



SWINDON SERVICES | M4 J16

Design + Access Statement

M49/900 - REVISION D

MAY 2024



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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

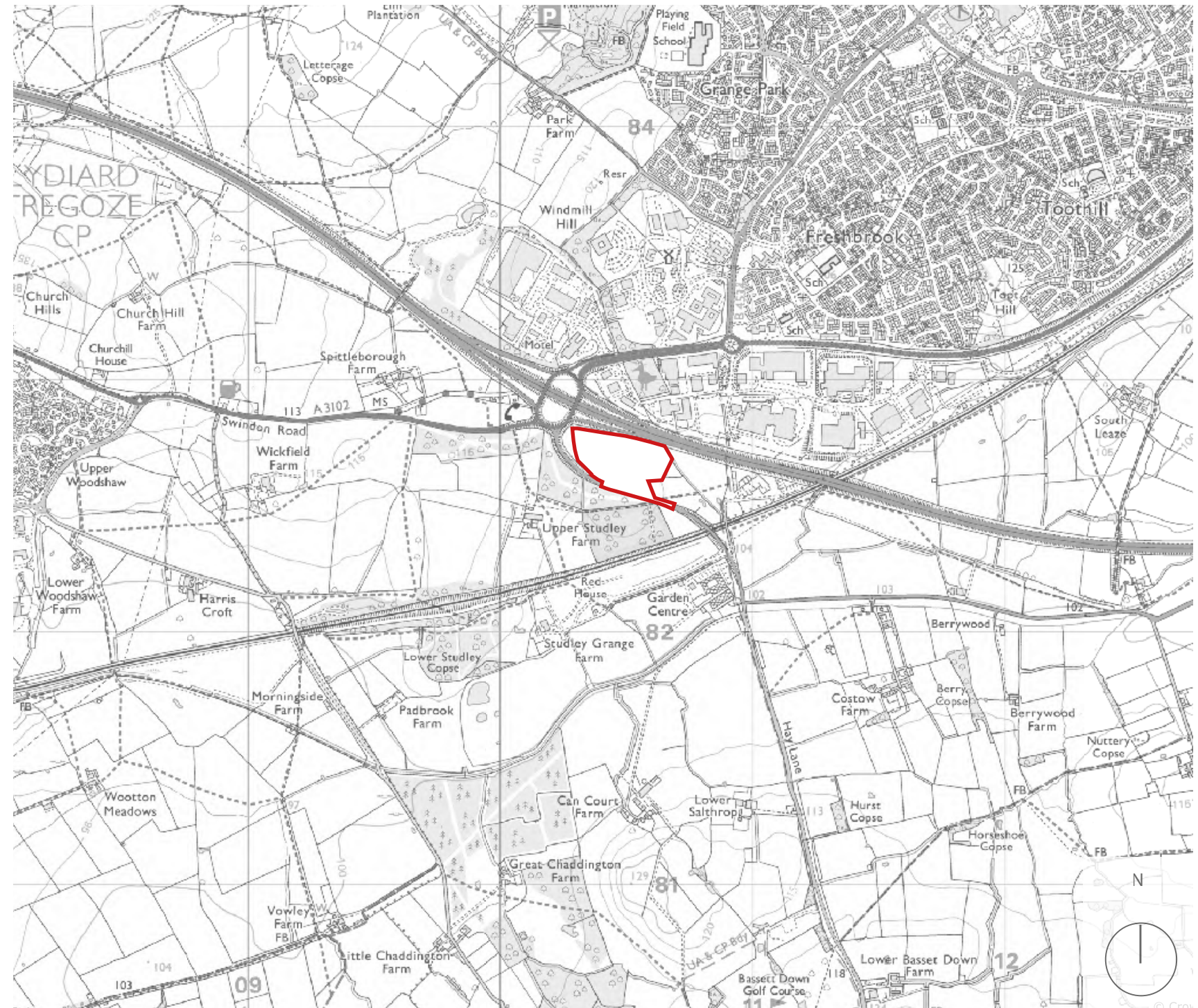
The site consists of a single parcel of land, directly adjacent to the westbound carriageway of the M4.

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

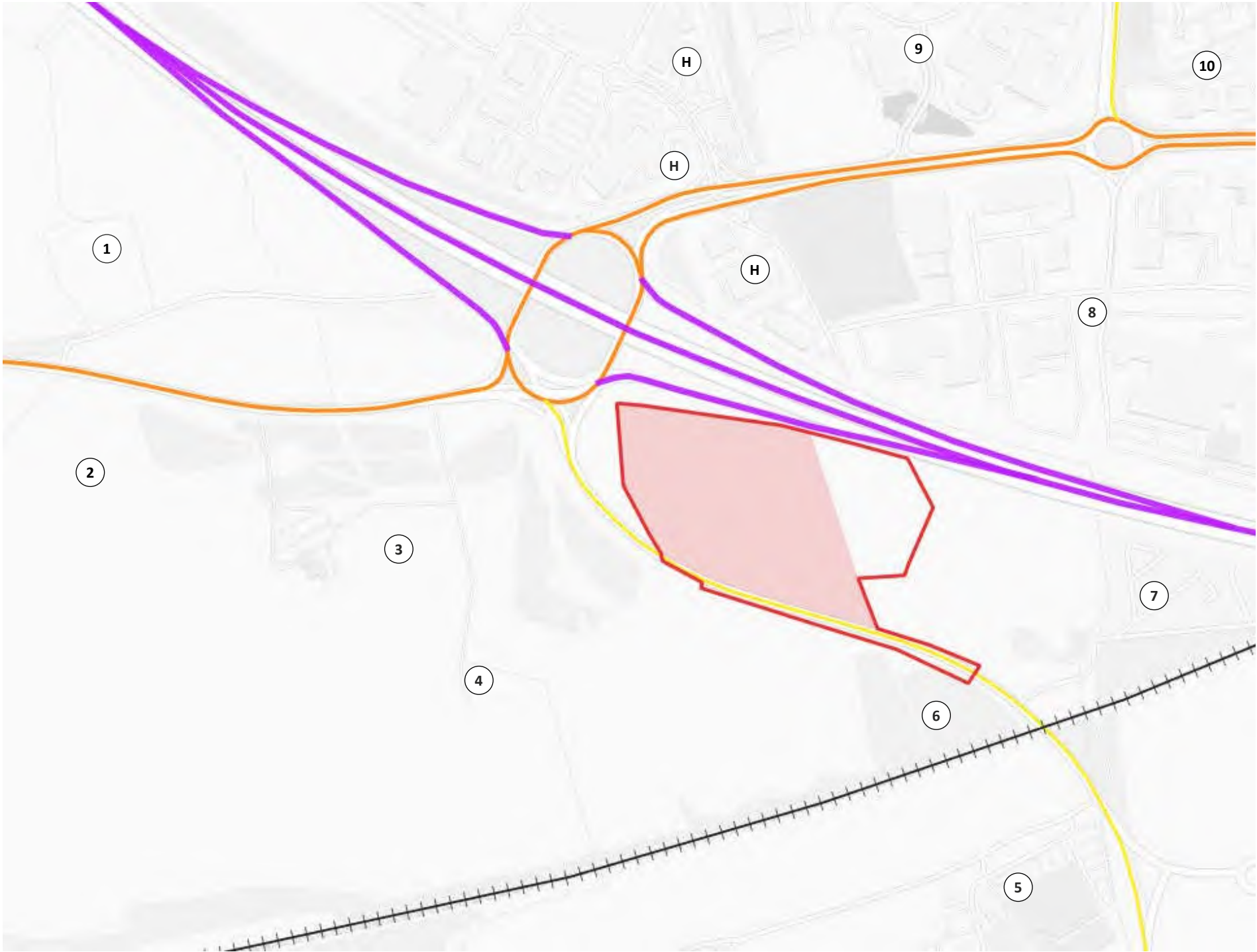
Train Track

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.

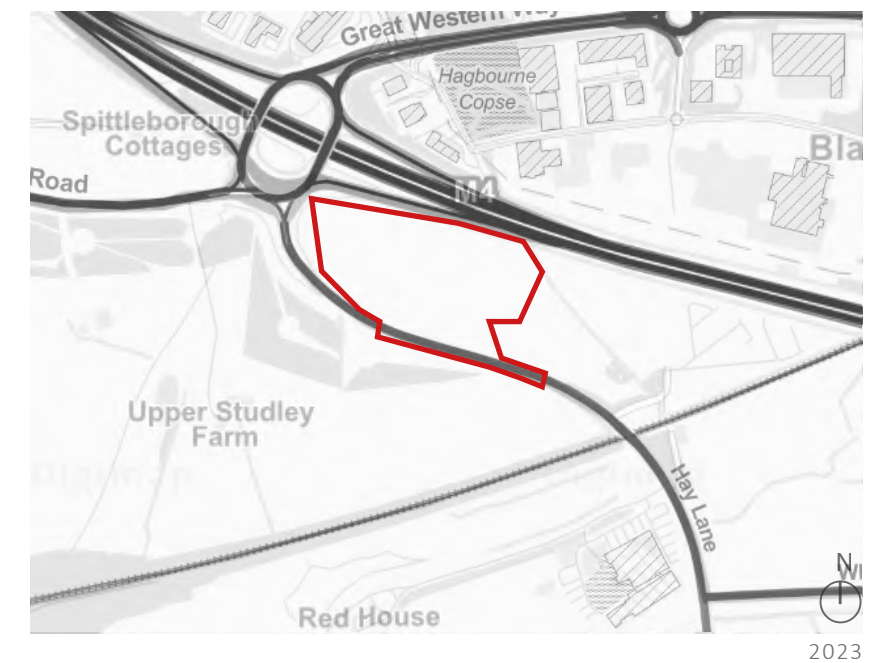
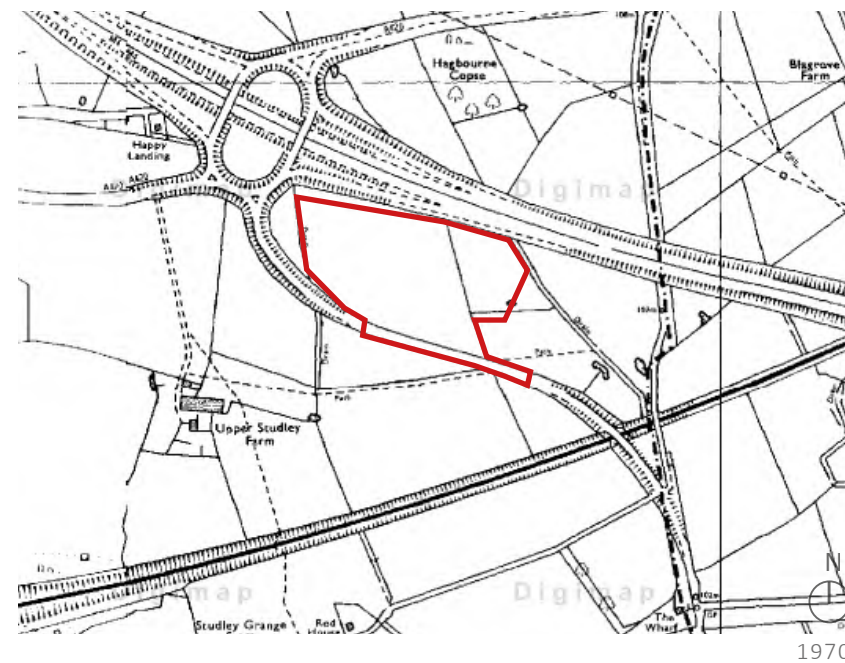
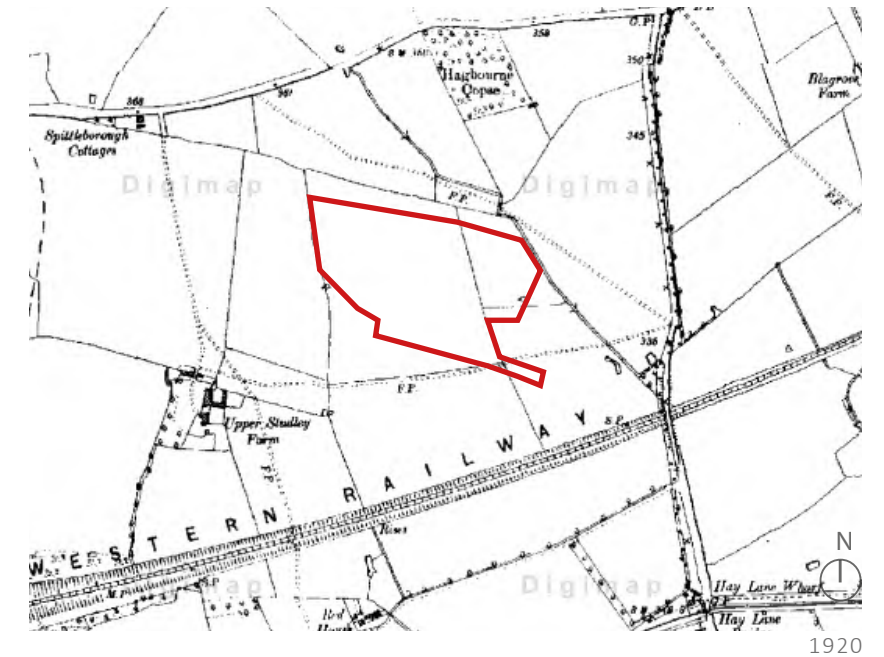
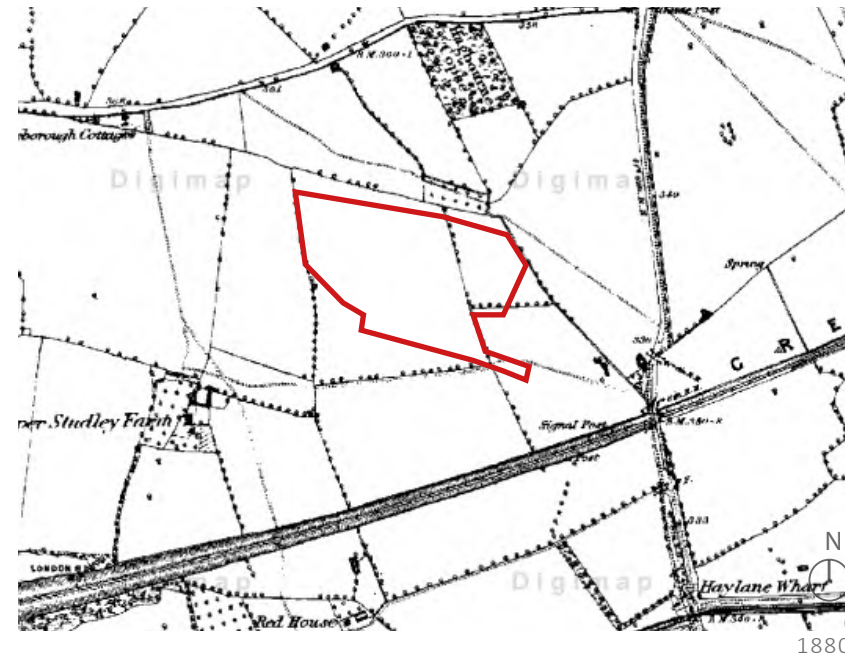
Adjacent to the site, the M4 motorway is a major infrastructural addition to the area and a prominent landscape feature. The site lies in close proximity to a swathe of development forming the edge of Swindon's urban fringe to the north with semi rural landscape incorporating a number of different uses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

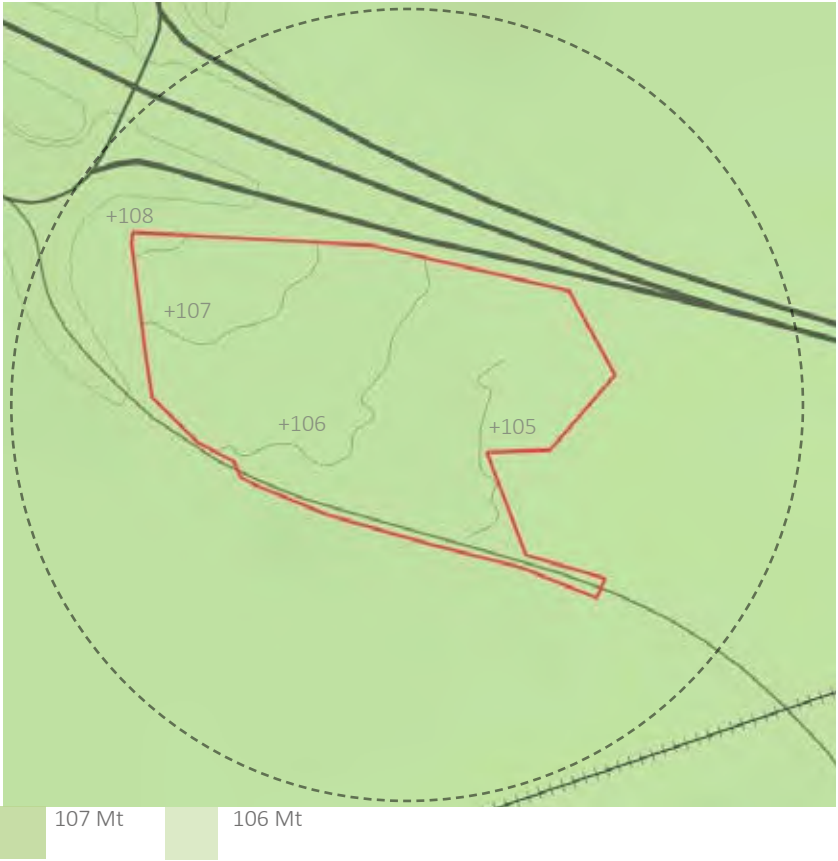
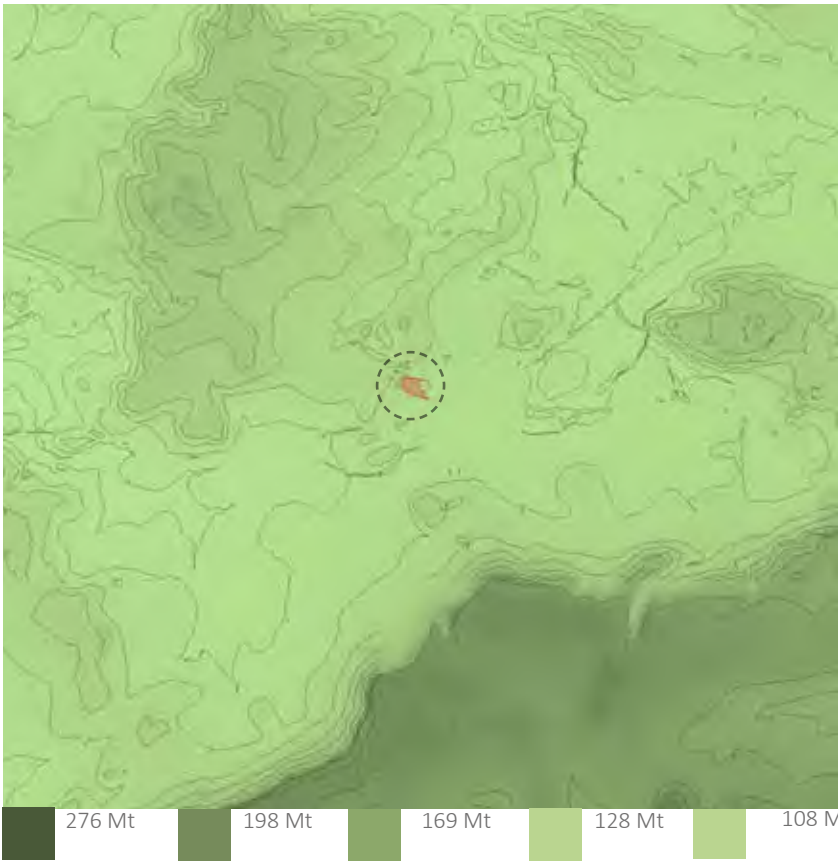
Ecological surveys have been undertaken as part of the planning application process. These are included as appendices to the Ecology Chapter of the ES (Environmental Statement) that supports this application and have informed the scheme's design.

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.

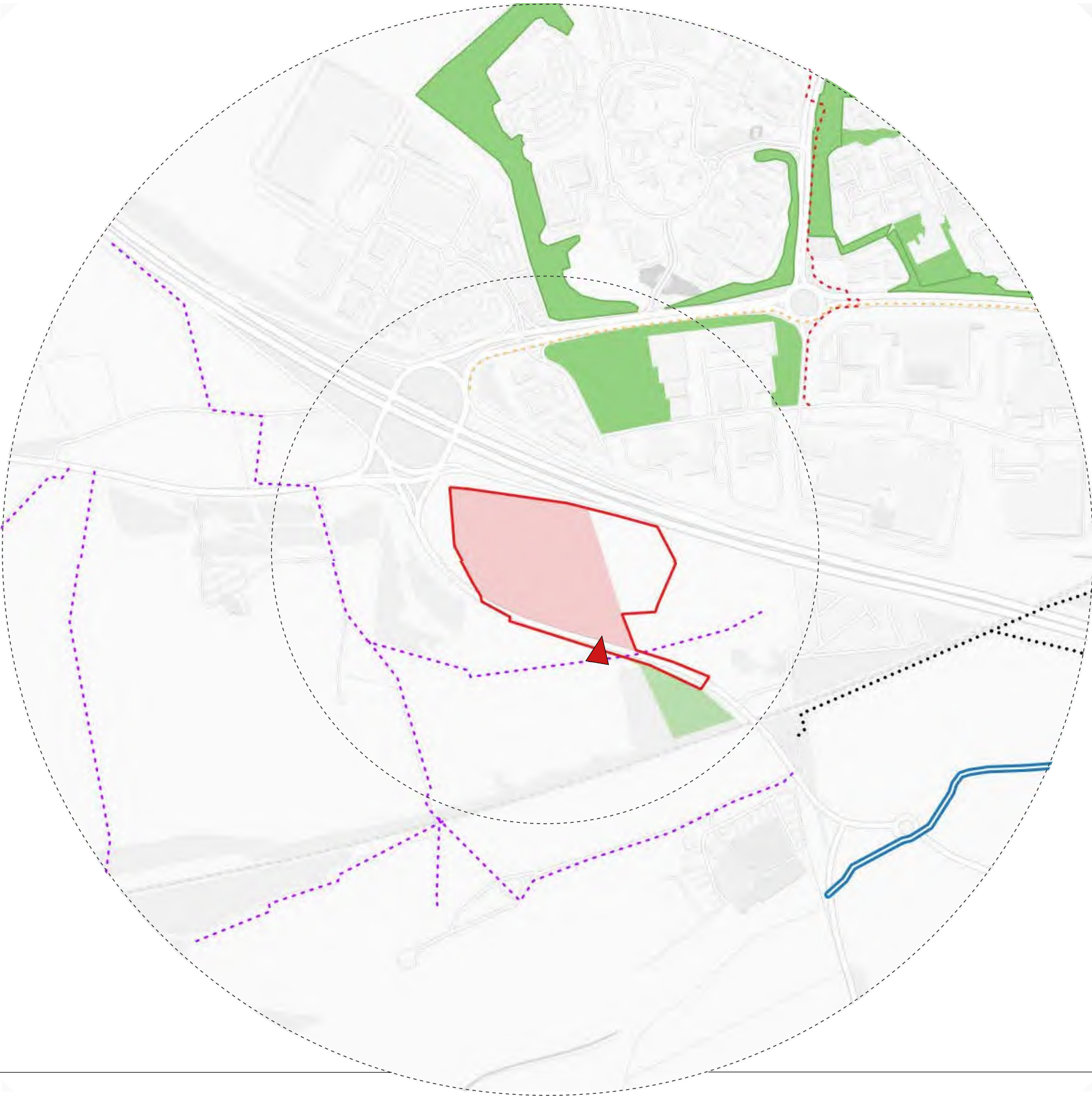
Further detailed information on access can be found in The Access Strategy covered later in the document.



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

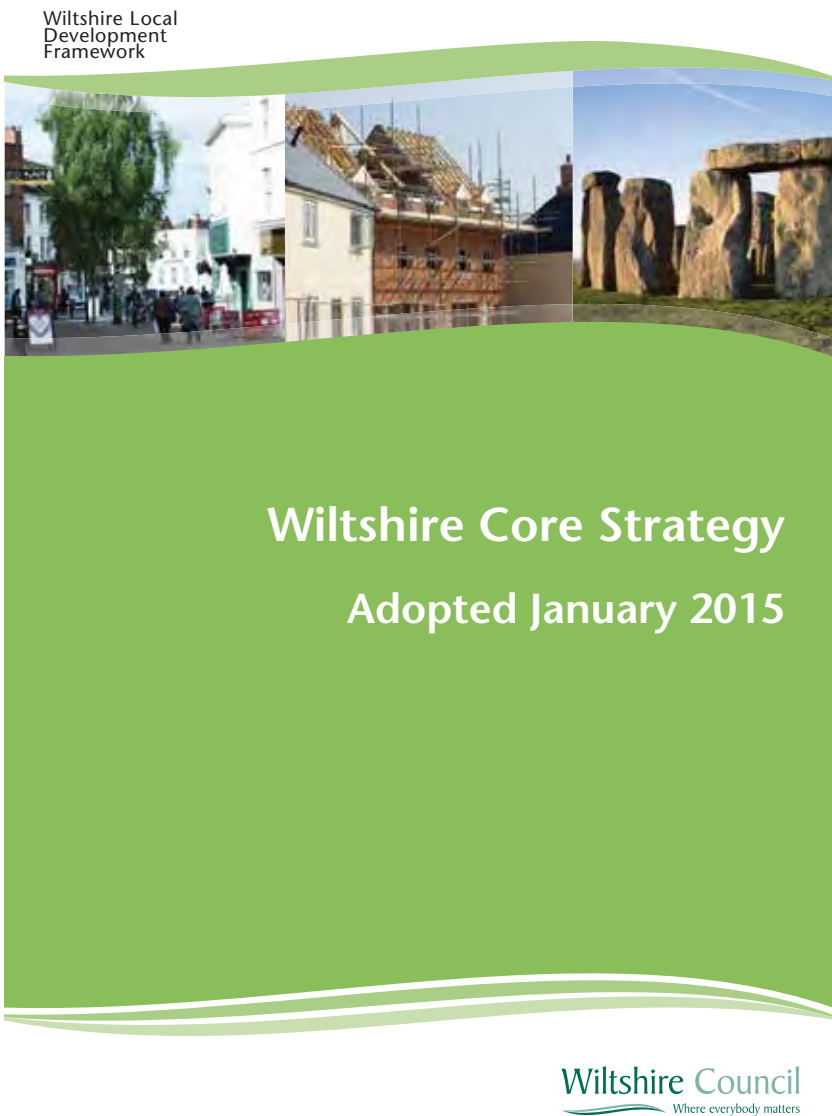
1. Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires that a Design and Access Statement appraises the context of the development and explains the policy adopted as to access, and how policies relating to access in relevant local development documents 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 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.

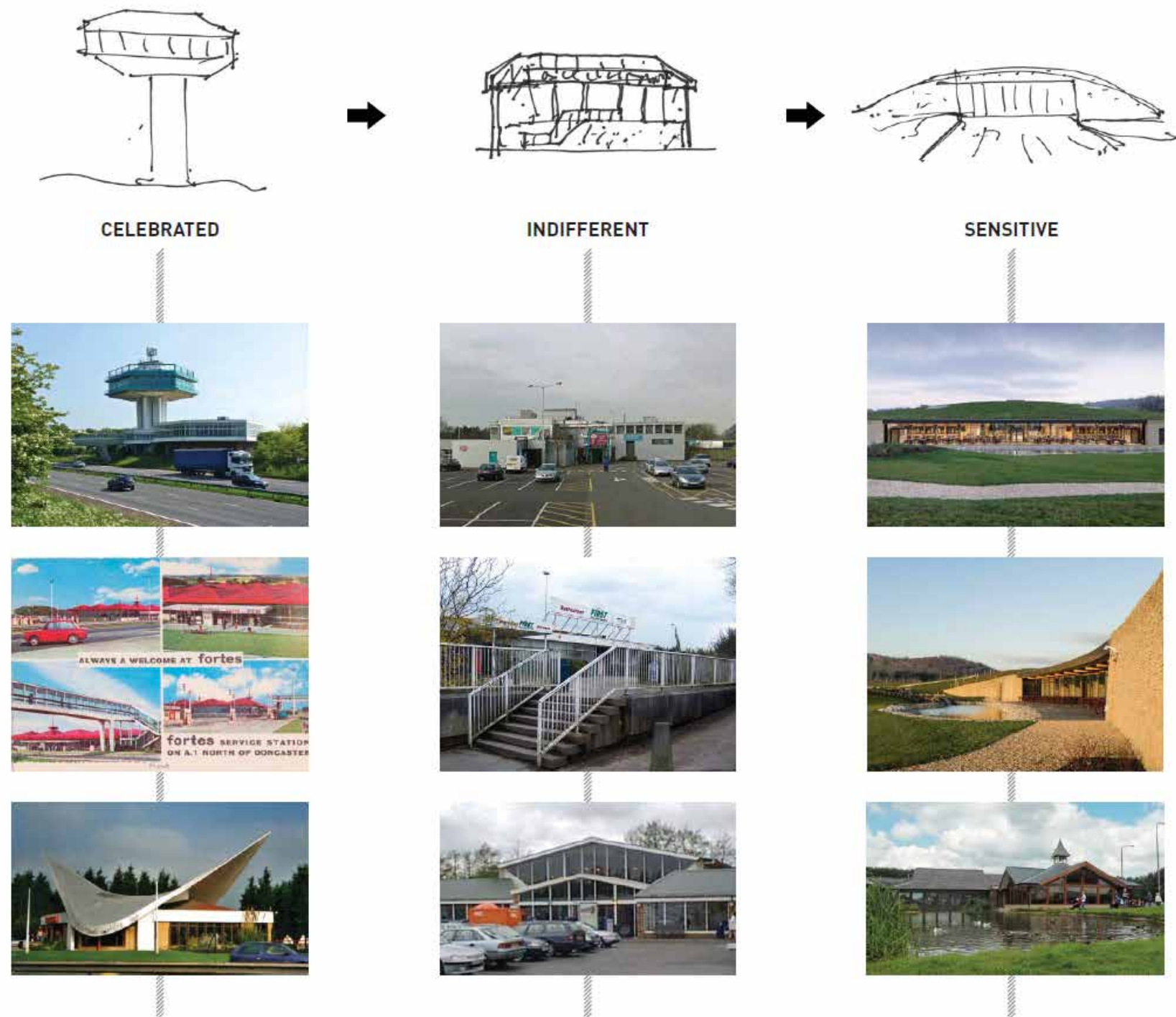
As time progressed, the perception of the MSA/MRA shifted to becoming a utilitarian 'necessary evil', with a perceived reduction in quality of experience. They were often perceived as 'blots' on the landscape, avoided and dreaded by many.

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

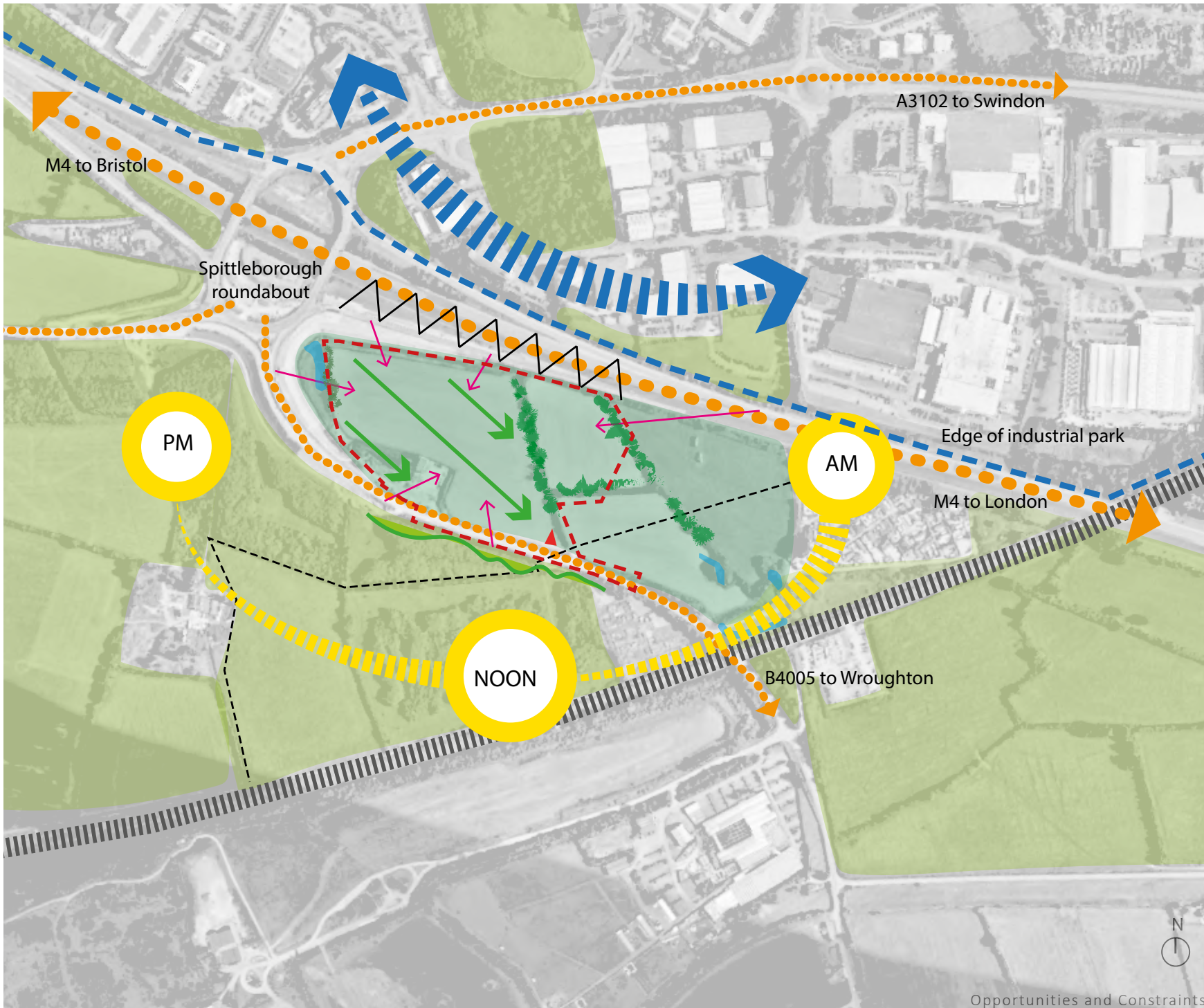
- Low managed hedgerows to some boundaries provide little visual containment of the site
- Existing access to the site
- Noise from motorway and B4005

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

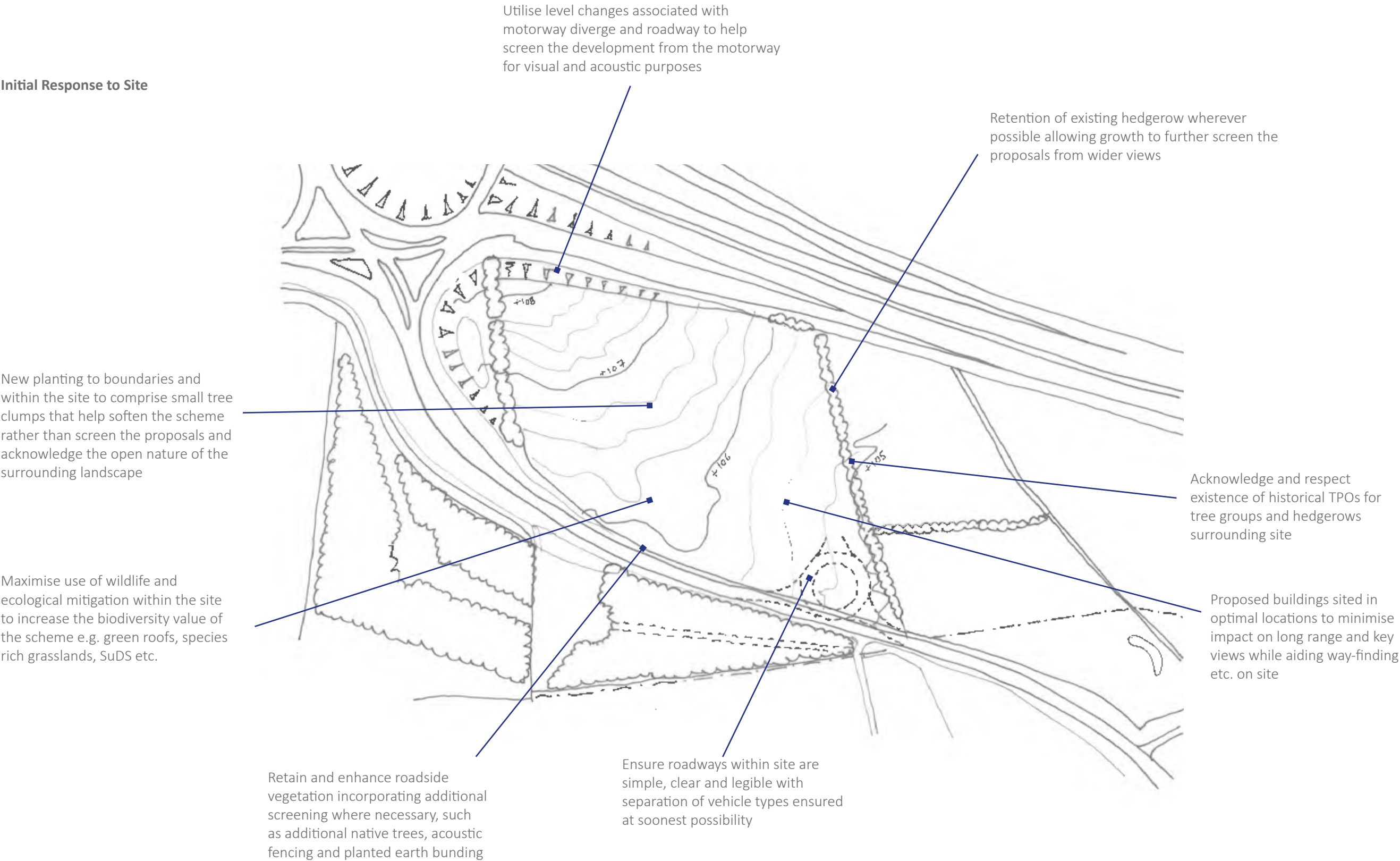
Map key:

- ▶ 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



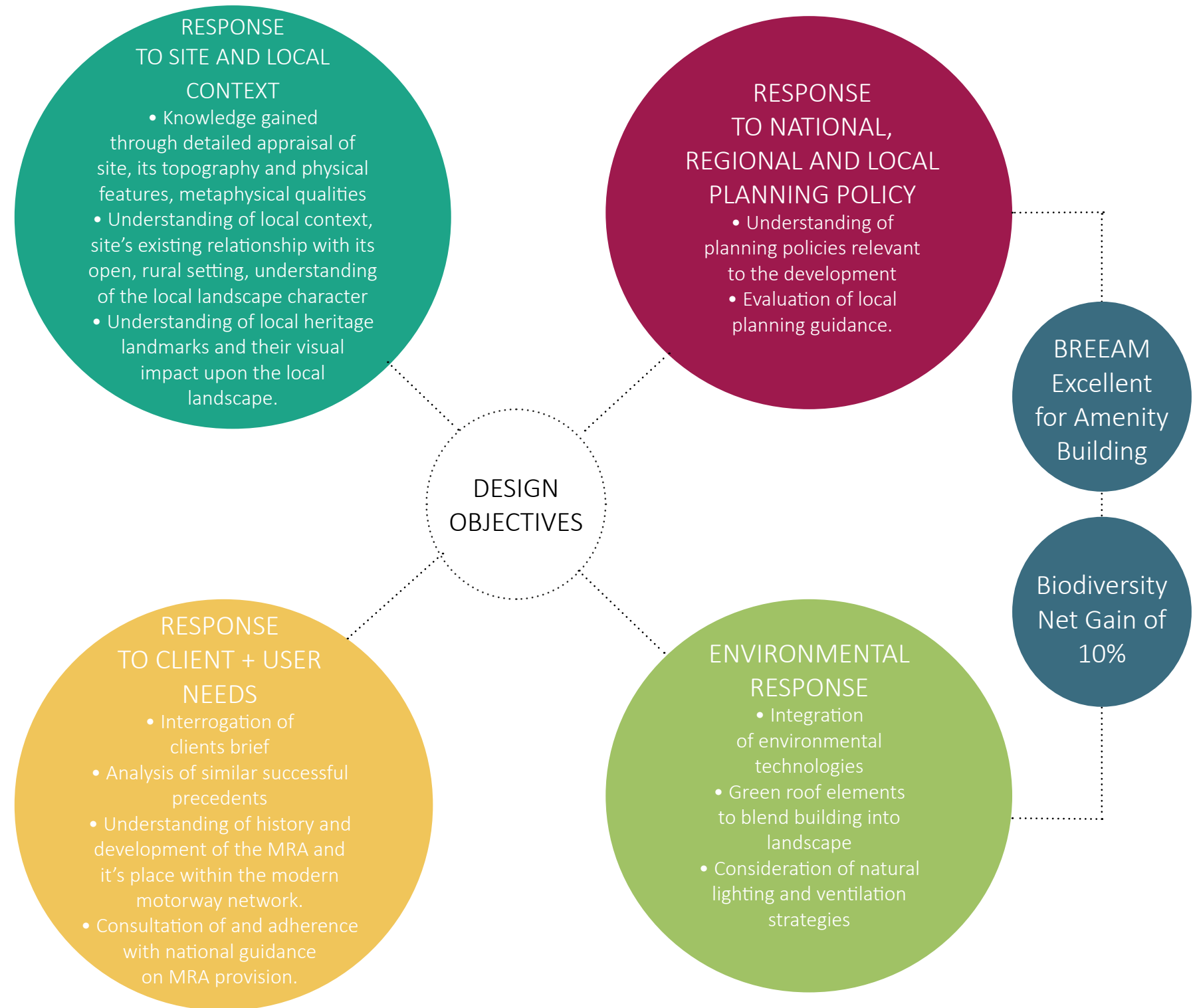
3.3 Design Principles

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 2 No. 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

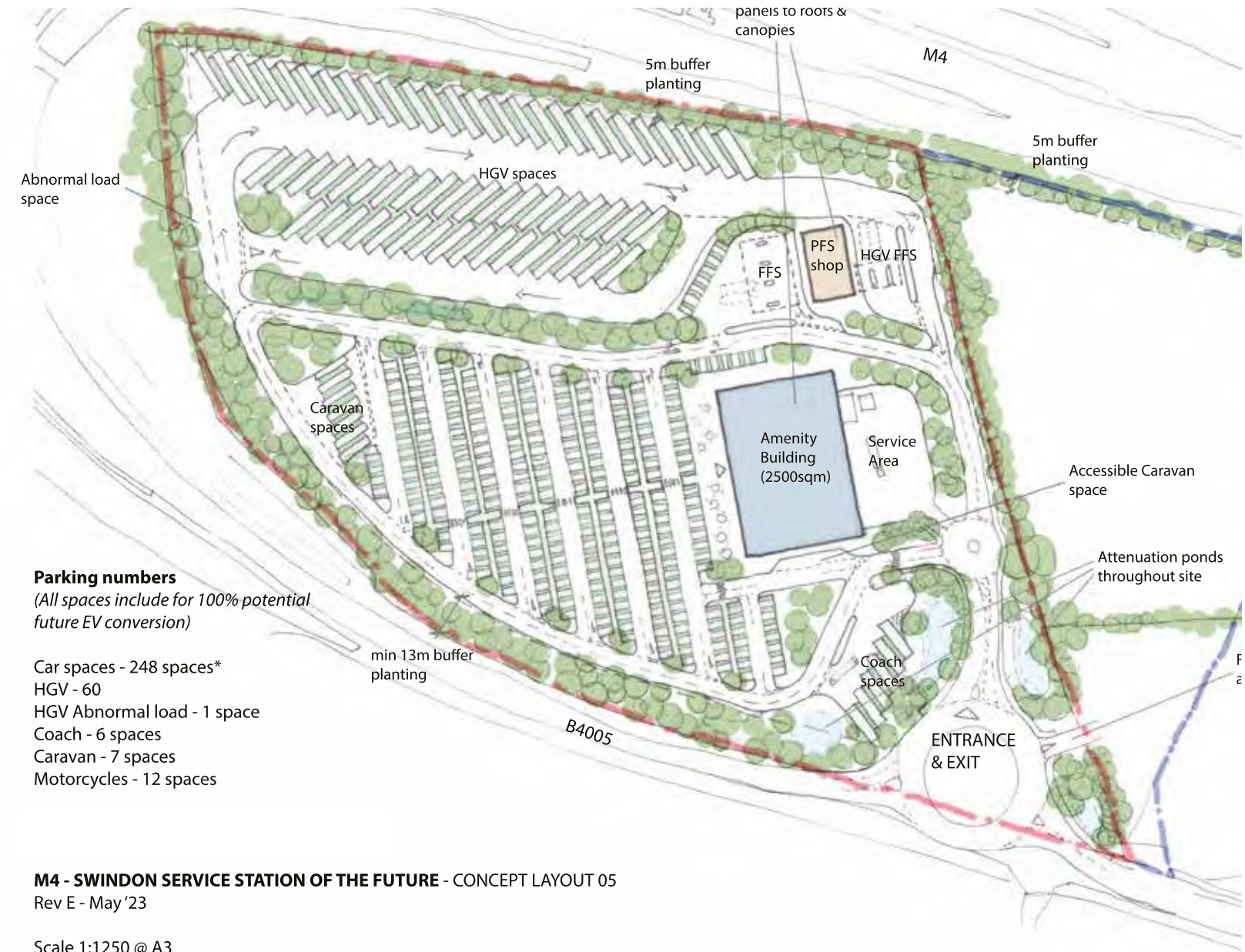
of the site for planted bunds, fencing and vegetation to address visual and acoustic concerns. This has been achieved by more efficient parking arrangements and more detailed layouts across the site, including the consolidation of access arrangements that have achieved cleaner routing and greater efficiencies 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





-  Amenity Building
-  Pedestrian access and route
-  Vehicle access and route

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.

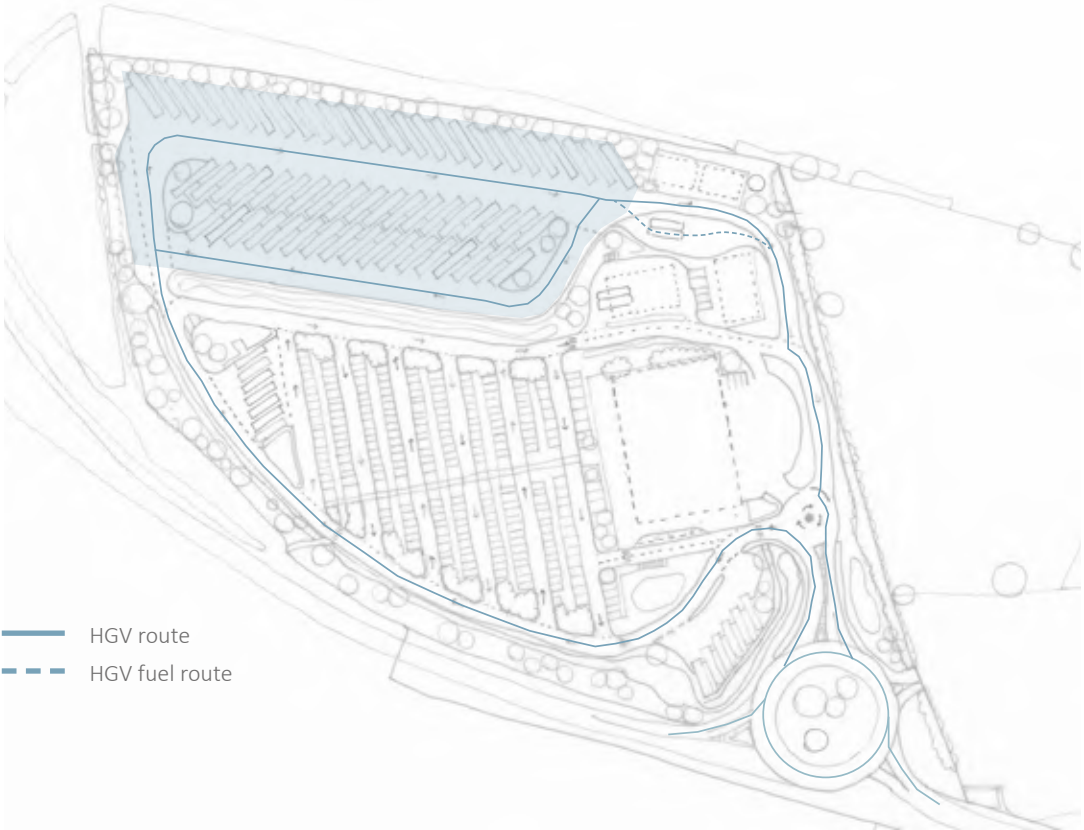
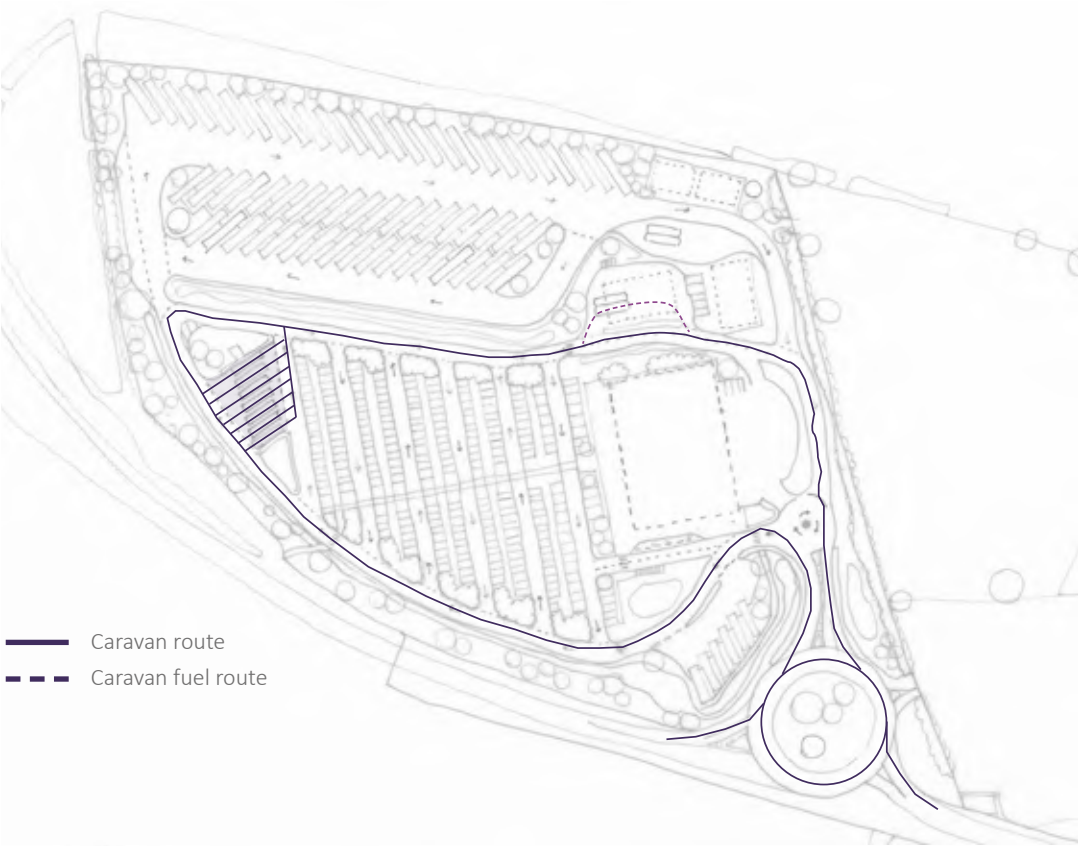
Provision for up to 50 Electric Vehicle (EV) spaces are proposed, with the remainder of the vehicle spaces sized to allow for 100% EV charging in the future, when both user requirements and energy supply allow for this.

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



4.0 Design Proposals

4.1 Design Parameters

MASTERPLAN ELEMENTS- PARAMETERS PLAN

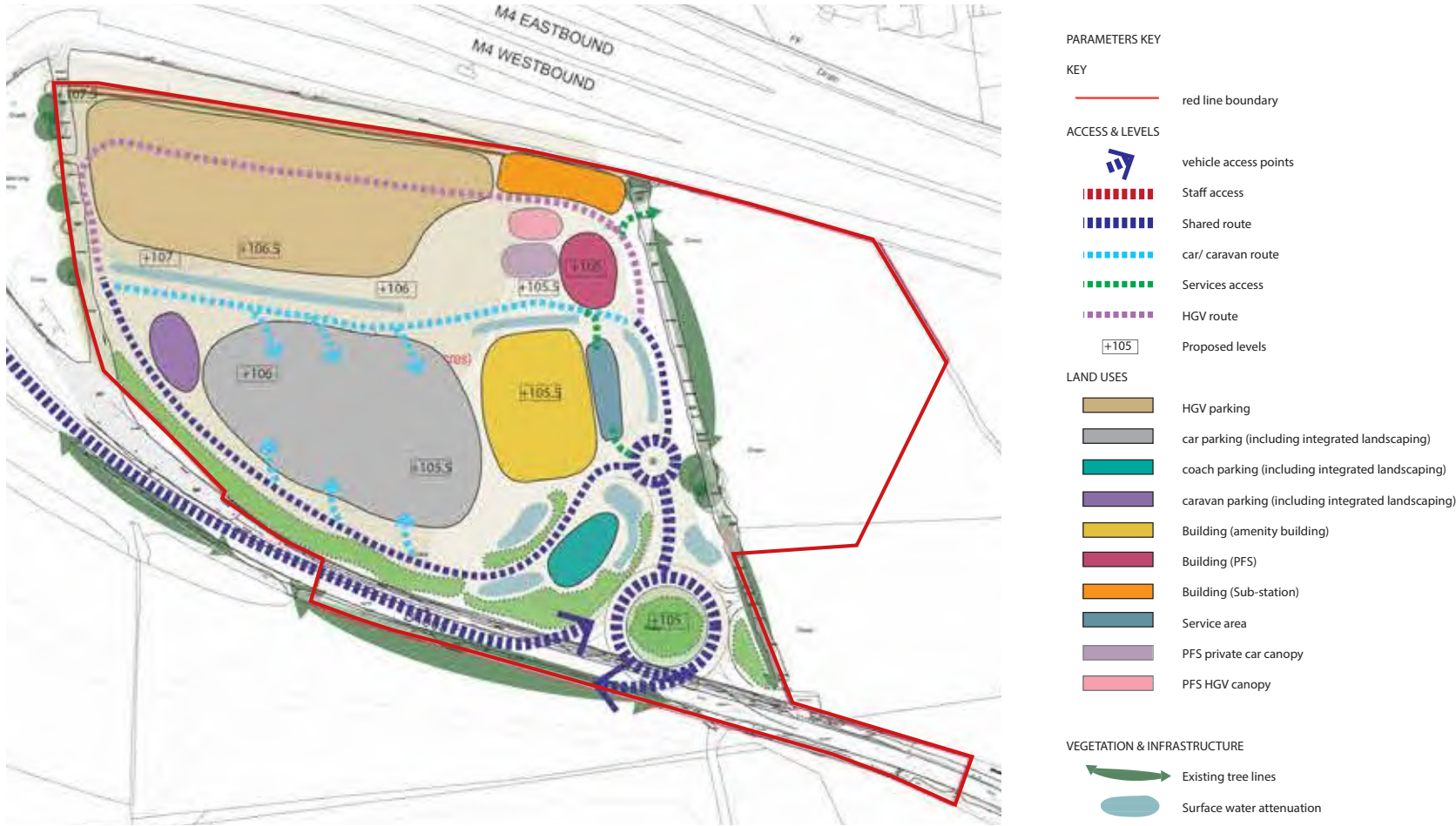
This section provides an explanation of the design principles and concepts applied to the Proposed Development and how they have been embodied in the Application Parameters.

The Application Parameters are designed to provide the framework within which the vision and core principles for the Proposed Development can be delivered.

The Parameters Plan illustrates indicative routes and development zones that will be progressed further during design development. It shows the key parameters of the Development Plan: the location of development sites; indicative building heights, and the major framework of structural landscape, including key routes around the development.

These form the basis for the illustrative masterplan that supports this application and which is discussed in greater detail later in this section.

The proposed site levels are indicative at the present and rounded off the nearest metre.



DEVELOPMENT ZONE	FOOTPRINT (m2)		BUILDING AREA - GEA (m2)		COVERED AREA AROUND BUILDING (m2)		MAX HEIGHT (m)		MAX HEIGHT AOD (m)		COMMENTS
	upper parameter	lower parameter	upper parameter	lower parameter	upper parameter	lower parameter	upper parameter	lower parameter	upper parameter	lower parameter	
Main Amenity Building	3000	2200	3500	3000	1200	900	12	9	121.5	116.5	Green Roof proposed
PFS Forecourt (Canopy)	n/a	n/a	n/a	n/a	450	300	8	6	113.5	111.5	Proposed PV panels to roof
HGV PFS Forecourt (Canopy)	n/a	n/a	n/a	n/a	250	125	8	6	113.5	111.5	Proposed PV panels to roof
Sub-Station	600	200	600	200	n/a	n/a	4	3	110	109	Green Roof proposed
PFS	400	200	400	200	50	30	8	5	113.5	110.5	Green Roof proposed
TOTAL	4000	2600	4500	3400	1950	1355					

Parameters schedule

EXISTING CONDITION



The site is flat with only minimal changes in gradient with the highest point being to the north west corner. The Junction 16 slip road to the M4, however, raises the land off the site locally at in this location. Partly bordering existing hedgerows and a number of mature trees flank both the western and eastern boundaries. There is sparse vegetation coverage to the borders at the southern site edge adjacent to the B4005, but a young tree plantation across the B4005 provides a green backdrop when viewed from the site.

ENABLING WORKS



Due to the flat nature of the site minimal site re-modelling is proposed. Planted bunding on the southern edge of the site will provide natural visual shielding and noise protection along the edge of the B4005 roadway. Existing landscaped strips to the edges of the site on the remaining site boundaries are supplemented with additional planting and acoustic fencing to the edge of the M4 slip way to help shroud the development and protect local views. New planting, appropriate to the local landscape, will continue within the site to reinforce the screening potential of the existing vegetation.

SuDS STRATEGY



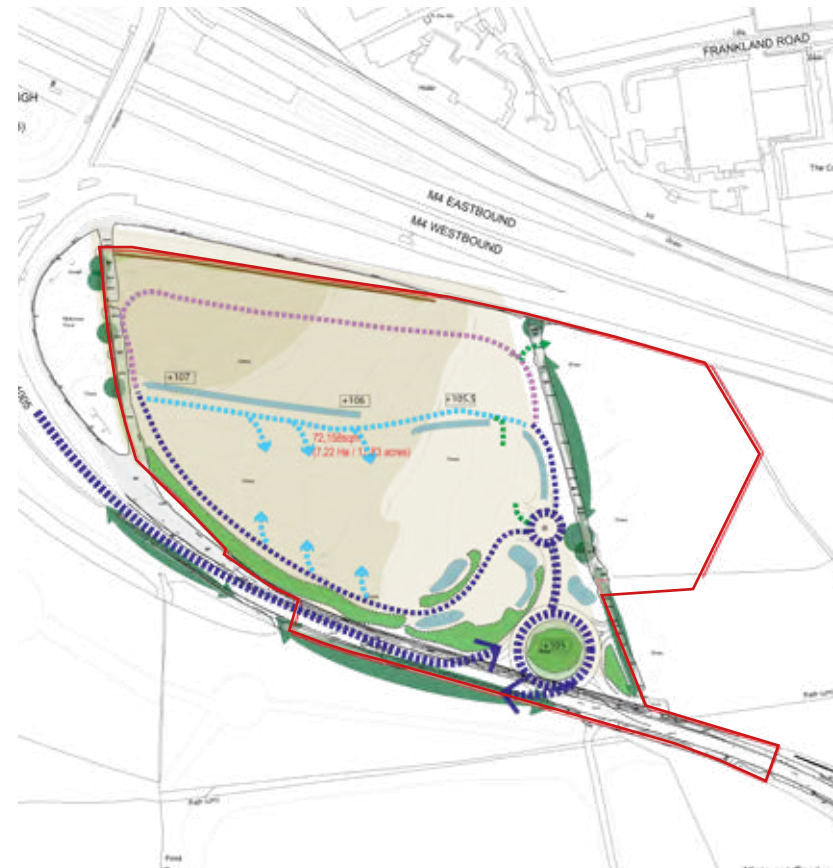
It is acknowledged that the scheme will introduce a substantial amount of new impermeable area onto the site and a Sustainable Drainage System (SuDS) will be required in order to manage surface water runoff, providing treatment and attenuation to ensure that flows leaving the site are restricted to no greater than the pre-development rates. SuDS features will be incorporated into the landscape design to ensure that multifunctional benefits are provided, including to amenity and biodiversity. The existing topography will be utilised where possible and attenuation is provided in the form of permeable paving, porous sub-base, attenuation tanks and basins to manage flows into existing watercourse outfalls.

BUILDING ZONES



The main Amenity Building and parking areas are contained centrally between the M4 and B4005, with the Fuel Filling facilities located north of the Amenity Building towards the M4 motorway edge. This lessens their overall impact on the development, while maintaining necessary visual presence to the motorway. The Amenity Building is also located to the east of the site adjacent to the main entrance ensuring ease of way-finding for visitors to the site.

VEHICLE ACCESS



The HGV & coach traffic are separated from other traffic in the site at the earliest opportunity. Major traffic is kept to the periphery of the site and fed into the car parks in a controlled manner, with pedestrian access also carefully controlled along safe tree lined designated routes. The site is accessed from the B4005 which links with both directions of the M4 via the Spittleborough Roundabout (M4 Junction). Internal routes are controlled by both a new roundabout to the B4005 and an internal roundabout which help to manage the traffic flow of traffic arriving and leaving the site.

PARKING ZONES



The parking is split into manageable and easily navigable zones, separating HGV, coach, car, motorbike and caravan parking. HGV parking is carefully located to have a minimal impact on local views being located along the edge of the M4 slip way and is separated from the remaining parking by a landscaped strip. Coach parking is located close to the Amenity Building and infrastructural landscaping and planting help shield the parking from long distance views, while maintaining visual connections from within the site itself.

4.2 Illustrative Masterplan



The illustrative masterplan provides an overview of the proposals encompassed within this application.

The masterplan can be seen as a manifestation of the design objectives developed through a detailed appraisal of the site, context, user needs and lessons learned from historical applications.

The approach of the masterplan is to embed the building within the natural setting, moving away from the ‘sea of car-park’ associated with the traditional MRA.

Ensuring the building sits within the surrounding topography and by utilising a living roof allows the proposal to retain the open character of the local landscape whilst also protecting views of the building from the nearby local landmarks.

Parking areas are connected by a series of tree lined pathways and landscaped bands, ensuring that visitor are able to make their way towards the Amenity Building in a safe and relaxing manner.

The masterplan encompasses the following elements:

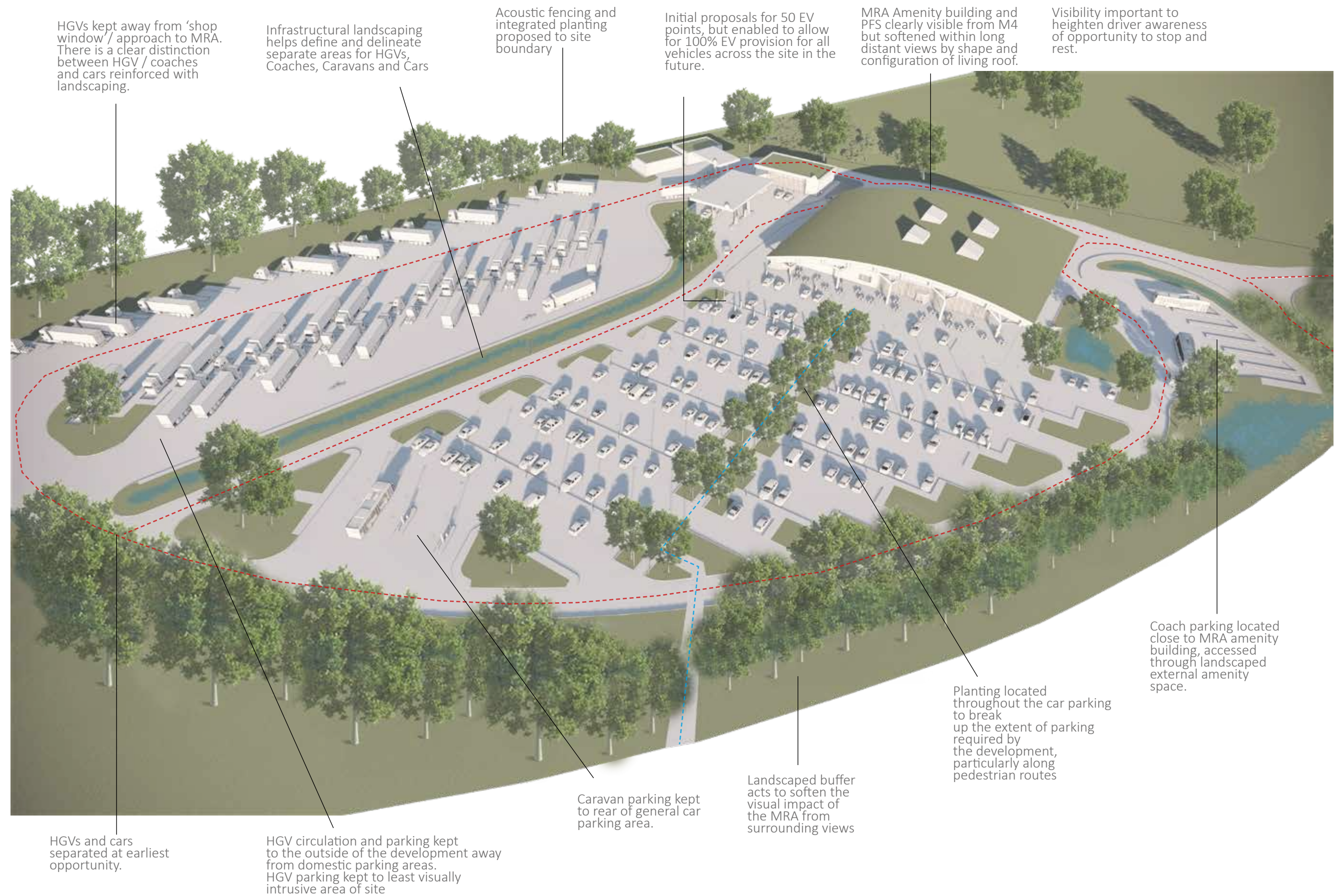
- **Amenity Building** comprising of essential shops, units for food and beverage provision, varied seating areas, 24hour driver’s lounge, toilet facilities, external terrace, children’s play area, staff welfare facilities, kitchen and storage facilities;
- **Fuel Filling Station (FFS) for cars/LGVs**, which is located adjacent to the Amenity Building;
- **HGV/coach Fuel Filling Station (FFS)**
- **Parking provision** for cars, caravans, motorcycles, coaches and HGVs, incorporating disabled parking provision.
- **External landscaped amenity space**
- **Sustainable Drainage System (SuDS)** forming part of the landscape design
- **Outdoor children’s play area**
- **Civil works**



SECTION A-A



SECTION B-B



5.0 Landscape Design



5.1 Landscape and Visual

The proposed Motorway Services site is located on agricultural land bordered to the north by the M4, to the south by the B4005 and to the west by Junction 16 of the M4. A mainline railway is situated within 200m to the east, meaning that the site is within a modest land area bordered by major transport infrastructure.

A significant plantation woodland lies to the southern side of the B4005, directly opposite the site boundary, which continues with further green infrastructure to the east and west through road and rail side buffer planting and trees.

The site is adjacent to part of the Great Western Community Forest initiative (Wiltshire County Council), which supports proposals for increased tree planting / cover.

KEY

-  Site location boundary
-  Existing Trees and Green Infrastructure
-  Biodiversity Enhancements
-  Enhanced Landscape Buffer
-  Proposed Building Locations Area
-  Proposed Site Access Location
-  Public Right of Way
-  Filtered Views into Site
-  Direct Views into Site
-  Wetland area
-  Listed Building
-  Tracks or Access Roads





Selected Viewpoint: Looking east towards the site from the M4 Junction 16. Typical view for vehicles using the junction having exited the M4.



Selected Viewpoint: Looking west from the B4005 towards the hedgerow that forms the eastern boundary of the site.

5.2 Landscape Strategy

The Landscape Strategy for this Outline Planning Application is made up of 4 key principles that refer to the 'Forces for Change' agenda within the Wiltshire Landscape Character Assessment as well as supplementary guidance including the Great Western Community forest initiative. The key landscape principles are as follows:

1. Retain existing field patterns with existing hedgerows and trees
2. Create an enhanced landscape buffer that provides visual mitigation as well as habitat creation and nature recovery networks
3. Provide ecology focused planting typologies including rain gardens, swales, native scrub and green roofs
4. Achieve Biodiversity Net Gain with enhancements to the adjacent agricultural field, whilst maintaining all existing field patterns and boundaries

Legend

	Application boundary
	Existing trees / hedgerows retained
	Proposed trees
	Enhanced buffer of native mixed scrub
	SuDs integrated Landscape
	Wildflower meadow
	Attenuation Landscape
	Rain Gardens
	Views filtered and softened by landscape
	Building with Wild-flower roof
	Small break in Landscape buffer
	Public Right of Way



Illustrative landscape masterplan



This masterplan is for illustrative purposes only and is subject to design development in subsequent design stages. Other technical plans always take precedence over this illustration.

5.3 Ecology, Biodiversity and SuDS

Introduction

Ecology has been a prominent consideration during the design process for this scheme. Wildlife is the focus of the landscape vision, looking to create space for nature and connect existing features to a wider green infrastructure, forming the character and sense of place for the proposals.

As an existing urban fringe, agricultural site, ecology is predominantly associated with existing hedgerows and mature trees in peripheral areas with shrubs and ground cover adjacent. The proposals seek to retain these trees where possible, and look to enhance the ground level habitat, creating wild-flower meadows, planting native trees, shrubs, grasses, and pollinator rich species, all adding to the biodiversity value of the proposals and reflecting the wildlife focused character and re-wilding principle.

The proposals also make use of roof space for habitat creation and biodiversity value. The roofs of the majority of buildings are proposed to be green or brown roofs (not accessible to the public), which will be designed in accordance with ecologist recommendations. Also provided in accordance with the ecology report are a number of bird and bat boxes to existing trees and/or integrated into the buildings. Hibernacula are proposed to the peripheral areas of native scrub, in the form of natural log or brash piles. Sustainable Drainage Systems and their ecological benefit are detailed on the following pages.



Bat box



Native mixed hedgerow



Wild-flower meadow



Hibernacula



Native mixed scrub



Bird box



Wetland meadow



Native tree mix



Indicative Section A; showing pedestrian route, tree planting and vehicular access. **For illustrative purposes only - to be developed at next design stage.**



Indicative Section B; showing buffer planting and integrated SuDS. **For illustrative purposes only - to be developed at next design stage.**



Sustainable Drainage and Biodiversity

There are a number of SuDS integrated in the landscape to slow flow rates and increase filtering, both at ground level and on the building roof spaces. At ground level, these include rain gardens as part of the public space and parking, permeable paving, and tree pit attenuation. The scheme includes green and brown intensive roofs with a broad range of ecology focused planting and associated sub-bases to assist in slowing flow rates and filtering runoff, whilst providing maximum biodiversity benefit.

Swales and attenuation basins also form part of the drainage strategy, with planting typologies to suit, including wetland meadow mixes and native shrubs accustomed to wetland conditions.

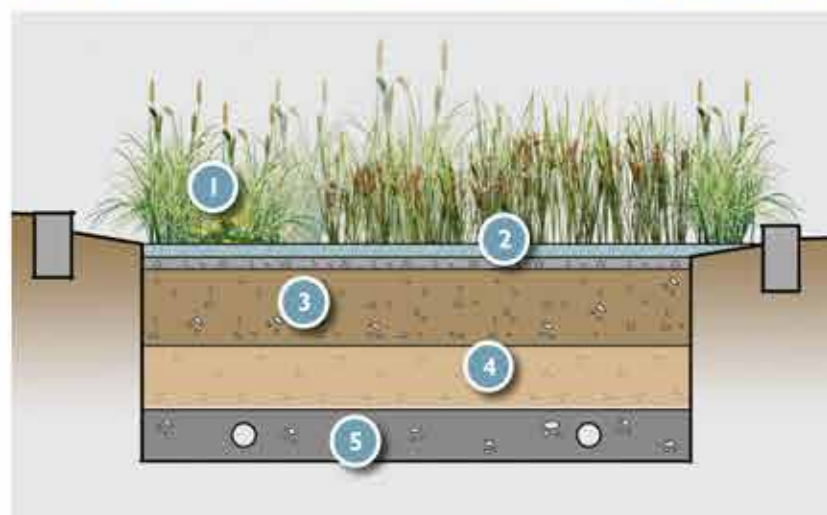


Green roof



Rain Gardens

- 1 Planting to rain garden
- 2 200-300mm free board
- 3 300mm deep imported topsoil
- 4 250mm deep washed sand
- 5 200mm deep sub-base drainage layer

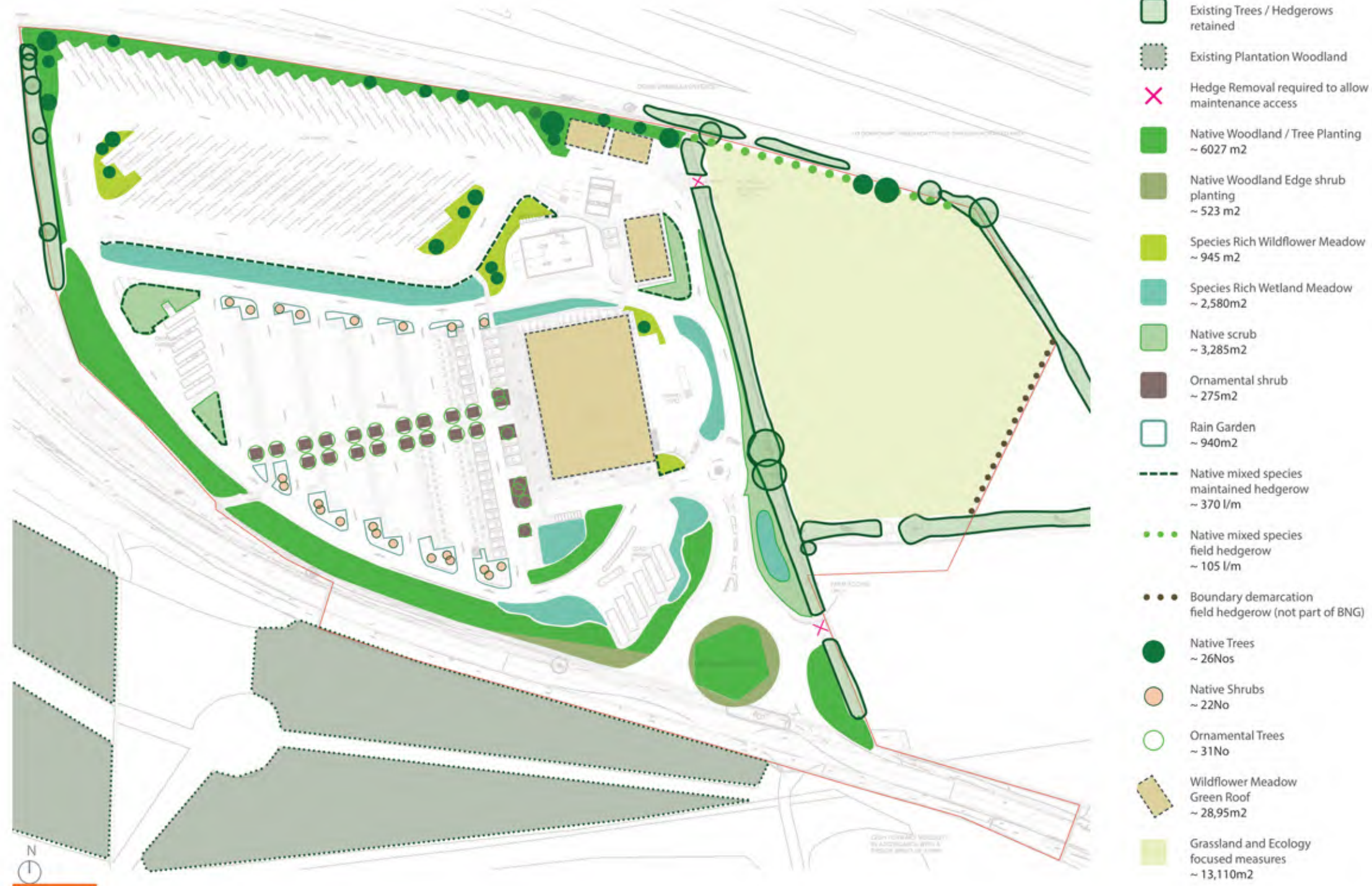


Typical rain garden section



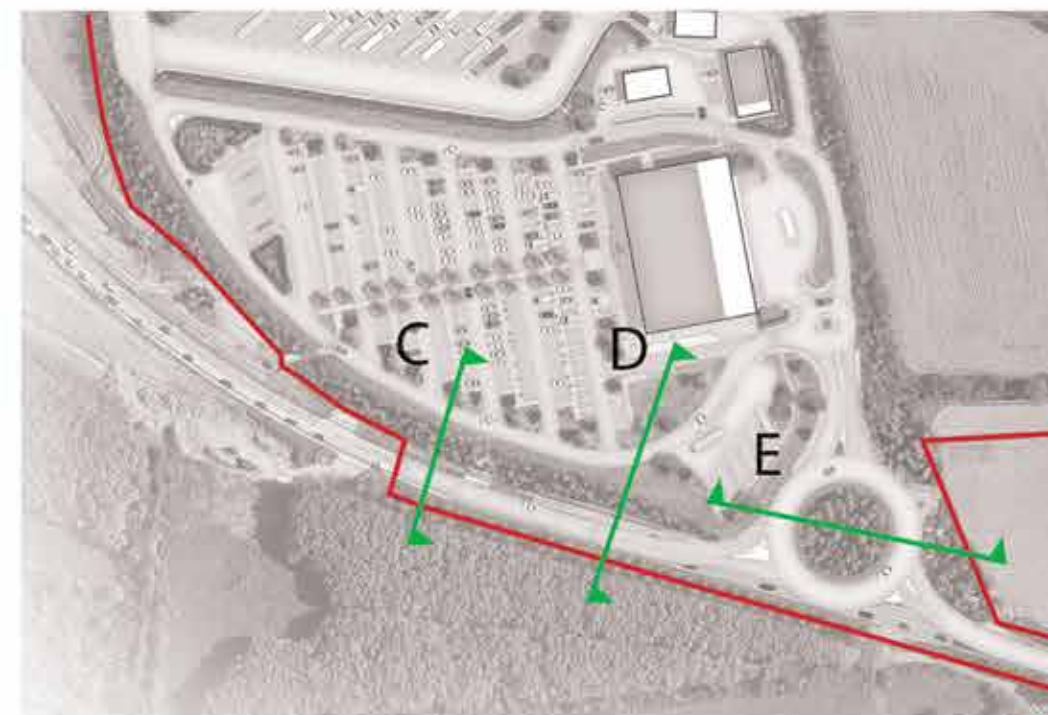
Swale with wetland meadow planting

PLANTING PROPOSALS



Landscape and Ecological Southern Buffer

As part of the proposals, a substantial landscape buffer is proposed along the southern boundary that will be primarily designed as a woodland screening feature. The feature will also provide benefits to biodiversity through nature connectivity, habitat creation and wildlife movement corridors. Irrespective of the extensive existing woodland area outside of the boundary to the south of the site, this landscape feature will give suitable screening and visual mitigation for the proposed facility buildings. The existing woodland further strengthens this visual mitigation for wider views of the site from the south.



Indicative Section C, showing southern site boundary, B4005, minimum landscape buffer and internal site SUDS.
For illustrative purposes only - to be developed at next design stage.



Indicative Section D; showing southern site boundary, B4005, minimum landscape buffer and internal site SUDS.
For illustrative purposes only - to be developed at next design stage.



Indicative Section E; showing southern site boundary, B4005, minimum landscape buffer and internal site SUDS.
For illustrative purposes only - to be developed at next design stage.

5.4 Planting Palette

Planting Palettes are indicative only and will be subject to further refinement during the detailed design process and Reserved Matters submission, if the Outline Application is approved.

FEATURE TREES	
Liquidambar styraciflua	Sweetgum
Pinus sylvestris	Scots Pine
Quercus palustris	Pin Oak
Quercus robur	English Oak



Liquidambar styraciflua



Pinus sylvestris



Quercus palustris



Quercus robur

BUFFER TREES	
Betula nigra	River Birch
Betula pubescens	Downy Birch
Betula utilis jacquemontii	Himalayan Birch
Malus toringo 'Scarlett'	Japanese Crab Apple
Sorbus aria	White Beam
Sorbus aria lutescens	Whitebeam
Sorbus torminalis	Wild Service Tree



Betula pubescens



Sorbus aria



Betula nigra



Betula utilis jacquemontii

STREET TREES	
Acer campestre	Field Maple
Acer platanoides 'Emerald Queen'	Norway Maple
Liriodendron tulipifera	Tulip Tree
Platanus x hispanica	London Plane
Prunus avium 'Plena'	Wild Cherry
Tilia platyphyllos 'Princes Street'	Broad Leaved Lime
Ulmus 'New Horizon'	Elm 'New Horizon'



NATIVE SHRUB

<i>Cornus sanguinea</i>	Common Dogwood
<i>Euonymus europaeus</i>	European Spindle
<i>Ilex aquifolium</i>	English Holly
<i>Rosa canina</i>	Dog Rose
<i>Rosa rubiginosa</i>	Sweet Briar Rose
<i>Viburnum opulus</i>	Gelder Rose

ORNAMENTAL SHRUB

<i>Aronia melanocarpa</i> 'Hugin'	Black Chokeberry Hugin'
<i>Daphne laureola</i> subs: 'Philipp'	Spurge Laurel
<i>Hamamelis virginiana</i>	American Witch-hazel
<i>Hydrangea quercifolia</i> 'Sikes Dwarf'	Oak-leaved ydrangea 'Sike's Dwarf'
<i>Sarcococca confusa</i>	Sweet Box
<i>Viburnum nudum</i> 'Pink Beauty'	Withe Rod 'Pink Beauty'

PERENNIALS / GRASSES / FERNS

<i>Carex oshimensis</i> 'Everdi'	Japanese Sedge 'Everdi'
<i>Dryopteris wallaichiana</i>	Alpine Wood Fern
<i>Epimedium perralchicum</i>	barrenwort 'Fröhnleiten'
<i>Euphorbia amygdaloides</i> var. <i>robbiae</i>	Spurge
<i>Iris foetidissima</i> var. <i>citrina</i>	Yellow Stinking Iris
<i>Luzula sylvatica</i>	Great Wood-rush
<i>Pachysandra terminalis</i>	Japanese Pachysandra
<i>Polystichum acrostichoides</i>	Christmas Fern
<i>Tellima grandiflora</i>	Fringe Cups



Rosa canina



Cornus sanguinea



Viburnum opulus



Sarcococca confusa



Aronia melanocarpa 'Hugin'



Hamamelis virginiana



Epimedium perralchicum



Luzula sylvatica



Tellima grandiflora

HEDGES

<i>Fagus sylvatica</i>	Common Beech
<i>Ilex crenata</i>	Japanese Holly

RAIN GARDEN PLANTING

<i>Aquilegia vulgaris</i>	Common Columbine
<i>Aster azureus</i>	Sky Blue Aster
<i>Caltha palustris</i>	Marsh Marigold
<i>Dryopteris affinis</i> 'Cristata'	Scaly Male Fern
<i>Echinacea purpurea</i>	Purple Coneflower
<i>Iris pseudacorus</i>	Yellow Iris
<i>Lychnis fls-cuculi</i>	Ragged Robin
<i>Panicum virgatum</i>	Switch Grass
<i>Pericaria bistorta</i>	Common Bistort
<i>Verbena bonariensis</i>	Purple Top

ROOF PLANTING

Biodiversity roof planting	Emersgate ERI or similar (turf roof mix)
Wild-flower roof planting	Geminal seed mix WFG2 (flowering meadow)
Shade tolerant wild-flower planting	Geminal seed mix WFG8 (hedgerows & shade)



5.5 Paving Palette

The surface materials for the Swindon Services development will be selected to respond to the range of materials, qualities and colours found in the proposed architecture and surrounding environment.

Material choice is based on the function and use of the space, its durability and visual appearance, with the overall aim to provide a hard landscape of quality, longevity and low maintenance.

The palette of surface materials is proposed to define a legible hierarchy of surfaces from the main public realm and parking areas through to more informal seating areas and towards a more relaxed palette within the communal spaces. Subtle variations in the materials will help to differentiate pedestrian and vehicular routes.

Images shown are indicative only and subject to change during detailed design.



Tegula concrete block paving



Tegula permeable concrete block paving



Concrete block / flag paving



Permeable concrete block / flag paving



Feature concrete flag paving with natural stone aggregate



Feature paving - composite decking



Self binding gravel pathways



Resin-bound gravel feature paving



Concrete steps with natural aggregate



Materials used for priority and cross over routes

5.6 External Furniture Palette

A proposed palette of contemporary and elegant furniture has been selected to complement the proposed architecture and surrounding development. The palette will create a clean and modern aesthetic with the aim to minimise clutter and withstand heavy usage.

Images shown are indicative only and subject to change during detailed design.



Concrete aggregate kerb in primary locations



Timber bench seating



Cycle parking



Timber faced steel litter bins



Cube seating and vehicle deterrent



Timber pedestrian bollard

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.



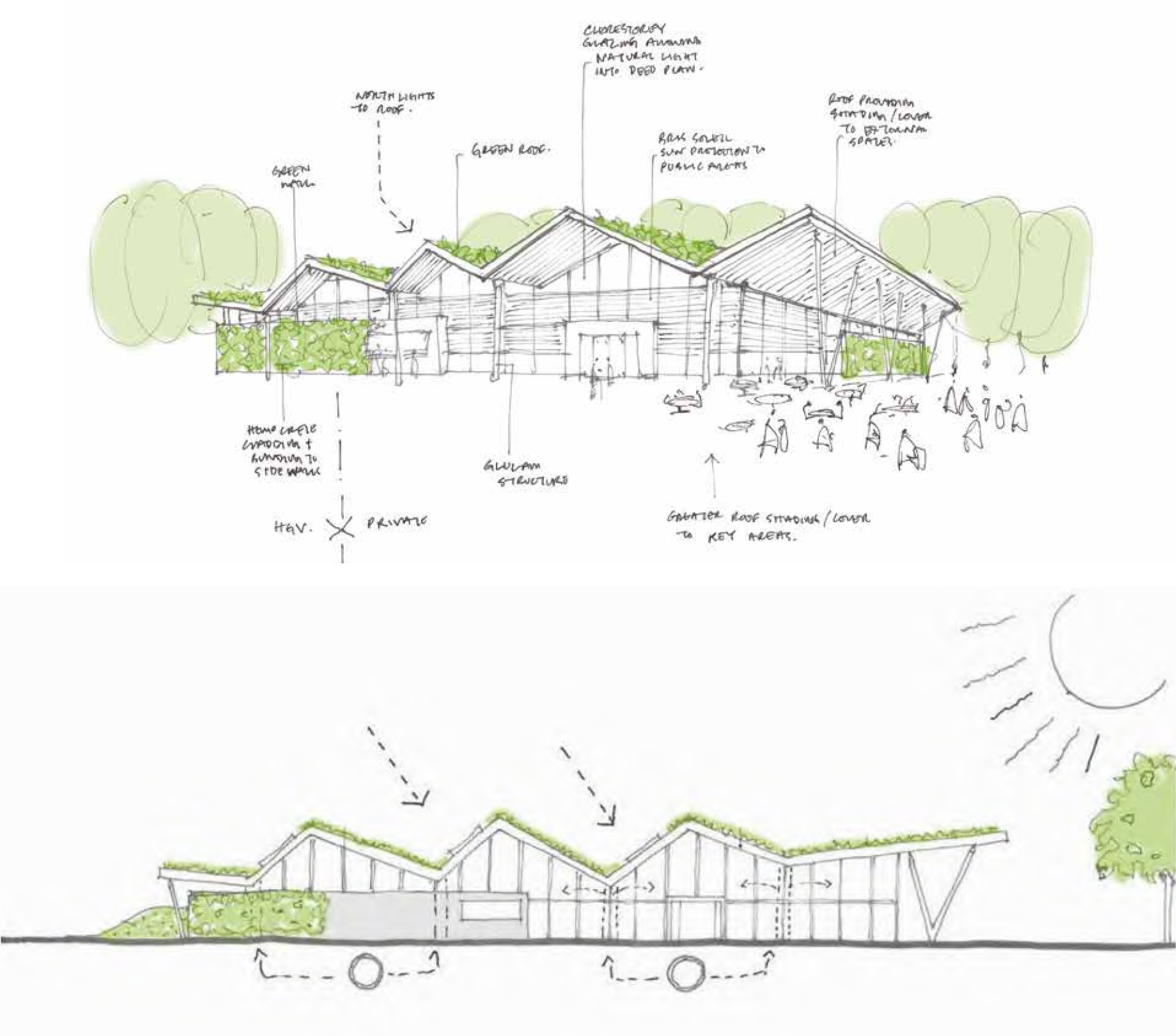
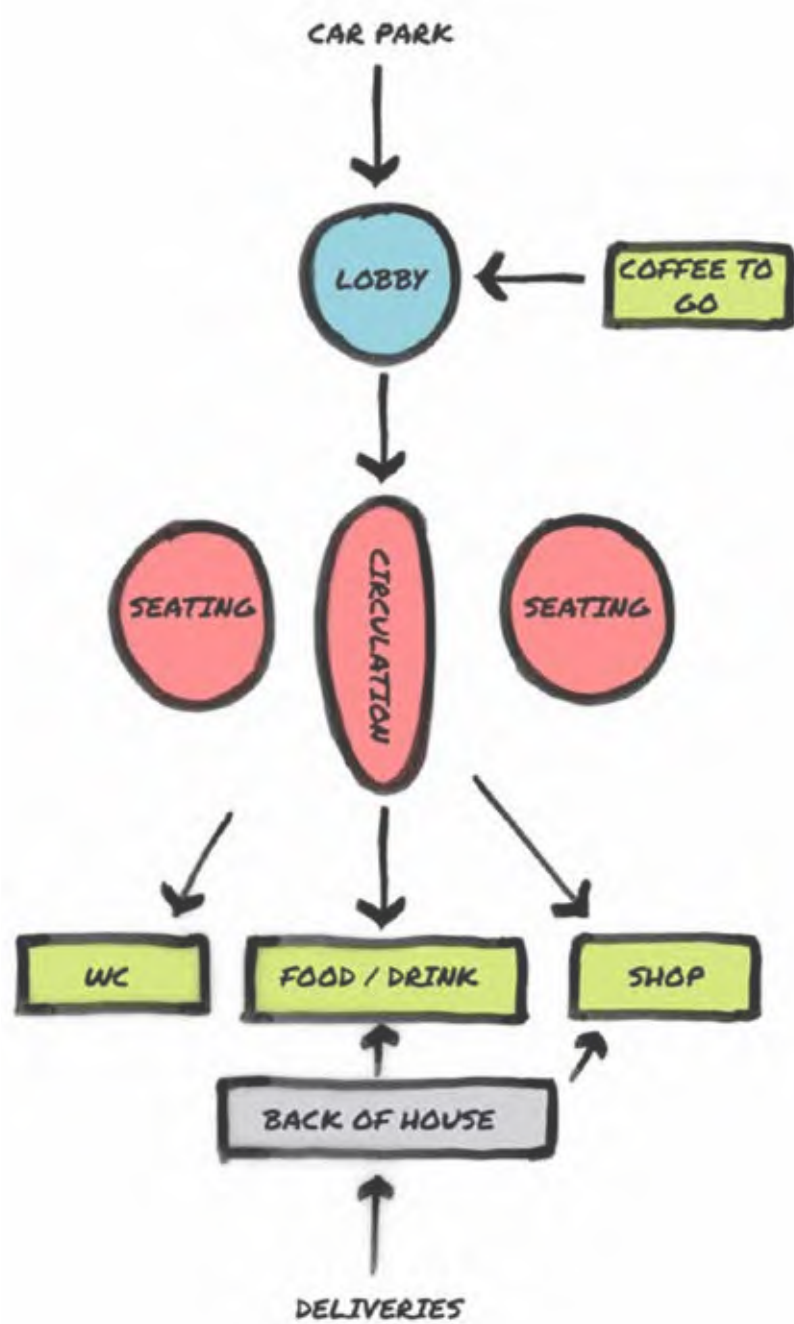
Sustainable Material - Exposed Glulam Structure



Sustainable Material - Exposed Glulam Structure



DESIGN DEVELOPMENT



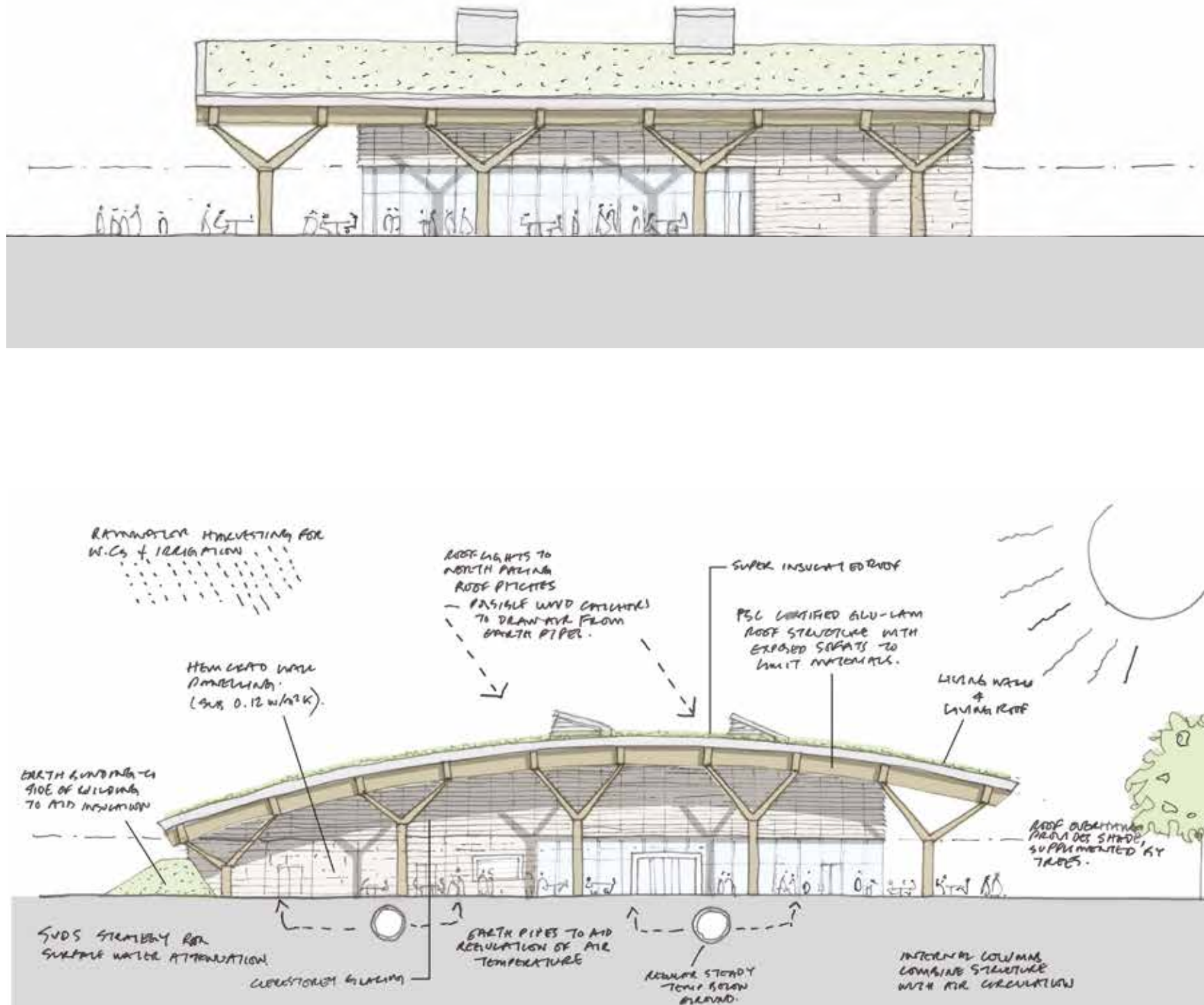
ENVIRONMENTAL STRATEGIES / POSSIBILITIES CONSIDERED

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/m3K 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)

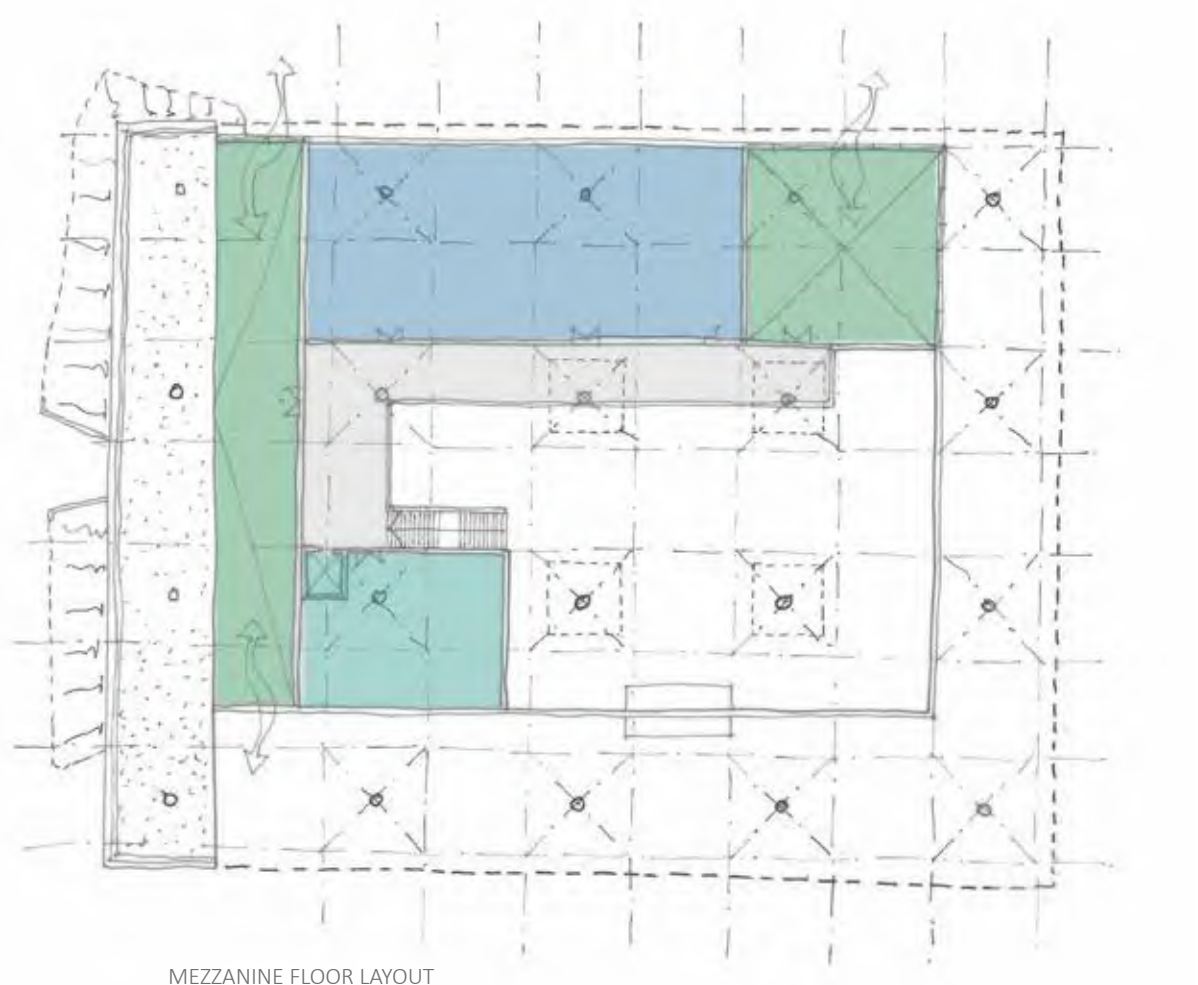


DESIGN DEVELOPMENT



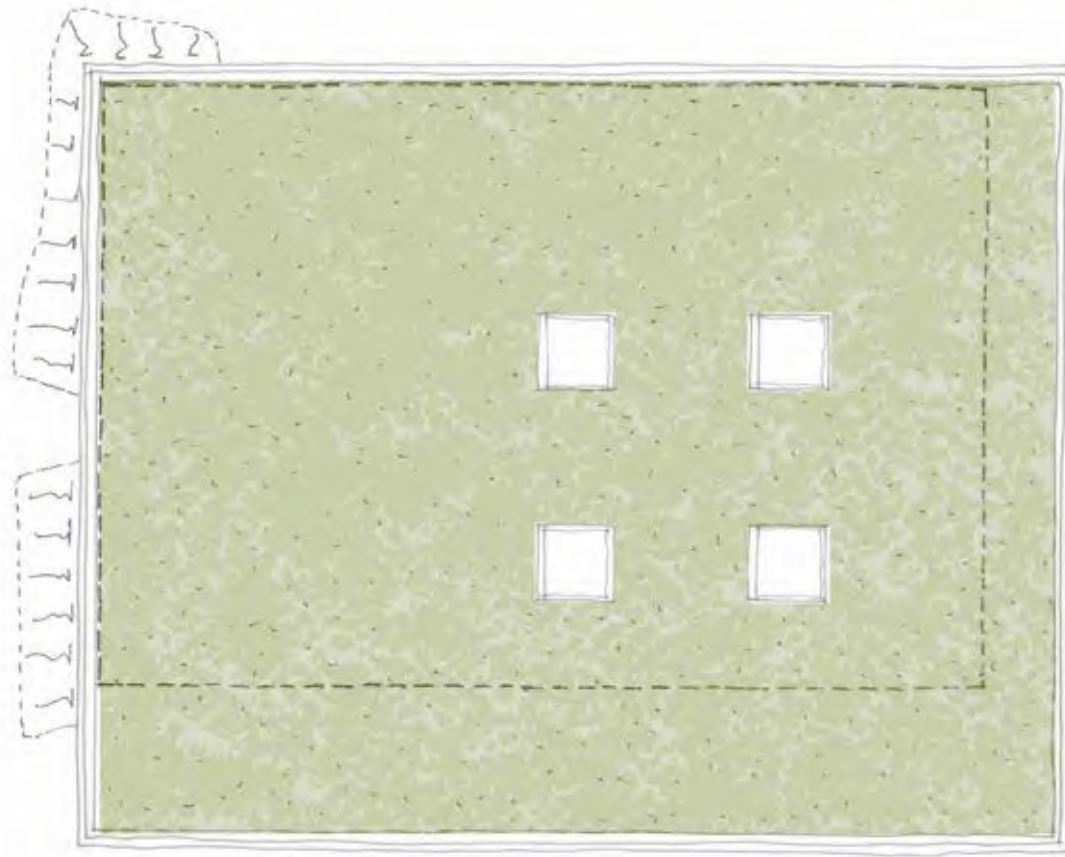
GROUND FLOOR LAYOUT

- 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.

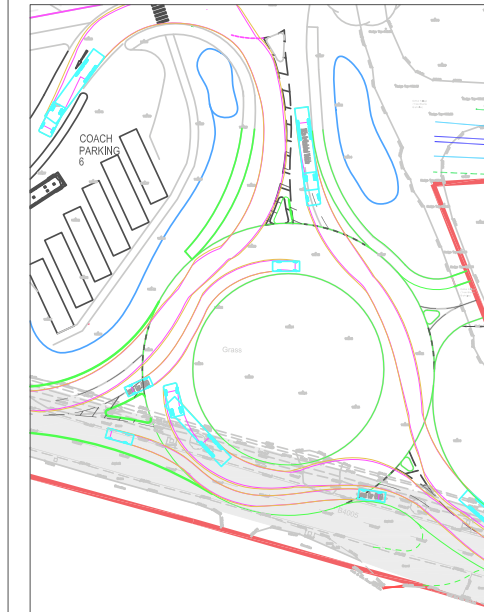
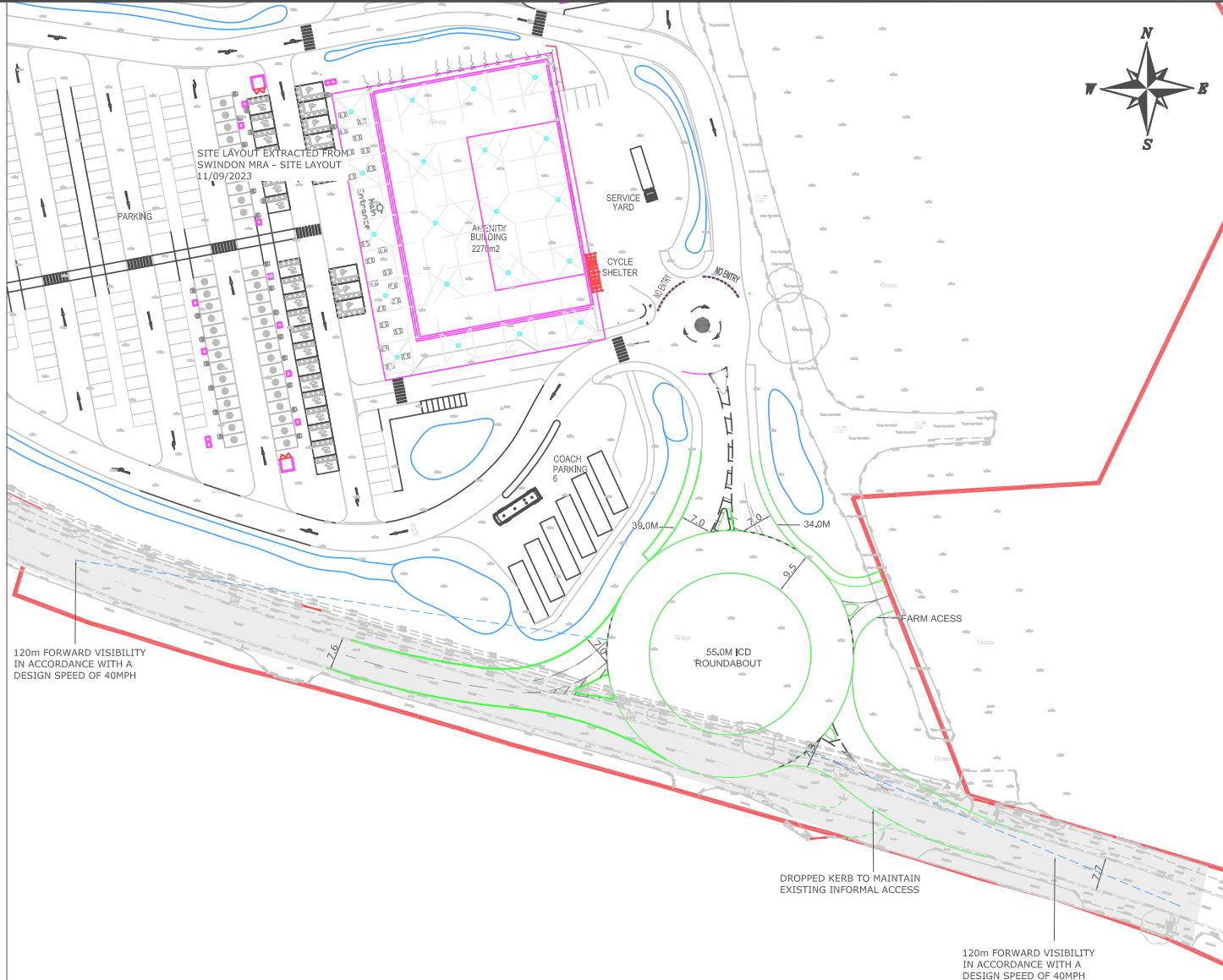
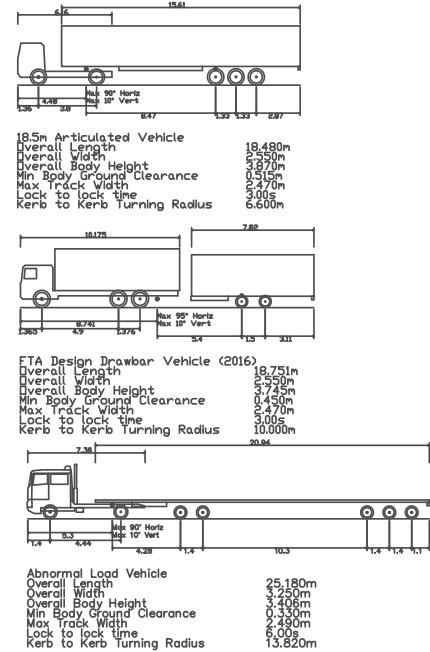
Parking Type	MRA Parking Requirements	Proposals
Cars - 0.5% of A	226	241
HGV – 1.0% of B	60	62
Abnormal Loads – Minimum of 1	1	1
Coach – 0.1% of B	6	6
Caravan/Motorhome – 0.015% of A	7	7
Motorcycle – 0.015% of A (minimum of 10)	7	12
Disabled car users – 5% of car spaces (minimum of 5)	11	11
Disabled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



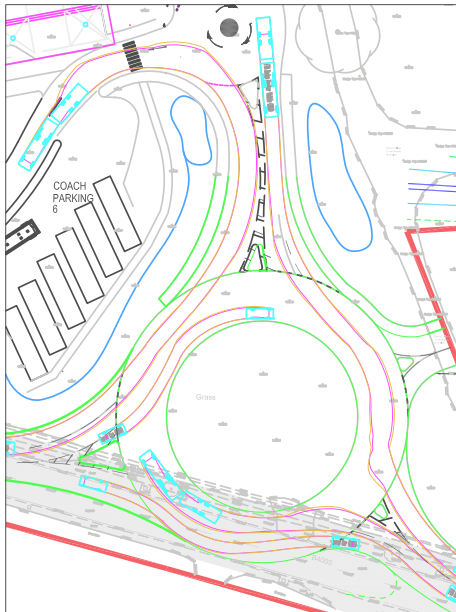
NORTH SOUTH AERIAL VIEW



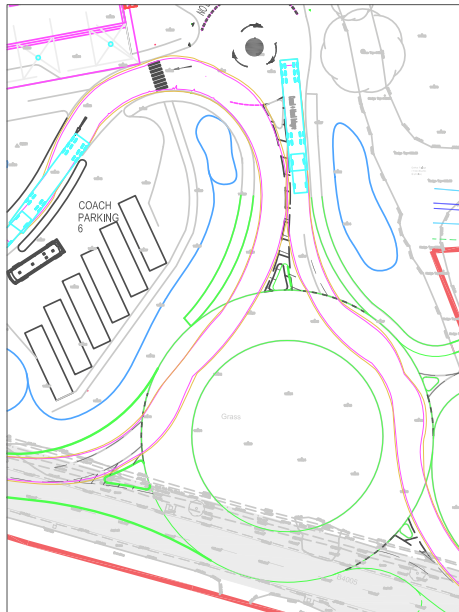
ADOPTED HIGHWAY PLAN



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
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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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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:

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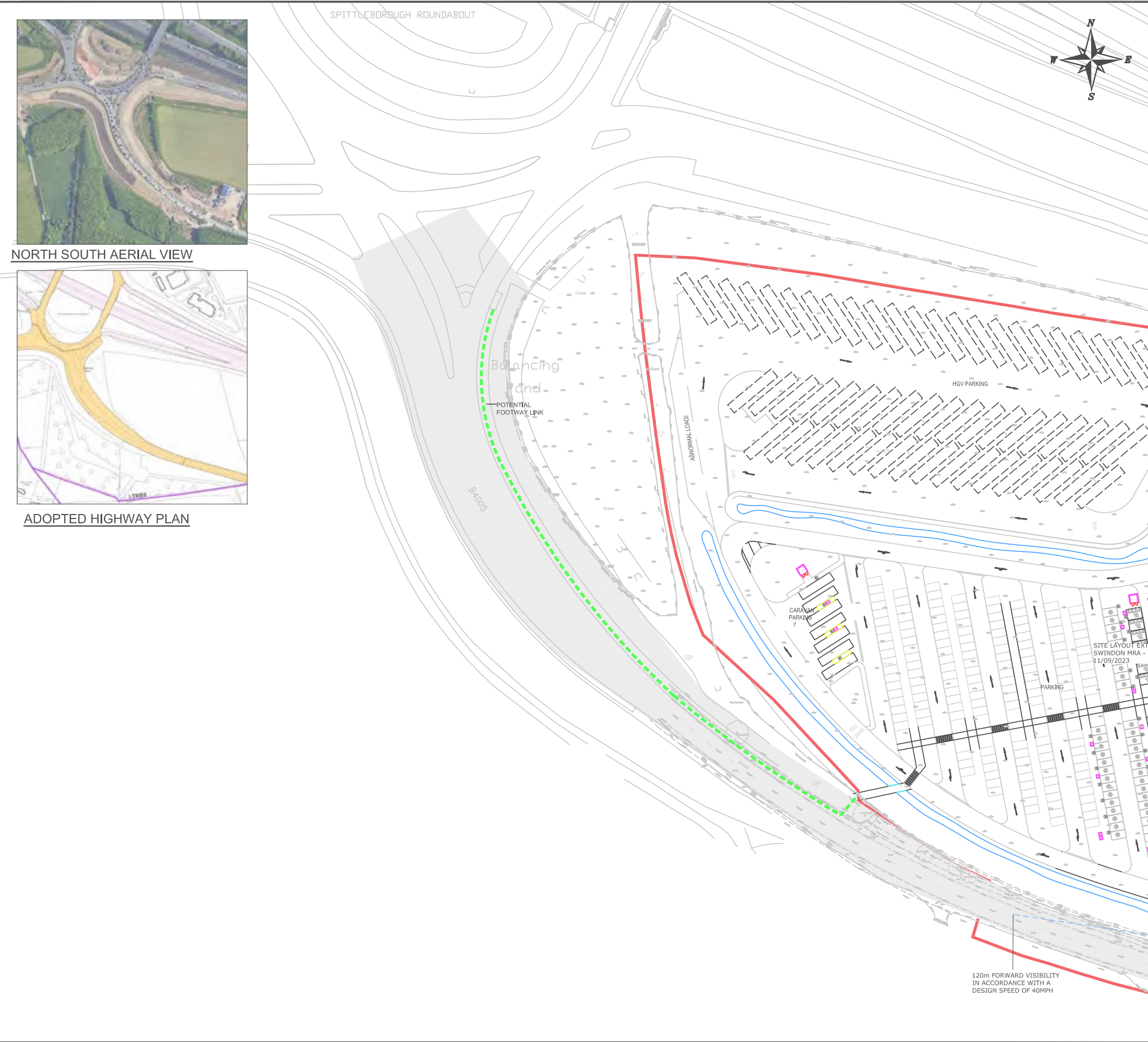
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3728-F06	REVISION:	D
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NORTH SOUTH AERIAL VIEW



ADOPTED HIGHWAY PLAN

8.0 Consultation

8.1 Pre-application consultation

2022 Consultation

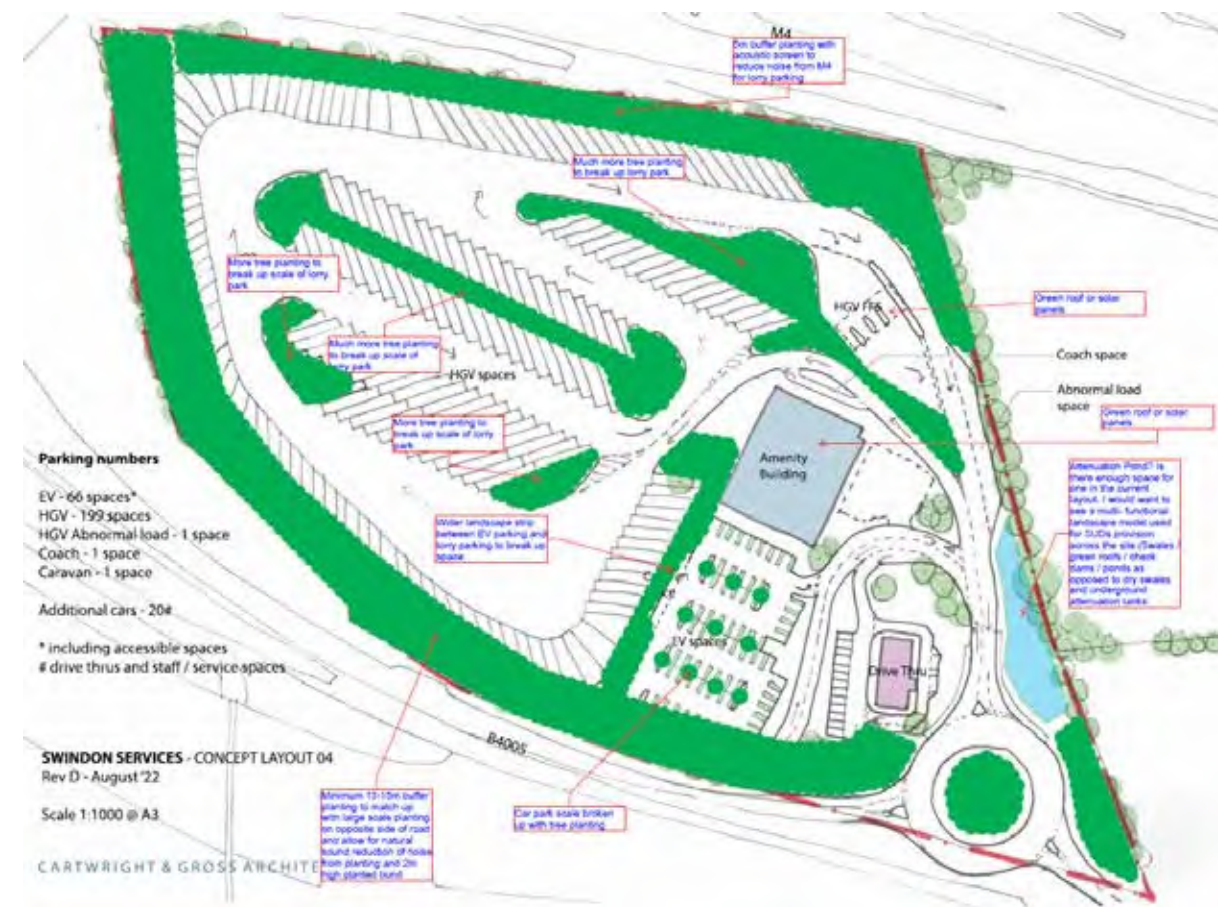
A pre-application advice request was submitted in August 2022 (LPA reference: ENQ/2022/01548) for the Creation of HGV park facility of, *199 HGV parking spaces, 66 electric vehicle spaces, 1 HGV abnormal load space, 1 coach space, 1 caravan space, an amenity building, HGV fuel filling station and a drive 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.



