Drive Thru facilities, together with fuel filling areas for HGVs and private cars
Separate entrance and exit points were considered along the B4005, to help separate coach, caravan and HGV areas from private car areas.

Main Pros

- Efficient location of Amenity Building and Fuel Filling Areas
- Clear delineation between HGV, coaches, caravans and private car routes and areas
- Separation of Entrance and Exit points to aid the above and help prevent the possibility of tailbacks and queuing.
- Combined Amenity Building and Fuel Filling Shop to limit the build form on the site

Main Cons

- Size of Amenity Building found to be too small for requirements of facility, particularly when combining the fuel filling shop facilities.
- Convoluted traffic flow particularly for Drive Thru users required to access the site via the 'exit' roundabout rather than the main site entrance- creating possible confusion
- Separate entrance and exit points requiring greater amount of roadworks to B4005
- Coaches located too remotely from Amenity Building
- Arrival approaching from the east along the B4005 would need to utilise the main Spittleborough Roundabout to access the main entrance to the site



OPTION 2

The location of the amenity building, as discussed earlier, was quickly decided upon.

This option proposed a truck stop, with fuel provision for only HGVs but including a number of private car EV spaces and a drive thru offer. Entrance and exit points were from a single dedicated roundabout off the B4005.



Main Pros

- Efficient location of Amenity Building and Fuel Filling Areas
- Clear delineation between HGV and private car routes and areas
- Singular main Entrance and Exit points to site.
- Combined Amenity Building and Fuel Filling Shop to limit the build form on the site
- Simple perimeter traffic flows within site

Main Cons

- Only HGV fuel filling facilities provided
- No caravan or coach provision
- Concern that the site might become a 'destination' for EV users, which would contravene the guidance of this type of facility

OPTION 3

Successful elements of earlier layout options were brought together to propose a Motorway Rest Area (MRA) 'of the future', that would be 'future proofed' to provide space for 100% EV provision for all vehicle types. HGV, coach, caravan, motorcycle and private cars would all be provided for. All spaces are sized to allow for EV provision.



Main Pros

- Efficient location of Amenity Building and Fuel Filling Areas
- Clear delineation between HGV, coaches, caravans and private car routes and areas
- Separation of Entrance and Exit points to aid the above and help prevent the possibility of tailbacks and queuing.
- All spaces sized for 100% future provision
- Circulation route for cars and HGVs allowing for separation
- HGV and private car fuel filling areas provided- capable of providing alternative types of fuel in the future / as needs arise
- Separation of Amenity Building and fuel filling shop ensures cleaner and more efficient use of facilities

Main Cons

- Entrance and Exit strategy may cause confusion as access to the site could still be possible via the 'exit' roundabout rather than the main site entrance
- Separate entrance and exit points requiring greater amount of roadworks to B4005
- Coaches located too remotely from Amenity Building
- Vehicles approaching from the east along the B4005 would need to utilise the main Spittleborough Roundabout to access the main entrance to the site

PREFERRED OPTION

The preferred layout seeks to maintain successful elements from the previous options while addressing some of the disadvantages that have been identified with these. The layouts have also sought to respond to comments received from the consultations that formed part of the pre-app stage (dealt with in greater detail elsewhere in this document).

A greater amount of space has been achieved around the perimeter

of the site for planted bunds, fencing and vegetation to address visual and acoustic concerns.

This has been achieved by more efficient parking arrangements and more detailed layouts across the site, including the consolidation of access arrangements that have achieved cleaner routing and greater efficiencies in and around the site

Main Pros

- Efficient location of Amenity Building and Fuel Filling Areas
- Clear delineation between HGV, coaches, caravans and private car routes and areas
- Singular main Entrance and Exit points to site.
- Consolidation of parking areas has allowed for greater greening of site boundaries
- Simple perimeter traffic flows within site
- 100% future proofed for EV provision for all vehicles
- Simplified entrance and exit strategy for site
- Perimeter routing allows for clearer, simpler and more efficient way-finding within site
- Return to fuel possible for all vehicles
- SuDS strategy implemented

Main Cons

- Return to fuel for HGVs and coaches requires returning via entrance and re-circulating within site
- Service area to Amenity Building requires screening from main entrance





MOVEMENT AND ACCESS

M4 traffic will utilise the enlarged Spittleborough roundabout (Junction 16) to access the B4005 from where a new roundabout arrangement has been proposed to provide a single point of access from the surrounding roads for all visitors to the site.

The use of a single entrance and exit for all vehicle types greatly simplifies the traffic arrangement within the site and reduces any confusion for visitors.

All traffic circulates around an outer perimeter road but branches off from this at the earliest opportunity into dedicated areas for coaches, cars, caravans, HGVs and motorcycles.

Accessible parking spaces are sited close to the amenity building, including an accessible caravan space, with parent and child spaces also located close to the main amenities.

Fuel is available on exit from the site via both HGV and private car fuel filling areas, before returning to the point of entrance to exit the site, or re-circulate if required.

Provision for up to 50 Electric Vehicle (EV) spaces are proposed, with the remainder of the vehicle spaces sized to allow for 100% EV charging in the future, when both user requirements and energy supply allow for this.

Pedestrian and vehicular access on the site is separated wherever possible with a tree lined boulevard proposed for the main pedestrian route to the amenity building from the main car park

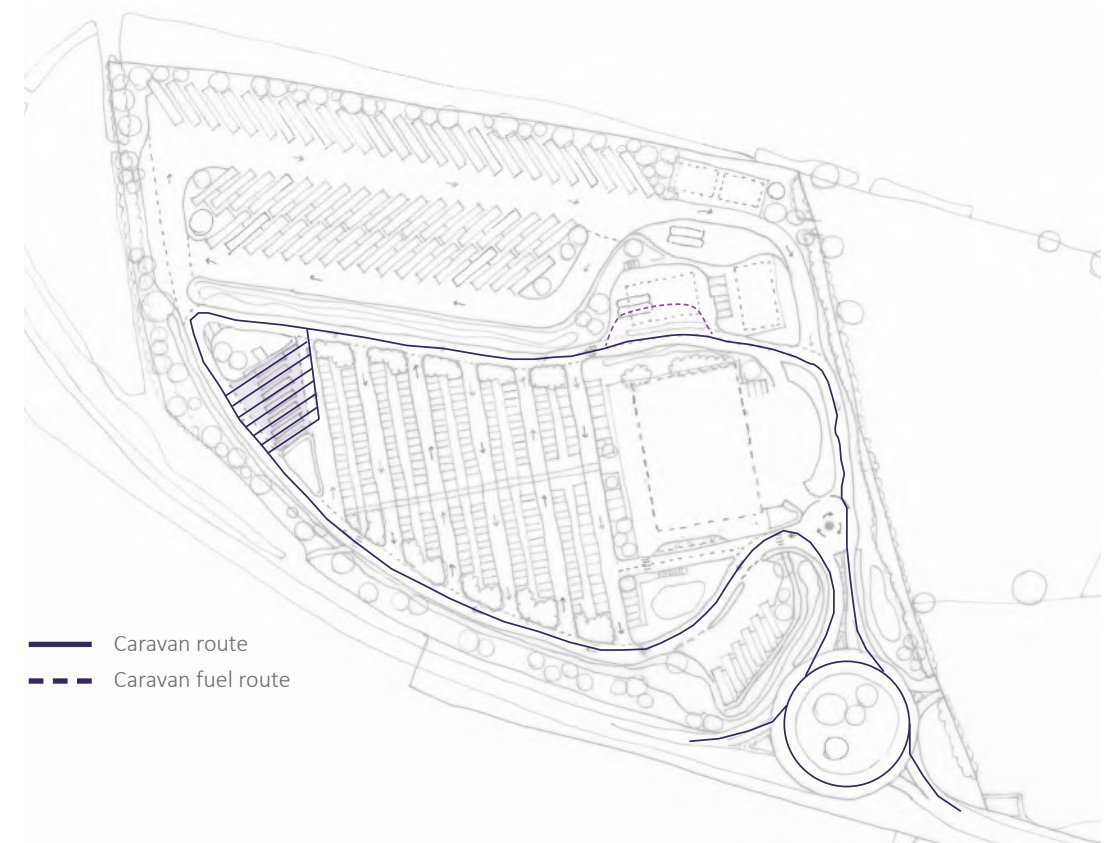
Site Section B-B

Site Section A-A

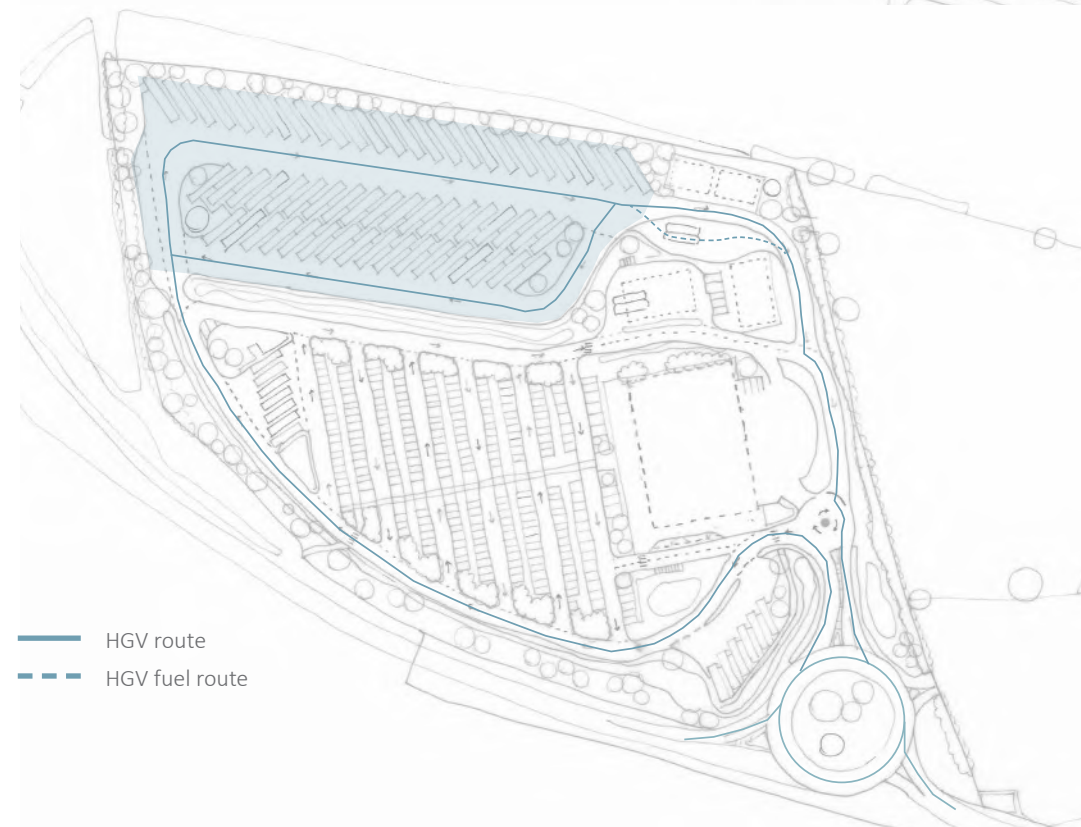
VEHICLE ROUTES WITHIN SITE



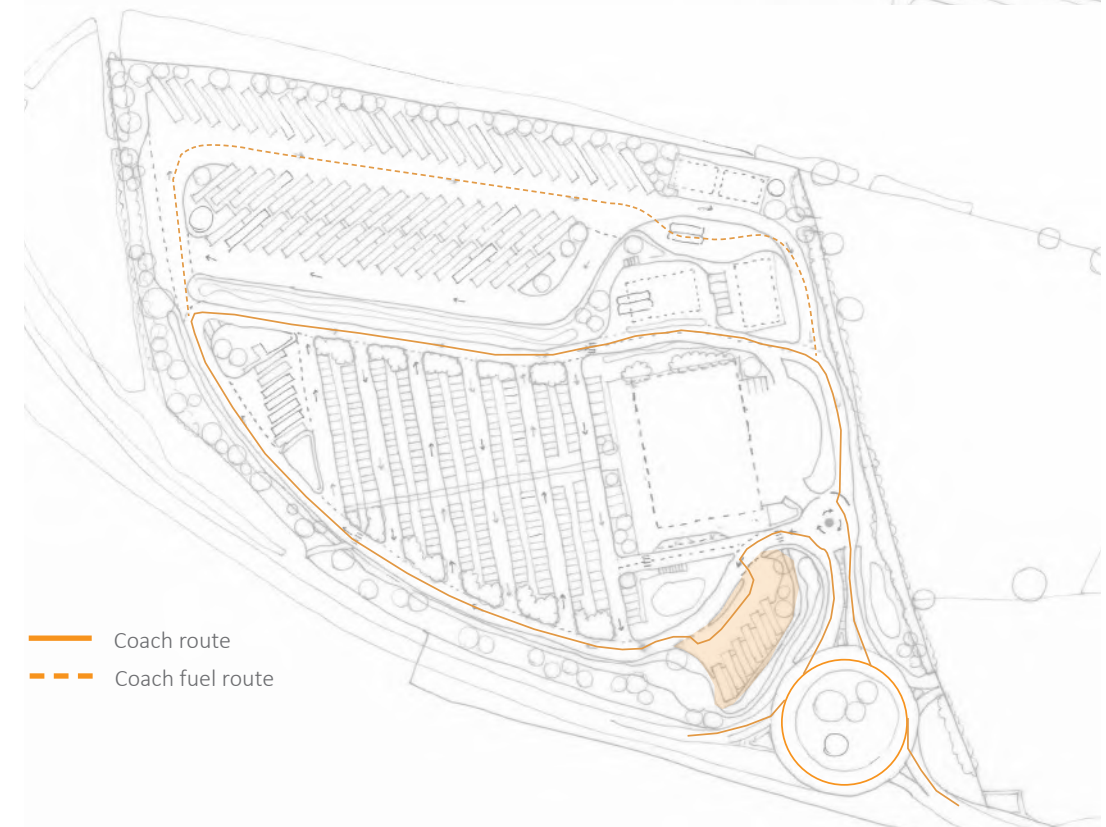
- Car route
- - Car fuel route



- Caravan route
- - Caravan fuel route



- HGV route
- - HGV fuel route



- Coach route
- - Coach fuel route

