KIRBY HILL A1(M) MSA
Proposed Motorway Service Area

DESIGN & ACCESS STATEMENT

December 2008

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1 Background

INTRODUCTION & PURPOSE

This Design and Access Statement accompanies the Outline Planning Application made by Heather Ive Associates for a core twin-sided online Motorway Service Area comprising Amenity Building, Petrol Filling Station, Heavy Goods Vehicle shower and toilet facilities, Landscaping and associated infrastructure with all matters reserved except means access from the A1 (M) at land either side of the A1(M) to the north of Kirby Hill (see Figure 1).

Design Statements are required by the Planning and Compulsory Purchase Act 2004. The purpose of the statement is to clearly explain the background thinking that led to this development proposal. The intention of this process is to illustrate that good, inclusive design principles have been formulated and applied.

This document should be read in conjunction with the Environmental Statement update 2008. This statement provides a sufficient level of detail and clarity in which to inform reserved matters applications.

DESIGN AND ACCESS STATEMENT METHODOLOGY

The structure of this document and the detail within, follows the guidance produced by the DCLG; ‘Circular 01/2006 Guidance on Changes to the Development Control System’. This statement has also embraced two essential supporting texts: CABE’s; ‘Design and Access Statements: How to write, read and use them’ (2006) and the Urban Design Group’s ‘Design and Access Statements Explained’ (2008).

The elements below are identified in Circular 01/2006 and the guidance documents above and are fully explored within this document:

- Appraising the context
- Development Strategy and Vision (Rationale)
- Design Principles
- Layout and Access
- Scale
- Landscaping
- Sustainability
- Appearance

PROPOSED USES

The Town and Country Planning (Use Classes) Order 1987 places the proposed development under the use class - Sui Generis.
Figure 1: Location Plan

Key

- Site Location (area of application)

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Policy Summary

The planning context at a National, Regional and Local level is addressed within the Planning Statement contained in the Environmental Statement update 2008. The following provides a summary of important planning issues.

THE DEVELOPMENT PLAN

Section 54A of the Town and Country Planning Act 1990 requires that the determination of a planning application shall have regard to the development plan and the decision shall be made in accordance with the plan unless material considerations indicate otherwise.

The adopted development plan in this case comprises:

- The Yorkshire and Humber Plan (Published May 2008)
- North Yorkshire County Structure Plan (Adopted October 1995)
- Harrogate District Local Plan (Adopted February 2001)

OTHER LOCAL AUTHORITY POLICIES AND GUIDANCE

- The Emerging Local Development Framework for Harrogate District Council
- The Emerging Core Strategy Development Plan Document
- The Emerging Development Control Policies Development Plan Document

NATIONAL PLANNING POLICY AND GUIDANCE

Material considerations at a national policy level include:

- Department for Transport Circular (DfT) 01/2008: Policy on Service Areas and Other Roadside Facilities on Motorways and All-Purpose Trunk Roads in England
- Department for Transport Circular 2/07: Planning and the Strategic Road Network
- Towards a ‘new vernacular’ - Promoting high quality sustainable new development in the countryside, Countryside Agency (2004)

DEPARTMENT FOR TRANSPORT CIRCULAR 01/2008

This Circular includes a section entitled ‘Design Standards’. The design recommendations below are of particular relevance to this design statement.

In design terms, roadside facilities schemes should:

- respond sensitively to both the site and its setting, including the existing landscape and other physical features, and take account of the purposes of any designation that may cover the site or the surrounding area; create character and identity within the site by the careful design of spaces and buildings and the relationship between them; and minimise the visual impact of the development on its surroundings;
• incorporate vehicle accesses and means of circulation that are safe, clear to motorists and minimise vehicle congestion: with this in mind, developers will be required to apply the relevant Departmental standards when designing service area accesses and internal layouts; to submit the resulting proposals for processing through the formal road safety audit procedures set out in the Design Manual for Roads and Bridges (DMRB);

• ensure that all traffic signing (including road markings) for drivers using the site complies with the Traffic Signs Regulations and General Directions 2002 (TSRGD);

• be able to show that the proposal will cause no detriment to the safety or convenience of road users or those wishing to use the facility;

• achieve building designs that take account of the needs of all users,

• incorporate buildings that are safe, environmentally friendly and energy efficient so as to maximise sustainability and minimise environmental damage and waste;

• ensure the sensitive design and siting of lighting schemes with the aim of minimising light pollution and light-spill onto adjacent roads, whilst ensuring that public areas are well lit;

• in preparing the design for their lorry parking facilities, operators should give due consideration to the need for security, ensuring that there is adequate lighting and taking account of lines of sight from occupied buildings.

PLANNING HISTORY OF THE SITE

The previous planning decisions that need to be taken into account are highlighted in the Planning Statement contained in Section 3 of the Environmental Statement update 2008.

The proposed site was the subject of a previous application which was granted permission by the Secretary of State for a Motorway Service Area following a public inquiry in 1997 which also considered alternative sites. This permission was subsequently quashed in the court of appeal due to a legal technicality and, at the re-opened inquiry between October 2002 and June 2003, an alternative site at Kirk Deighton was granted consent.

This site was constructed and open for use in August 2008, being known as Wetherby Services.

The reasons for refusal were not related to design or access issues. The planning history of the site does not therefore influence the content of this Design and Access Statement.
Consultations and Advice

SCREENING OPINION

A request was made to Harrogate Borough Council for an Environmental Impact Assessment screening opinion. It was concluded that an Environmental Statement (ES) update should be produced. This has been undertaken and comprises the Environmental Statement update 2008 that accompanies the planning application.

PUBLIC EXHIBITION

An exhibition of the draft proposals was staged in the meeting room above Boroughbridge Library. This was open to the public during the opening hours of the library (six days a week) between August 19th and September 16th 2008.

The exhibition was well publicised, with an advert appearing in the local newspaper (Ripon Gazette), leaflets being delivered to all addresses in the Kirby Hill area (approximately 266) and information being posted on the local website (www.kirbyhill.org).

The exhibition material included an introduction to the project, location plan, draft masterplan and draft architectural details of the amenity building. The material was also displayed on the Kirby Hill website.

A number of options were made available for people to respond to the proposed development. The leaflet that was delivered to addresses in the Kirby Hill area included a response form, the Kirby Hill website included a response form and forms were also available at the exhibition itself. It was also possible to respond by e-mail or by letter.

STATEMENT OF COMMUNITY INVOLVEMENT (SCI)

The response forms issued as part of the consultation process did not have structured questions and, instead, provided a space for general comments. Many comments fell under similar themes and were placed into categories.

The SCI report shows which categories of comments were the most common amongst respondents. It also states which comments led to changes to the development proposals.

The two most common categories of comments were that the development was not needed (55% of respondents) and that it would have a negative landscape and visual impact (52%).

The issue of landscape and visual impact is of direct relevance to this Design and Access Statement. Since the initial public exhibition, the comments from respondents have been taken into account and the development proposals have been amended to ensure that landscape and visual impacts are minimised. For example, see table 5.1 of the Statement of Community Involvement that accompanies the planning application.
INTRODUCTION

This site and context appraisal forms the first stage of the design process, informing the design principles and proposed scheme.

The location, land uses and ownership of the site are stated and then the context of the site is assessed in more detail. For simplicity, the site and context appraisal has two parts: the natural context and the human context.

LOCATION AND CONTEXT

The site comprises of two plots of land either side of the A1 (M) just under 1km to the north west of the settlement of Kirby Hill. The northbound (western) plot of land is located a short distance north of the B6265 (Ripon Road). The southbound plot of land (eastern) is located adjacent to the A168 and a roundabout junction known as the Ripon Road interchange. This junction is lit and grade separated.

LAND USE AND OWNERSHIP

The large majority of the site is currently in agricultural use. The site is in two ownerships. The applicant has control of the Site and adjoining land shown edged blue (Figure 2.5) through commercial arrangements with the landowners.
4 Site and Context Appraisal - natural context

Figure 2: Site Plan

Key

- **Application Boundary**
- **Area also under Applicants Control**

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Figure 3: Landscape Context

Key
- Application Site Location
- Photograph location

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4 Site and Context Appraisal - natural context

SITE PHOTOGRAPHS

Figure 4: Viewpoint A - Looking north west from Church View

Figure 5: Viewpoint B - Looking north west from Milling’s Lane, adjacent to Church

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SITE PHOTOGRAPHS

Figure 6: Viewpoint C - Looking north west from Milling’s Lane

Figure 7: Viewpoint D - Looking west from Boroughbridge Road

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SITE PHOTOGRAPHS

Figure 8: Viewpoint E - Looking south from Highfields Lane

Figure 9: Viewpoint F - Looking south along the A1(M)
4 Site and Context Appraisal - natural context

SITE PHOTOGRAPHS

Figure 10: Viewpoint G - Looking south east from Chapel Lane (nr Marton-le-Moor)

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Figure 11: Viewpoint H - Looking south east from Moor Lane
 SITE PHOTOGRAPHS

Figure 12: Viewpoint I - Looking north along the A1(M)

Figure 13: Viewpoint J - Looking north along Leeming Lane
4 Site and Context Appraisal - natural context

SITE PHOTOGRAPHS

Figure 14: Viewpoint K - Looking north from detached property off Leeming Lane

Figure 15: Viewpoint L - Looking east from the B6265

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4 Site and Context Appraisal - natural context

Figure 16: Site Analysis Plan

Key

- Site Location
- Hedgerow
- Individual tree
- Woodland plantation
- Prevailing winds

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LANDSCAPE CHARACTER

The Environmental Statement update 2008 identifies a number of different landscape character areas, each with their own “sense of place”. The sensitivity of each character area and its capacity to accommodate change has also been identified in the Environmental Statement update 2008. The landscape character is summarised below (Environmental Statement update 2008, Chapter 2):

“The proposed development site and most of the surrounding area is used for intensive arable farming, and as a result has very few landscape features and limited opportunities for wildlife. Existing field boundary hedgerows are usually in poor condition, being low and fragmented. The western boundary hedgerow includes two mature Oak trees in relatively good condition and a dead mature Oak tree. The eastern part of the site includes the redundant Leeming Lane. The major highway infrastructure is the dominant element in the landscape, together with RAF Dishforth.”

The Harrogate District Landscape Character Assessment (2004) identifies a series of different character areas. The site falls within the ‘Dishforth and surrounding farmland’ character area. This is characterised by:

- Flat to slightly undulating landform below 50m AOD;
- Land use is predominantly arable with grass fields on the fringe of settlements, grade 2 agricultural land;
- Large arable fields and small to medium grassland fields bound by hedges;
- Very little woodland cover or individual tree cover.

The above document also highlights a number of sensitivities, pressures and guidelines for this particular character area. The relevant points from this guidance are discussed in greater detail within Chapter 9 of the Environmental Statement update 2008.
4 Site and Context Appraisal - natural context

Figure 17: Topography

Kirby Hill MSA Application Site

- 55-60 m AOD (Above Ordnance Datum)
- 50-55 m AOD
- 45-50 m AOD
- 40-45 m AOD
- 35-40 m AOD
- 30-35 m AOD
- 25-30 m AOD
- 20-25 m AOD
- 15-20 m AOD

Selected Spot heights (Above Ordnance Datum)
NATURE CONSERVATION AND ECOLOGY

The Environmental Statement update 2008 contains a detailed chapter that focuses specifically on ecology and nature conservation. The following studies have been undertaken in 2007 and 2008: Habitat Survey; Hedgerow surveys; Bat surveys; Summer and winter bird surveys.

The Project Area
The Project area comprises two distinct areas of land. These areas are located to the east and west of the A1(M) and comprise the planning application site. Whilst impacts of the Project are considered as a whole, the A1(M) forms a significant barrier to dispersal of certain species.

Habitat
The dominant habitat type across the Project area is intensively managed arable land. The intensive management has restricted overall species diversity beyond field margins.

Semi-improved Grassland
The road verges adjacent to the A168 and the A1(M) included areas of poor semi-improved grassland, and these areas were made up of either the entire verge or the edges adjacent to the plantation woodland. There were also two areas of semi-improved grassland within the Project area.

Hedgerows
Nine hedgerows were confirmed within and surrounding the Project area. None of the hedgerows qualify as important under the Hedgerow Regulations (1997).

Plantation Woodland
Plantation woodland was located along the road verges throughout the Project area. The canopy was comprised of semi-mature trees with a sparse, species-poor groundflora.

Trees
There are no mature trees affected by the MSA proposals. There are only two mature trees present, and these are located within the hedgerow which defines the western boundary. Both trees are common oak and are not classed as veteran. The Tree Survey in Appendix 11 of the Environmental Statement update 2008 provides more details.

Fauna
No evidence of badgers was found within the Project area. Two mature oak trees and a dead tree on the western boundary of the Project area were assessed as having low bat roost potential. Bat activity was focussed in the eastern half of the Project area, with only two separate records of foraging bats in the western half. All species recorded during the breeding and wintering bird surveys were seen in very small numbers. Many protected or notable species were seen flying over or merely passing through the Project area as the available habitats do not fully meet the species requirements. A total of twenty-five bird species were recorded during three breeding bird surveys. Sixteen species were recorded in three surveys through the winter of 2007 to 2008.

Conclusions
Habitats within the Project area were generally of restricted value due to intensive arable land use. Features of some limited nature conservation interest were present, such as hedgerows, mature trees and arable land. Hedgerows are listed on the UK and Harrogate Biodiversity Action Plans (BAP), and arable land is listed on
VISUAL ANALYSIS

The Landscape Character and Visual Resources chapter of the Environmental Statement update 2008 states that:

“The interaction of the rolling topography and the limited vegetation that currently exists curtails visibility towards the site, resulting in a comparatively restricted visual envelope. In effect, any significant views are contained within approximately one kilometre.”

In order to illustrate potential visibility of the proposed MSA, key locations were selected. These were what we consider to be the most exposed viewpoints, which could therefore examine “worst case” scenarios in terms of visual impact (Figures 4 to 15). The Landscape Character and Visual Resources chapter examines each of these viewpoints in detail.

The visual impact with regards to construction was:

“Some short term localised landscape and visual impact is inevitable during the construction phases of development. Impact is however transitory and assessed as being of minimal significance due to the weak existing landscape structure, low sensitivity of most receptors and the very active context of the site.”

The visual impact with regards to night time effects was:

“While neither the A1(M) or the A168 are lit at this location, the site is directly adjacent to a major rural roundabout (A168/B6265) that is lit. This roundabout, being at a relatively high level above the A1(M), is a dominate feature of the night-time landscape. It is lit by full horizontal cut-off (HCO) luminaires equipped with 1x 32,000 lumens (1x 250w) high pressure sodium lamps, mounted on 10m high columns.”

“The other dominant night-time feature, other than the general roadway lighting within the village of Kirby Hill to the south, is the fairly obtrusive lighting of the Military Airfield at Dishforth, just to the north of the site.”

The visual analysis concluded that there was a comparatively restricted visual envelope and a limited number of receptors, very few of which were highly sensitive. It was also concluded that the existing screening features within the local landscape should be supplemented by the landscape proposals for the development.
WATER, DRAINAGE AND HYDROLOGY

The proposed development is located in an area designated as Flood Zone 1 on the Environment Agency’s flood maps. The flood risk map provided by the Environment Agency shows the proposed development being outside the 1 in a 100 year floodplain and not at risk from flooding during a 1 in 100 year storm event.

The proposed development has been classed as “less vulnerable” in accordance with PPS 25. The development has a low risk of flooding and will not have any off site impacts. See Chapter 12 of the Environmental Statement update 2008.

AGRICULTURE

Proposals were put forward in the 2002 Environmental Statement to mitigate against loss of soils or damage to soil functions. More precise guidelines have now been formulated through the Code of Practice on the Sustainable Use and Management of Soils on Construction Sites, a Department for Environment, Food and Rural Affairs (Defra) and Department for Business Enterprise and Regulatory Reform (DBERR) initiative consulted on during 2008 and expected to be published in early 2009. Development of the site would be undertaken in accordance with the Code of Practice.

There has been no change to the residual effects outlined in the 2002 Environmental Statement.

- All but 0.7 ha of the land that would be irreversibly lost is of ‘best and most versatile’ quality but the loss of 14.7 ha of the best and most versatile agricultural land is considered to be negligible.

- Three farming businesses will be affected. The owner of one is a beneficiary of the project. The other two are tenancies but the loss of the land will negligible in relation to the area farmed by the two tenants.

- There will be adverse impacts on soil functions where covered by buildings and tarmac but some beneficial impacts where arable land is planted for landscaping.

ARCHAEOLOGY AND HERITAGE

There has been no material change in the baseline archaeology and heritage position compared to the situation at the time of the previous Inquiries in 1997 and 2002/2003. The August 2002 Environmental Statement concluded that the site has a negligible to low archaeological potential and that no historic buildings or other heritage designations would be affected by the scheme. This conclusion was accepted by the Secretary of State.

- The development will remove 18.7 ha of land from agricultural use but 3.3 ha of it will be planted for landscaping and will retain its agricultural potential.
Site and Context Appraisal - human context

NOISE

A full noise assessment was undertaken and included in the Environmental Statement dated August 2002. The basis of that assessment was the predicted traffic volumes on the A1(M). The previous report identified that the dominant noise sources was the road traffic noise from the A1(M). Given that the Traffic and Transport Assessment has shown that in the design year the 24 hour flow is below the previous design year flow, it is considered that the statement of effects identified in the previous Environmental Statement August 2002 remain valid.

Accordingly, it is concluded that even the noisiest activity on the proposed service area are calculated to remain below the existing background noise levels at each property and are unlikely to give rise to complaint by day or by night. Most activities on the proposed service areas are likely to be inaudible at the nearest dwelling either by day or by night.

AIR QUALITY

The Air Quality Assessment undertaken for the August 2002 Environmental Assessment took as its basis the traffic flows considered at that time. Given that the flows have broadly remained the same for the design year, as previously assessed, it is considered that the conclusions reached in the August 2002 ES remain valid for the current proposals.

SOCIO-ECONOMIC CONTEXT

At present the site plays a very limited role in the socio-economic structure of the area. It plays a marginal role in the provision of agricultural employment and the production of food from arable crops. It also plays a very limited role in amenity terms as part of the wider visual enjoyment of the countryside that contributes to social well-being. There is no active recreational uses or public footpaths across the site.

Whilst the limited agricultural employment contribution will be lost, approximately 200 full and part time, skilled and semi skilled jobs will be created and this together with the contribution to local services and other businesses will give a significant boost to the local rural economy.

The DfT Circular 01/2008 provides guidance on further opportunities to support the local economy. MSA’s can include a small tourist information centre and an area within the shop to sell local produce. This could potentially play a major role in boosting the local and regional tourism economy and also help support local businesses and jobs.

Draft Planning Policy Statement 4 - Industry, Business and Distribution and Planning Policy Statement 7 - Sustainable Development in Rural Areas together with DfT Circular 01/2008 provide guidance for further opportunity to support the local economy.
The site and context appraisal has identified a number of key observations and issues in relation to the proposed online MSA at Kirby Hill.

These observations and issues have led to the creation of Design Principles which in turn have informed the more detailed proposals for The Scheme.

This design process has been summarised in the table below.

<table>
<thead>
<tr>
<th>Planning policy</th>
<th>HOW THE DESIGN PRINCIPLES AND THE SCHEME ADDRESS THE KEY ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key design standards in DfT Circular 01/2008 National policy on sustainable and inclusive design</td>
<td>Key design standards within this Circular have been addressed and referenced. The landscape strategy for the MSA has taken this guidance into consideration Accessibility issues fully addressed and measures taken to reduce environmental impact</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community involvement</th>
<th>HOW THE DESIGN PRINCIPLES AND THE SCHEME ADDRESS THE KEY ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local residents have concerns - primarily about visual impact</td>
<td>Site landscaping and buildings themselves designed to minimise visual impact</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Natural context</th>
<th>HOW THE DESIGN PRINCIPLES AND THE SCHEME ADDRESS THE KEY ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wildlife habitats on site of limited value, some hedgerows and trees worthy of retention Local landscape character to be enhanced</td>
<td>The majority of hedgerows and trees have been retained Proposed landscaping respects local landscape character</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Human context</th>
<th>HOW THE DESIGN PRINCIPLES AND THE SCHEME ADDRESS THE KEY ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of agricultural land to be minimised Opportunity to provide local jobs, boost tourism and support local businesses</td>
<td>Landscaping around site aims to minimise loss of agricultural land Local jobs created and the proposed amenity building has capacity for tourist information point and retail floor space for the sale of local produce.</td>
</tr>
</tbody>
</table>
Design Principles

DESIGN CONCEPT

The broad design concepts are to:

- assimilate the proposed development into the landscape;
- ensure that the site is safe, simple and easy to navigate for both vehicles and pedestrians;
- create an area that is accessible to all;
- create an area that allows motorway users to relax and rest in a pleasant environment.

DfT Circular 01/2008, Paragraph 41:

“The Government believes that good design should be the aim of all those involved in the development process. Those promoting service-area schemes will therefore be expected to demonstrate that they have taken account of the need for high standards of design in formulating their proposals.”
6 Design Principles

LANDSCAPE CHARACTER

The landscape strategy for the Kirby Hill MSA has two key aims:

1) To assimulate the MSA into surrounding landscape;
2) To create an attractive environment within the MSA.

With regards to the first aim above: The existing screening features within the local landscape could be supplemented by further landscape proposals. The existing embankments will provide an immediate screening effect to the south and act as a visual backdrop when viewed from the north. New contoured mounding and maturing woodland planting would further assimilate the proposals within the landscape and protect the visual amenity of the area.

Within the MSA, the landscaping will create an attractive and relaxing environment. The A1(M) will be screened by tree planting and will not be visible from the key rest areas such as the picnic area and amenity building, allowing visitors to rest from the highway environment.

DfT Circular 01/2008, Paragraph 42:

"respond sensitively to both the site and its setting, including the existing landscape and other physical features..."

Harrogate District Landscape Character Assessment (2004)

“Small woodland blocks associated with appropriately scale development may help to integrate development with the landscape.”

“Planting to mitigate the impact of large-scale buildings should soften rather than screen impact and the potential for planting beyond the immediate site should be considered.”
FACILITIES

The DfT Circular 01/2008 outlines the minimum requirements for the provision of facilities at MSAs.

One of the key factors to be taken into consideration is that the majority of outdoor and indoor facilities and spaces should be public places - i.e. there should be no need to purchase anything in order to use them. This inclusive design approach will be one of the key design principles behind the proposed MSA at Kirby Hill.

The proposed design will provide attractive and spacious picnic areas and children’s play areas that are located away from roads and parking areas and adjacent to the amenity building. The privacy and attractiveness of these areas will be further enhanced by high quality landscaping.

Many of the design issues associated with the MSA facilities are covered in the subsequent chapters (such as Accessibility, Safety, Sustainability).

The requirements within the Circular 01/2008 have been summarised below. The proposed MSA at Kirby Hill will be designed in accordance with these requirements.

DfT Circular 01/2008, Paragraph 62:
“All new MSAs...are required to provide picnic areas”

Paragraph 65:
“The picnic area must be equipped with at least ten tables, each with seating for six. Properly covered rubbish bins must also be provided within picnic areas.”

Paragraph 66:
“The picnic areas provided at MSAs...should be laid out in an attractive setting.”
CHARACTER AND SENSE OF PLACE

With MSAs around the UK all having obvious similarities and having to comply with specific regulations, achieving a strong sense of place and of character can be challenging. There are, however, many opportunities to achieve a sense of character and of space within a MSA.

At Kirby Hill, the amenity buildings and the spaces around them provide a good opportunity to create a strong character and sense of place. The buildings themselves are welcoming and distinctive with a simple internal layout and sustainable features such as green roofs. The landscaping aims to be equally as distinctive, with tree planting providing a strong sense of enclosure and of separation from the Motorway and secondary planting providing a peaceful environment with detail, interest and colour.

The Kirby Hill amenity buildings (on both north and south MSAs) both have a strong relationship with the children’s play and picnic areas. Pedestrians can flow easily between the building and the spaces and the glass facade allows views to be taken across the spaces.

The amenity buildings and landscaping around the outdoor public spaces creates a strong sense of enclosure and of separation from the parking areas and the A1(M) (and other major A roads). This improves the quality of these spaces and improves their effectiveness as rest areas for motorway users.

A very effective way of creating a sense of place is to provide visitors with tourist information about the local area and also the option of purchasing local produce. (see Paragraph 110 of Circular 01/2008 below). This allows visitors to get a real sense of the area that they are travelling through. The amenity buildings provide appropriate levels of internal floor space to accommodate these services.

DfT Circular 01/2008, Paragraph 42:
“...create character and identity within the site by the careful design of spaces and buildings and the relationship between them...”

DfT Circular 01/2008, Paragraph 110:
“Operators are encouraged to develop and promote tourist information services by participation in the Enjoy England Official Partner programme promoted by Visit Britain. Space should be allocated within MSAs to undertake this activity, which will not be counted against the 500 m2 retail limit. In order to provide an income stream to support the delivery of this service, an accredited tourist information centre located within an MSA may be accompanied by an additional 50 m2 of retail floorspace (over and above the 500 m2 limit as per paragraph 105) for the sale of products originating from the region.”
MOVEMENT AND ACCESSIBILITY

On entering the site it is vital that the drivers of vehicles are readily able to identify the amenity parking area or the petrol filling station. Clear signage is a key factor in achieving this. A well designed and simple road layout together with clear signage is a key factor in achieving this.

Drivers (and their passengers) should then be able to reach the amenity building or petrol filling station building by means of a short, safe, simple and well marked route. Parking bays for disabled users (including those with long vehicles such as caravans and trailers) will be located close to the facilities building. Pedestrians should not have to cross major internal roads and should not come into conflict with fast moving vehicles at any time.

The Kirby Hill MSA adopts the universal design concept, ensuring that all areas of the site, both internal and external, are accessible to all. Level surfaces throughout the site will be encouraged and steps and raised kerbs will be avoided where possible. The key facilities within and around the amenity building should be clearly signed and routes to them should be simple and direct.

When leaving the MSA, large or long vehicles should not have to reverse out of parking spaces, drive-through spaces will be provided. The exit road from the parking areas will be well signed and simple to find.

In summary, all movement within the MSA will be clear, simple and well signed and conflict between vehicles and pedestrians should be kept to a minimum.

Further guidance on movement and accessibility is provided in the DfT Circular 01/2008 (extracts provided below).

MOVEMENT

DfT Circular 01/2008, Paragraph 42:
“incorporate vehicle accesses and means of circulation that are safe, clear to motorists and minimise vehicle congestion: with this in mind, developers will be required to apply the relevant Departmental standards when designing service area accesses and internal layouts; to submit the resulting proposals for processing through the formal road safety audit procedures set out in the DMRB;”

“ensure that all traffic signing (including road markings) for drivers using the site complies with the Traffic Signs Regulations and General Directions 2002 (TSRGD)”

DfT Circular 01/2008, Paragraph 77:
“MSAs, and MRAs must provide free short-term parking for all classes of vehicle.”

ACCESSIBILITY

DfT Circular 01/2008, Paragraph 42:
“achieve building designs that take account of the needs of all users”

DfT Circular 01/2008, Paragraph 79:
“Parking bays for disabled users of all types of vehicle should be located in close proximity to the main entrance of the amenity building.”
SAFETY AND SECURITY

The Kirby Hill MSA has taken into account many issues relating to safety and security. The road layout has been designed to minimise conflict between vehicles and also between vehicles and pedestrians.

The separate HGV area, specific bay for abnormal loads and area for long or towing vehicles helps to minimise vehicle conflicts. Pedestrian safety can be maximised with well marked and safe pedestrian walkways to the amenity building - keeping moving vehicles as separate as possible from pedestrian flows.

The use of glass in the amenity building ensures that the picnic area and play area are well overlooked, allowing natural surveillance of these spaces. All parking areas of the site have also been designed to be within view of occupied buildings. The site has been designed to ensure that there is a clear demarcation between public and private spaces, with secluded corners being avoided and areas such as the service yard being clearly marked as private.

The landscape planting has been designed to allow full visibility at eye level, ensuring that there are no opportunities for anyone to hide behind trees or shrubs.

The site will use a CCTV system within both facilities buildings, parking areas and petrol filling stations. This will help to improve safety and security on site.

DfT Circular 01/2008, Paragraph 42:
“be able to show that the proposal will cause no detriment to the safety or convenience of road users or those wishing to use the facility”

“in preparing the design for their lorry parking facilities, operators should give due consideration to the need for security, ensuring that there is adequate lighting and taking account of lines of sight from occupied buildings.”
6 Design Principles

LIGHTING

There are three key design aims with regards to lighting:

1) ensure that light pollution of surrounding areas is minimised;
2) ensure that light-spill onto adjacent roads is minimised;
3) ensure that public areas are well lit.

Light pollution and light-spill

A lighting survey was undertaken as part of the Environmental Statement (2002) and this has been updated in Environmental Statement update 2008.

The lighting design principles include:

• The exterior lighting for the proposed Kirby Hill MSA will be designed to be as inconspicuous as possible both by day and by night, while meeting both safety and environmental lighting design standards;
• The overall design strategy will be to provide a quality environment by keeping mounting heights down to a human scale of 5-8m. This, while increasing the total number of lighting points, will also help ensure that the visual intrusion on the wider environment is minimised;
• All the lighting will be by full horizontal cut-off luminaires (Flat Glass), thereby limiting any direct upward light to zero, (ie minimum sky glow) and any light trespass will be negligible. The colour of the light is to be of the more natural white colour, thereby helping to minimise the urbanising orange colour used on the surrounding roads and motorway.

• Both the natural landscape and proposed amenity planting should also ensure that from all directions the illuminated surfaces of the car and HGV parks will not be visible. With regard to the luminaires themselves, for the same reasons, together with their relatively low mounting height, their view from the surrounding landscape will be minimal. The horizontal overspill (light spread) should fall off to levels equivalent to moonlight, well before any residential properties.

• All public areas, including the HGV parking areas, will be lit sufficiently to ensure that a safe and secure environment for MSA users is provided.

DfT Circular 01/2008, Paragraph 42: 
"ensure the sensitive design and siting of lighting schemes with the aim of minimising light pollution and light-spill onto adjacent roads, whilst ensuring that public areas are well lit"
SUSTAINABILITY

The proposed scheme at Kirby Hill will minimise the impact that it has on the environment. This has been achieved in a number of ways (detailed below).

Buildings
All buildings within the site should meet high environmental standards, such as the Building Research Establishment Environmental Assessment Method (BREEAM) Excellent, and best practice guidance for development in the countryside, such as Towards a ‘new vernacular’ - Promoting high quality sustainable new development in the countryside, Countryside Agency (2004).

The key principles of sustainable development in the countryside set out in Towards a ‘new vernacular’ include:

- **Energy** - energy consumption minimised
- **Materials** - long-lasting or from a renewable source - ideally local
- **Flexibility** - buildings capable of adapting over time
- **Quality** - natural materials, avoid toxic solvents, admit sunlight relate to spaces
- **Environment** - enhance landscape, local character and natural ecosystem
- **Community** - provide an economic contribution to the area

Buildings on site will have green roofs. These roofs have many environmental benefits, including: slowing down rainfall, reducing surface water run-off and reducing the risk of flash flooding. Green roofs also insulate the building (reducing energy demands) provide wildlife habitats and help to improve air quality by reducing carbon dioxide in the atmosphere and producing oxygen. Natural daylight will be maximised (for example utilising north lights) in order to reduce lighting (and therefore energy) demands during daylight hours. Natural ventilation can also reduce energy requirements.

Other sustainable building solutions will include:

- Off-site fabrication of certain building components;
- Low water consumption;
- Low energy light fittings;
- Rainwater collection for use within the building;
- Use of solar/photo voltaic panels.

Landscape and biodiversity
There will be significant overall benefits to both biodiversity and landscape resources as a result of the proposals, arising from the proposed retention of existing landscape features and the introduction of new wildlife habitats such as species rich grassland, reedbeds, woodland and hedgerow planting. The landscape treatment has been specifically designed to integrate with the Highways Agency Strategy for the A1(M) corridor.

Drainage
Sustainable drainage will be a component of the overall landscape strategy. This includes harvesting rainwater for use within buildings, reducing surface water run off through extensive landscape planting and the use of permeable surfaces. All runoff will be attenuated using natural reedbed basins.
SUSTAINABILITY

Waste
The waste strategy for the site will follow the following widely accepted principles:

Reduce - packaging on products sold on site should be reduced and the waste created by the day to day operation of the MSA should be kept to a minimum;

Re-use - opportunities to re-use waste products and materials should be identified and put into practice where this is practical;

Recycle - 4 way recycle bins are now widely used, allowing members of the public to place their litter in the appropriate compartment (glass, paper/card, plastic and other). These will be used on site (DfT Circular 01/2008, Paragraph 158). The commercial waste produced by the site will also be collected and appropriately divided. Large recycling bins for all of these products will be provided and arrangements will be made for their collection.

Food and shop
The MSA will seek to sell items that have been sustainably and locally sourced (DfT Circular 01/2008, Paragraph 158). This not only helps to boost the local economy, but reduces the miles that products have travelled.

Staff travel plan
A staff travel plan will be prepared, focussing on staff travel patterns and including initiatives such as a car sharing scheme and a staff courtesy bus to transport staff to and from the local centres.

DfT Circular 01/2008, Paragraph 42:
“incorporate buildings that are safe, environmentally friendly and energy efficient so as to maximise sustainability and minimise environmental damage and waste”

DfT Circular 01/2008, Paragraph 158:
“The Highways Agency expects operators of roadside facilities to conduct business in a socially and environmentally responsible manner and to act in the best interest of their customers, staff and the wider community. Operators should encourage their customers and staff to behave in an environmentally responsible manner by providing adequate recycling litter bins where appropriate, promoting sustainable waste practices, and ensuring the premises and surrounding environment are clean, safe and secure. Customers should be able to choose from a range of healthy food options, with products sourced from local providers wherever possible.”

DfT Circular 01/2008, Paragraph 43:
“Future customer demand/capacity should be an early consideration within the design process.”
### The Scheme

**AMOUNT**

<table>
<thead>
<tr>
<th></th>
<th>Northbound</th>
<th>Southbound</th>
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<tbody>
<tr>
<td>Application boundary 2008</td>
<td>10.94ha</td>
<td>8.37ha</td>
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<tr>
<td>Area also under Applicants control 2008</td>
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<tr>
<td>Area of built development 2008</td>
<td>7.61ha</td>
<td>8.23ha</td>
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<tr>
<td>Application boundary 2002</td>
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<td>Area of built development 2002</td>
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The Scheme

Masterplan/Layout

- Maturing woodland planting
- Petrol Filling Station with green roof
- HGV Amenity Building with green roof
- Amenity Building with green roof
- B6265
- Picnic area and play area - well enclosed by landscape
- Amenity Building with green roof
- HGV Amenity Building with green roof
- Petrol Filling Station with green roof
- New wildlife habitats of grassland and reedbeds
- Gentle contoured mounding to integrate with local landscape character

Northbound
Southbound
A1(M) A168 Leeming Lane to Kirby Hill
<table>
<thead>
<tr>
<th>Component</th>
<th>Quantum</th>
<th>Length (frontage)</th>
<th>Width (depth)</th>
<th>Height</th>
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<tr>
<td>Amenity Building</td>
<td>1500-2500m² gfs (currently 2030m² gfs)</td>
<td>50-80m</td>
<td>30-35m</td>
<td>9m maximum</td>
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<tr>
<td>Petrol Filling Station</td>
<td>270-350m² gfs (currently 270m² gfs)</td>
<td>18-25m</td>
<td>12-18m</td>
<td>4.5m maximum</td>
</tr>
<tr>
<td>HGV Canopy</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>7m maximum</td>
</tr>
<tr>
<td>Forecourt Canopy</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5.5m maximum</td>
</tr>
<tr>
<td>HGV Amenity Building</td>
<td>60 - 150 m² gfs (currently 90 m² gfs)</td>
<td>7-15m</td>
<td>7-15m</td>
<td>4.5m maximum</td>
</tr>
</tbody>
</table>

Gross internal floorspace currently $2030 \times 2 + 270 \times 2 + 90 \times 2 = 4780$ m² gfs

Notes
1. The maximum building height from ground to ridge for all buildings is 9m.
2. The fixed parameter of gross floor space and storey height will guide the detailed measurements of the built footprint. The upper limit for width and the upper limit for length should not be multiplied to produce the footprint.
The Scheme

MOVEMENT / ACCESS

A summary of the key parking areas has been illustrated below. The Transport Assessment provides a much greater level of detail.

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The Scheme

The landscape treatment has been carefully designed to integrate with the Highways Agency approved strategy for the A1 (M) Corridor.

- Picnic area and play area - well enclosed by landscape
- Green roofs on the amenity buildings
- Maturing woodland planting to soften impact on the landscape
- Gentle contoured mounding to integrate with local landscape character
- B6265
- A1(M)
- A168
- Petrol Filling Stations
- Green roofs on the HGV amenity buildings
- New wildlife habitats of grassland and reedbeds
- Green roofs on the Petrol Filling Stations
- Amenity building
- HGV amenity building
- Leeming Lane to Kirby Hill
- Maturing woodland planting
APPEARANCE

The built form and appearance of the structures within the site have been illustrated in detail on plans that accompany the planning application. A number of images from these plans accompany this text. The key components of the built form are:

**Amenity Building**

- Amenity building has been sited to maximise links with external play space, seating areas and green infrastructure whilst maintaining easy level access from car, coach and HGV parking;

- The building contains a public concourse with tourist information point, seating, toilet and shower facilities including baby changing, a retail unit, food sales and preparation areas and ancillary staff, storage and plant rooms;

- The accommodation is arranged on one level to maximise accessibility and all facilities are accessed off the public concourse to allow easy orientation for visitors whilst maximising the efficient use of space;

- The public concourse is a double height volume with extensive glazing and multi-span north light roof, whilst remainder spaces are contained within a simple adaptable single storey element which will have a flat green roof;

- The multi-span roof form has been chosen for visual interest and to provide several other functions;

- The south facing roof planes will be used for rainwater harvesting and can also be used for solar collectors or photovoltaic arrays.

- The north facing high level opening lights will maximise natural day lighting and ventilation, whilst the deep overhang will shade glazing and minimise solar gain. The deep roof overhang also provides a sheltered approach to the main entrance from the car park and protection for potential external seating;

- A continuous timber soffit to underside of roof emphasises link between internal and external spaces;

- Additional solar shading will be provided on south facing glazed end elevation.

In addition to natural lighting and ventilation, a number of other environmental strategies will be considered to maximise the sustainability of the amenity building:

- Engineered timber structural frame with off-site fabrication of wall and roof panels;
- Low water usage toilet, shower and tap fittings;
- Low energy light fittings with daylight linked and / or proximity controls;
- Biomass boiler for space heating;
- Rainwater collection for use in toilets;
- Solar panels to preheat hot water;
- Building Management System to link and manage environmental systems, with localised controls;
- Water and energy metering to monitor usage.
The Scheme

APPEARANCE

SOUTH ELEVATION

EAST ELEVATION

Indicative illustrations of Amenity Building
### APPEARANCE

#### Petrol Filling Station

The petrol filling station has been designed to complement the amenity building and same palette of external materials has been used, and both canopy and building will have green roofs.

The building contains a retail area, public toilets, storage and office within a simple single storey volume. A deep roof overhang with timber soffit protects approach from forecourt and shades full height glazing to retail area.

Forecourt canopy will be a simple structure intended to provide protection from weather whilst minimising visual impact. If required a Police Post could be incorporated within either amenity or petrol filling station buildings.

#### HGV Amenity Building

The HGV amenity building has been designed to complement the main amenity building and Petrol Filling Station. The same palette of external materials has been used.

The building contains male and female toilets and showers, an entrance area with space for vending machines and, if required, a plant room. The building dimensions stated in the quantum of development allow sufficient room for a snack bar also to be accommodated if required.
Indicative illustrations of Petrol Filling Station and canopy and HGV Amenity Building