Appendix 2

Proposed Motorway Service Area at Catterick

Design and Access Statement

Draft: v3.0 20th June 2019

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Introduction

This Design and Access Statement has been prepared on behalf of Roadchef Motorways Ltd in support of their planning application for the development on land east of Junction 52, A1(M) at Catterick, a village in the Richmondshire District of North Yorkshire.

The development is to provide a new Motorway Service Area including a new Amenity Building comprising of 5345m2 (gross external area) new retail and ancillary floor space, a 100 bed hotel, fuel filling station and a McDonald's and Costa Drive Thru's.

Parking on site will include 292 standard car parking spaces, 15 disabled spaces, 40 HGV spaces along with one for abnormal roads, 12 coach spaces, 12 caravan spaces and 10 motorcycle spaces and associated landscaping and highways works.

Dedicated charging spaces are conveniently located throughout the proposal

The Design and Access Statement has been prepared in accordance with relevant government policy guidance.

Design Methodology

The thought behind the design of the proposals is to provide services that enable motorists to have a break in their travel, refuel, relax, eat and drink. The proposed architecture for the site aims to sit harmoniously within the context of its rural setting with a seamless blend of materials and soft landscaping to reflect the local vernacular.

Background to the Proposal

The development site was identified by Roadchef to suit the needs for the travelling public being compliant with all national policies and guidelines.

The site is currently used as open pasture land having operated previously as a quarry for gravel extraction. It's size, setting and proximity to the adjacent motorway once developed will be attractive to users of the A1(M) passing by on longer trips to and from locations elsewhere in the UK.

Context and Uses

Based on research undertaken of the site and local area it is deemed that the proposed site is ideally situated to accommodate the development and is easily accessible for drivers from the adjacent A1(M) without the need to affect any local routes. In addition to providing a high quality facility for drivers the proposed scheme will also provide local employment opportunities.

The amenity building includes plans for a tourist information facility which, in turn, will encourage visitors to the site to venture into local towns and attractions within the area increasing expenditure and tourist visitor numbers. The tourist information centre will also house state of the art/interactive screens dedicated to the local area and located on the main footfall within the amenity building.

Along with the retail and food units planned for the amenity building there will also be a 'Farm Shop' stocking and selling local produce and wares offering a wide variety of products from local suppliers and producers.

Consultation

Pre-application discussions have been held with the local authority, Richmondshire District Council, since October 2018. Draft designs and additional material was presented and discussed in detail at these meetings. The conceptual scheme in general was positively received and considered promising for the local area.

In general, feedback received from these meetings with RDC have been incorporated into the proposals and the reflection of local vernacular through both materials and design elements have been considered appropriate and fitting for the district of Richmondshire.

A Community Consultation event has been held locally on the 10th June 2019. The results of the consultation exercise and the Roadchef response to the community about the scheme will be included within the Statement of Community Involvement and submitted with the planning application.

Both Highways England and the North Yorkshire County Council Highways have been approached to discuss the proposed roadworks to the A1(M) required to integrate the Motorway Service Area site with the road network including any consequential impacts these may have.

A full list of all parties contacted to obtain their views and comments about the development are covered in the documentation prepared by the Davis Planning Partnership.

Security & Safety

The proposal will consider all comments raised by any party of safety and security on site.

Roadchef already undertake “Secure by Design” in association with local police forces which cover all areas of parking and buildings with CCTV for both security of staff, Customers and their property but also for the elimination of any unsociable behaviour

Application Proposals

The site comprises an area of 11.27 ha (27.85 acres) and is currently used as pasture land with no buildings currently occupying the site. The proposed Motorway Service Area on the site includes an amenity building, a hotel, fuel filling station and McDonalds and Costa Drive Thru’s.

The amenity building includes food and retail units and customer seating along with ancillary facilities consisting of a Tourist Information, lounge area and public toilets with a gross internal floor area of 3325m2. In addition to this 1765m2 has been allocated below for plant and deliveries and a large external terrace (785m2) cantilevers over the proposed lake to the south of the building.

This approach and utilisation of the existing land form has removed the need to have all storage and plant machinery on show to the public, as is the case with many commercial buildings.

The hotel is located to the north west of the amenity building linked by the delivery yard roof and feature screen wall. The hotel is situated over three storeys and includes 100 bedrooms, reception and restaurant with a gross internal floor area of 4050m2.

The additional buildings on site comprise of a fuel filling station, McDonalds Drive Thru and Costa Drive Thru. These buildings have been located around the site to compliment the site levels and access roads and ease of access for those wishing as shorter stop.

The existing site slopes down considerably from the western boundary running adjacent to the A1(M) to the east boundary of Catterick Race Course. The east boundary to the race course is defined by a steep escarpment providing a natural backdrop to the site and predominantly the amenity building and hotel.

There is only one vehicular access point onto the site which is via the J52 roundabout. From this point the roads, parking and buildings are stepped down to suit existing site levels.

The amenity building and hotel building are located on the lowest part of the site along the north east boundary. Access to the amenity building is above ground level via a pedestrian bridge linking to the main car park level.

The whole operation, including construction and tenure, is under the direct control of Roadchef Motorways Ltd.

Parking and Highways

Parking spaces on site, for all vehicular types, has been provided in accordance with the Department for Transport guidance for Motorway Service areas. 292 standard car parking spaces, 15 disabled spaces, 12 coach spaces and 10 motorcycle spaces have been provided in the primary surface parking area in front of the amenity building with direct level access and no need for any user to cross the main road systems on the site.

The parking layout also includes for 40 HGV spaces and 12 caravan spaces also with level access.

Charging for electric vehicles is arranged at locations within parking areas.

Expansion has been considered at an early stage so to easily accommodate the growth figures forecast for the motorway.

There are no planned large scale amendments to the A1(M) or other parts of the local road network in relation to this scheme. Only an amendment to the J52 roundabout to provide adequate ingress and egress to the site from the A1(M)

For information on traffic and its impact on the local and strategic highways network, please refer to the Traffic Impact Assessment prepared by Vectos on behalf of Roadchef Motorways Limited.

Cycle parking is provided for staff within a secure area.

Lighting

In consultation with Kingfisher Consultants, and considering the requirements for safety and security, a detailed appraisal has been completed.

The use of low level columns and full cut off luminaires mitigates upward light pollution to maintain dark skies as much as possible within the county, whilst maintaining no horizontal light spillage outside the boundaries of the application also assists in the nocturnal activities of wildlife.

However the need for security and safety is not dismissed and the same scheme has been designed in accordance with the NYCC Police Constabulary “ Secured by Design “ recommendations.

Design Proposals

The site is set down below the surrounding areas of Catterick, including the A1(M) and Catterick race course, which share its boundaries. Whilst providing a natural location to minimise visual intrusion the design of both the architecture and the landscaping have been carefully considered to utilise these levels to integrate the proposed scheme into its surroundings.

In close proximity to a Roman staging post and the village of Catterick, whose military base dates back as far as 80AD, the design has been carefully considered so as not to intrude on its neighbours. The escarpment provides a natural back drop for the main amenity and hotel building on the site and the sloping grass roof linking these buildings along with a stepped terrace car park including trees and grass verges reflects the undulating landscape within which it is set. The tree planted landscape will perform the simultaneous role of visual mitigation and a natural buffer to wind flow through the site.

The site levels have been used to the advantage of the design and the site layout has been carefully considered to minimise public crossing roadways to provide safe and level pedestrian access from vehicle to the facilities.

Servicing has been limited to a shared delivery area between the amenity and hotel building. The roof to both buildings is continuous and covers the delivery area providing a visual link to all three areas. The main plant area to the amenity building is located at lower ground level and set back from public view.

Possible phasing and future expansion has also been considered at this stage as with the parking.

Appearance

The aesthetic qualities of the scheme are derived from the local vernacular of the District of Richmondshire. The architecture, design and use of materials has been conceived to integrate within the context of the site in which it is located and also forming part of the expanding local fabric.

The amenity building is two storeys in height and the hotel building is three storeys in height separated by an external delivery yard but all connected with one continuous roof. This roof is an undulating ‘green’ roof reflecting the undulating nature of the landscape in which it sits.

A concrete screen wall also runs from north west to south east linking both buildings and creating a defined cut through the existing landscape. The screen wall is perforated in various locations to allow access through and into the hotel, delivery yard and amenity building before stepping down through the external seating terrace and terminating in the ornamental lake to the south of the amenity building.

The elevational treatment to both buildings is similar based on a ‘heavy’ stone plinth with a lighter ‘stone’ type cladding above with a continuous ‘green’ roof floating above. The stone plinth would be constructed in a traditional Richmondshire stone in a coursed rubble walling. The cement rain screen cladding above has been included with the intention of including a modern day material to compliment the stone coursing below, its ability to show differing weather conditions was important so not to create an impervious “ shiny “ box.

Read as one, the elevations give the effect of a striated stone façade set into the grass escarpment directly behind.

The main entrance to the amenity building sits in front of the main building, constructed in full height Richmondshire stone and glass curtain walling.

This provides the visitor with a strong visual indicator towards the main entrance from the parking areas.

In addition to the material aspects of the proposed scheme additional considerations have been incorporated within the hotel building to mitigate noise intrusion. Air conditioning will be included in all rooms to negate the need to open windows with this facility being restricted for ‘on demand’ use. Passive ventilation will be achieved with the installation of acoustic reducing ventilators.

All adjacent buildings will share the same material palette and all buildings will include a tall Richmondshire stone plinth rising above the eaves line and housing unit signage. This will provide the visitor with immediate reference points when arriving on site and will also keep the signage consistent across the scheme rather than being an afterthought.

Sustainability

Careful consideration has been given to the range of possible sustainable options that could be incorporated into this scheme. This section aims at identifying some of these options to help ensure that the scheme is as environmentally friendly as possible.

The individual buildings and units within the amenity building have been sized for current market demands based on a detailed analysis of similar Motorway Service Areas within the Roadchef portfolio. The buildings and units have been designed to be flexible allowing for changes in occupation patterns over time. There is also a significant amount of additional area on site for future expansion should it be required.

There are options to reduce the carbon footprint of the development beyond the requirements normally acceptable under Building Regulations. Options could include

- Improved building fabric insulation
- Air tightness and renewable energy.
- Photovoltaic cells have been shown on the amenity building and hotel roofs to harvest the sun's energy and convert this into usable electricity.
- Brise soleil systems have also been incorporated to minimise unwanted solar gains.

The development has the potential to include a range of features which collectively will bring significant reductions in the amount of fresh potable water the development will use.

- Water efficient sanitary ware and systems for the collection and separation of grey water which in turn can be used for irrigation and toilet flushing

- Existing waterbodies have been used, expanded and/or utilised to provide a natural public water feature.

- Swales have been incorporated for storm water attenuation and habitats have been included to encourage flora and fauna.

The hotel and amenity building will also include a green roof. This roof will significantly reduce the requirement for air conditioning in the summer and provide insulation in the winter reducing energy consumption in general.

The vegetation on the roof converts CO2 into oxygen and filters particulate matter from the air, improving air quality within the site and encouraging a habitat for native invertebrate species and pollinators such as bees.



The Sustainable Urban Drainage System (SUDS) has been designed to further attenuate water runoff from the proposal, this is demonstrated within B G Consulting documentation

Volumes of on-site waste during construction will be kept to a minimum with all spoil being relocated and reused within the site. The contractor will be required to provide a waste management plan that addresses the minimisation of waste on site and the recycling of materials.

The whole operation, including construction and tenure, is under the direct control of Roadchef Motorways Ltd.

Construction

Not only wanting to be a good neighbour once operational, contractors and companies will only be appointed for works to construct the proposal if they are part of the Considerate Construction Scheme (CCS)

The following is inherent in their affiliation

- Consideration to all
- Environmental
- Cleanliness
- Being a good neighbour while they are there
- Respectful and responsible
- And above all Safe.

Access & Movement

General vehicular access to the scheme is via J52 off of the A1(M). The site is fairly level across the site from North to South but from East to West there is an existing fall of approximately 11-12m. The landscaping and site roads have been terraced and sloped to suit the existing site levels. All pedestrian access will be level and not considered ramped with all thresholds into buildings being level.

Service vehicles will be able to gain access to the site from the J52 access point. A dedicated route to the delivery yard to a delivery yard has been included within the site enabling a separation between servicing and visitor use for the majority of the scheme.

The site location is not directly associated with an urban environment but there are options to provide a dedicated cycle route for staff whereby cyclists can gain safe access to site.

Landscaping

The proposed landscape structure seeks to complement and enhance the topography, and surrounding vegetation to form a robust green perimeter to the application site.

Native tree and shrub planting will be planted in wide belts along the site boundaries maintaining and adding to the existing contained nature of the site.

The Landscape and Visual Impact Assessment prepared by Leeming Associates Ltd as part of the Environmental Statement accompanying the planning application identifies a number of key landscape principles which have been incorporated into the development proposals, and these include:

- The design will enhance sustainability and good environmental practice to reduce the carbon footprint of the development, provide a facility with a long-life span with significant green infrastructure that will contribute to the environmental quality of the site and link with the countryside around the application site.

- The proposed MSA masterplan (drawing 1836.04) has been developed in response to the existing landscape and aims to create a high-quality landscape setting for the facility with minimum impact on the landscape character and visual intrusion in the countryside.

The Roadchef team of architect, landscape architect, planner engineer, and ecologist have worked to maximise the potential of the contained site by:

- Ensuring the layout responds to the existing landscape particularly the former quarry face and natural slope of the site from east to west.

- Safeguarding that the access to the site utilises the existing infrastructure and connections effectively to get people in and out of the site and to give travellers an attractive environment in entering and leaving the site.

- Making sure that the site responds to the surrounding setting and established vegetation using structure planting to reinforce the existing vegetation and link into existing planting (e.g. woodland on south-west site boundary).

- The proposed scheme will involve the planting of 7000+ native trees and shrubs (small stock i.e. whips/transplants/cell grown stock), 220 extra heavy standard trees, 650+ standard trees and 700+ feathered trees.

- Ensuring physical and visual integration with the character of the local landscape and countryside.

Conclusion

In its final application form the proposals have evolved with the close working of the appointed professional team, none closer than ourselves with the Landscape Architects Leeming Associates, to arrive at a scheme that uses the unique natural and man made features of the site to their full advantage.

The arrangements and design of all aspects have allowed the flowing local landscape to fall into the into the site , unhindered by built forms due to their nestling within the sites features and thus eliminating intrusion from views outside of the development

With its focus upon using local materials, details, both high quality architecture and landscaping will provide a strong sense of place and identity to the District.

PPL (Northampton) Limited.