

Local Plan 2031 Part 2

Publication Version
Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse
Local Plan 2031 Part 2

Please return by 5pm on Wednesday 22 November 2017 to: Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email planning.policy@whitehorsedc.gov.uk

This form has two parts:

Part A – Personal Details

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

*If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

Title

Mrs

First Name

Hilary and Helen

Last Name

King-Thompson and Shorthouse

Job Title (where relevant)

Organisation representing
(where relevant)

N/A

Address Line 1

Address Line 2

Address Line 3

Postal Town

Post Code

Telephone Number

Email Address

2. Agent's Details (if applicable)

Mr

Simon

Handy

Associate

Strutt & Parker

269 Banbury Road

Oxford

OX2 7LL

01865 366673

Simon.c.handy@gmail.com

Sharing your details: please see page 3

Part B – Please use a separate sheet for each representation

Name or organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

Policy

19

Policies Map

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

☒

No

☐

4. (2) Sound

Yes

☐

No

☒

4. (3) Compiles with the Duty to Cooperate

Yes

☒

No

☐

5. Please provide details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the Duty to Cooperate, please also use this box to set out your comments.

While the broad aim of Development Policy 19 (Lorries and Roadside Services) is appropriate in that it seeks to support the safety and welfare of road users through the provision of additional service facilities along the A420 and A34, it is considered that the policy is too prescriptive (i.e. does not offer sufficient flexibility), and is not based on robust evidence.

The supporting text to this policy (paragraph 3.129) states that “*Within the Vale of White Horse District, there are currently two main routes identified on which roadside service improvements will generally be supported. Firstly, the A34 trunk road has been identified by central government as having safety concerns, and in line with Core Policy 34: A34 Strategy, the district will continue to work with Highways England, the County Council and others on exploring and reviewing route improvements on this road*”. The Policy itself then reiterates this position and also states that additional service facilities will be permitted within the boundaries of the existing service areas at Milton Interchange; Buckland; and Park Road, Faringdon. However, we have engaged with the Vale of White Horse District Council through the submission of two pre-application enquiries regarding the proposed creation of a new service area on the western side of the A34 at the Chilton interchange and have been told that our proposal would be contrary to the emerging Development Policy 19 because our clients’ site is not one of the three existing service areas listed above. In other words, the site in Chilton would be a new service area and therefore would be resisted as the Council wishes to guard against the unnecessary proliferation of sites.

We have attached the following technical documents in support of this representation to provide further details about our clients’ potential roadside service area in Chilton:

- Design and access statement;
- Location plan (Dwg. No. J8411-20A); and
- Proposed overall site plan (Dwg. No. J8411-29B).

Further technical details have also been prepared in support of this proposal, including a Landscape and Visual Impact Assessment (LVIA), Transport Assessment, and Road Safety Audit (Stage 1), to demonstrate the suitability of this site, but these details have not been submitted with this representation due to the file sizes. These details can of course be provided on request.

The pre-application feedback we have received from the Council's Development Management team indicates, in our view, that the emerging policy is too restrictive and that greater weight or emphasis should be given to the second half of the policy, which states that the Council will continue to work with Highways England, the County Council and others on the assessment of proposals for new roadside service areas along the A34 where these are seen as required as part of highway safety reviews. Neither the County Council nor Highways England raised a fundamental objection to the proposed service area and, therefore, we consider that the site in Chilton is a primary example of a new roadside service area along the A34 that would not only support the safety and welfare of road users, but also support residents and businesses in the local area through the provision of a new retail shop and associated facilities.

While the site may not have been brought forward as a response to a recent highway safety review, it is considered that the site would still fulfil the objective of improving highway safety along the A34. Following the recent completion of the new north facing slip roads at the Chilton interchange, it is apparent that the site is very well linked to the strategic highway network with access from both directions of the A34, as well as local access from the A4185 and surrounding villages. There is an absence of service facilities for drivers on this particular stretch of the northbound A34, which our proposed development would address. In fact, there is no roadside service area on the western side of the A34 between Tothill Services (near Burghclere) and Family Farm services (Weston-on-the-Green, Bicester). A distance of 42 miles.

There is little evidence to justify the selection of Milton Interchange; Buckland; and Park Road, Faringdon as the three sites where additional service facilities will be supported as opposed to alternative sites, such as our clients'. As a result, we question whether Development Policy 19 is based on robust and credible evidence. Furthermore, the wording of the second half of this policy offers insufficient flexibility because it requires any new lorry and/or roadside service areas along the A34 and A420 to be brought forward as part of the development of the 'Route Based Strategy' and/or other highway safety reviews. This prerequisite will stifle market competition and the potential for new sites, such as our clients' at the Chilton interchange, to be brought forward where market demand exists and a clear absence of roadside service areas along the carriageway in question exists. This approach is contrary to the National Planning Policy Framework (NPPF) requirement for plans to be positively prepared and brings into question the soundness of Development Policy 19.

(Continue on page 4 /expand box if necessary)

6. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the matter you have identified at 5 above. (NB Please note that any non-compliance with the duty to cooperate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Firstly, it is considered that more evidence needs to be provided to justify the support given to additional service facilities at Milton Interchange; Buckland; and Park Road, Faringdon. Moreover, it needs to be shown that the Council has considered potential alternative sites, whether expansions to existing service areas or new locations, and that it has provided robust reasons for discounting these. In our view, this additional evidence needs to be presented to ensure Development Policy 19 is found sound.

Secondly, it is considered that the last paragraph of Development Policy 19 should be modified to make the policy more flexible and positively prepared. The modification should remove the restriction that new sites can only be brought forward as part of a highway safety review or 'Route Based Strategy'. Our suggested revised wording for the last paragraph of Development Policy 19 is as follows:

In line with Core Policy 34: A34 Strategy, the Council will continue to work with Highways England, the County Council and others on assessment of proposals for any new lorry and/or roadside service areas along the A34 and A420 in the Vale of White Horse. Proposals for new lorry and/or roadside service areas will only be supported where it can be demonstrated to the satisfaction of the Council and any statutory highway consultees that the proposal would not result in an unnecessary proliferation of sites along the road in question. It must also be demonstrated that there is a demand for the new lorry and/or roadside service area.

It is considered that the suggested revised wording would still allow the Council to guard against/resist the unnecessary proliferation of sites in the district (as currently sought by the Part 2 Local Plan), while ensuring that the Plan is still positively prepared and does not constrain the development of additional service facilities during the Plan period should demand significantly increase.

Finally, it is considered that our clients' site at the Chilton interchange has considerable merits and would be ideal as a fourth location for additional service facilities. Therefore, if the Council's planning policy team or the examining Inspector is in agreement, then we believe the site could be included as a new allocation within Development Policy 19 and the policy could be modified to that effect.

(Continue on page 4 /expand box if necessary)

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

☒

No, I do not wish to participate at the oral examination

☐

Yes, I wish to participate at the oral examination

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

N/A.

Please note the Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature:

Date:

22/11/2017

Sharing your personal details

Please be aware that, due to the process of having an Independent Examination, a name and means of contact is required for your representation to be considered. Respondent details and representations will be forwarded to the Inspector carrying out the examination of the Local Plan after the Publicity Period has ended. This data will be managed by a Programme Officer who acts as the point of contact between the council and the Inspector and respondents and the Inspector.

Representations cannot be treated as confidential and will be published on our website alongside your name. If you are responding as an individual rather than a company or organisation, we will not publish your contact details (email / postal address and telephone numbers) or signatures online, however the original representations are available for public viewing at our council office by prior appointment. All representations and related documents will be held by Vale of White Horse District Council for a period of 6 months after the Local Plan is adopted.

Would you like to hear from us in the future?

I would like to be kept informed about the progress of the Local Plan

☒

I would like to be added to the database to receive general planning updates

☒

Please do not contact me again

☐

Further comment: Please use this space to provide further comment on the relevant questions in this form. **You must state which question your comment relates to.**



Alternative formats of this form are available on request. Please contact our customer service team on 01235 422600 (Text phone users add 18001 before you dial) or email planning.policy@whitehorsedc.gov.uk

Please return this form by 5pm on Wednesday 22 November 2017 to: Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email planning.policy@whitehorsedc.gov.uk

DESIGN & ACCESS STATEMENT



Proposed Roadside Services
A34
Chilton

April 2017



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- Section 8. Design Proposals – Appearance / Details
- Section 9. Landscaping Proposals
- Section 10. Materials
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AERIAL PHOTOGRAPH

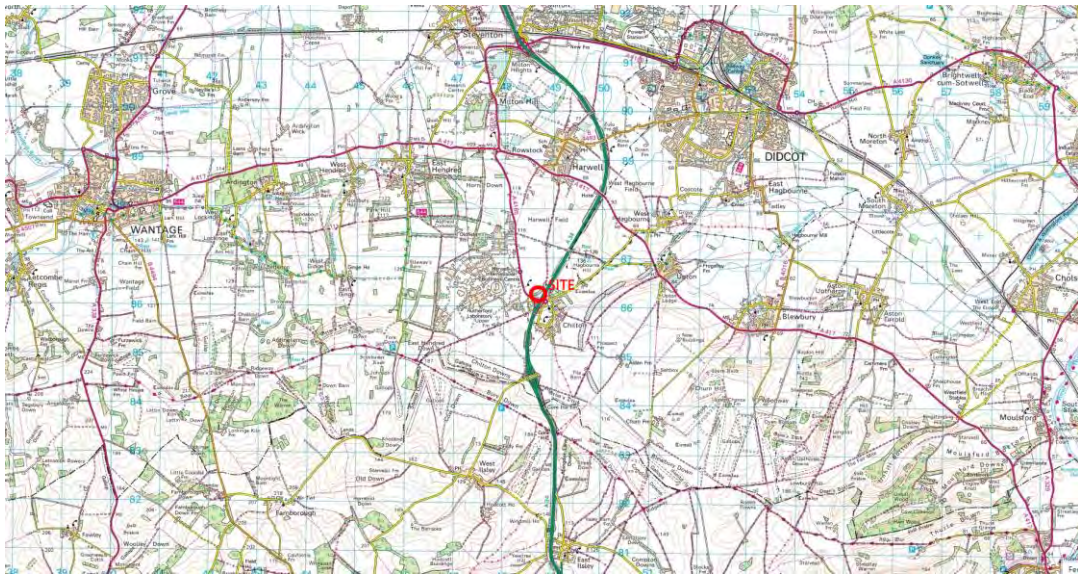
SECTION 1. INTRODUCTION

This Design and Access Statement has been prepared to accompany the planning application for a new Roadside Service Area proposal, on land west of the A34 and north of the A4185 at Chilton in the District of the Vale of White Horse, Oxfordshire.

This Design & Access Statement sets out the requirements and proposals to provide a new Industry Roadside Service Area offering a proposed fuel forecourt and drive thru' facility that can be accessed from both north and southbound A34 carriageways as well as serving the A4185 local road network and the Harwell Oxford Campus.

The proposals seek to provide a Roadside Service Area that meets modern day customer expectations and demands for an operator to provide roadside facilities that are more dynamic, efficient, sustainable and enjoyable to be in and more reflective of buildings associated with modern day travel.

This proposal allows the opportunity to create up to date contemporary facilities that sits sympathetically within its surroundings and creates a more attractive and uplifting space to visit and work in.

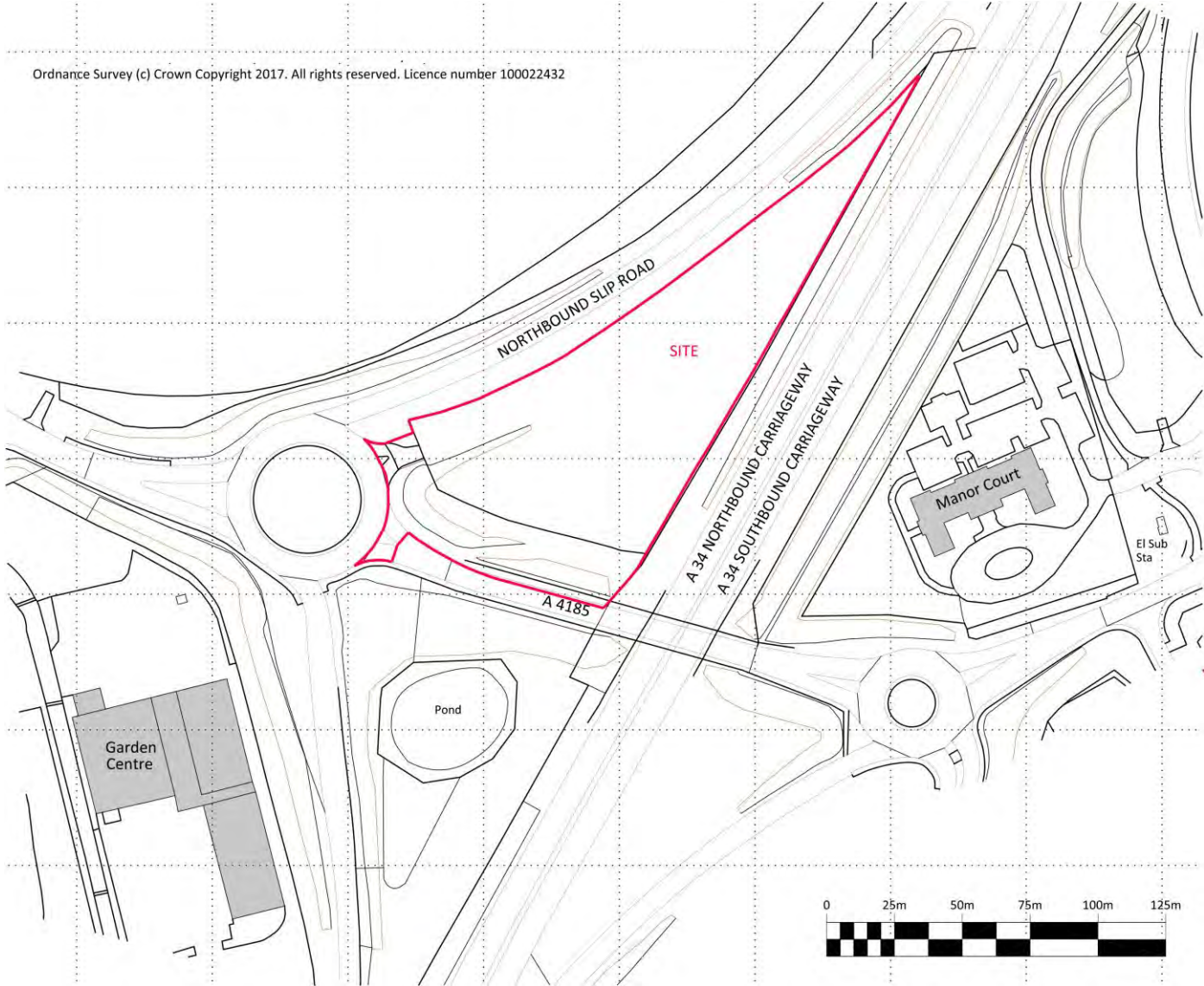


SECTION 2. LOCATION

The proposed Roadside Service Area is situated adjacent to Chilton Village at the A34/A4185 Newbury Road junction, north of the Village of Chilton.

The site is bounded by the A34 on slip to the north, the A34 to the east and the A4185 to the south west.

It is located approximately 6 kilometres south west of Didcot and 18 kilometres north of Newbury and 20 kilometres south of Oxford.



(Photo Pre Highway Improvements)

SECTION 3. CONTEXT – EXISTING SITE



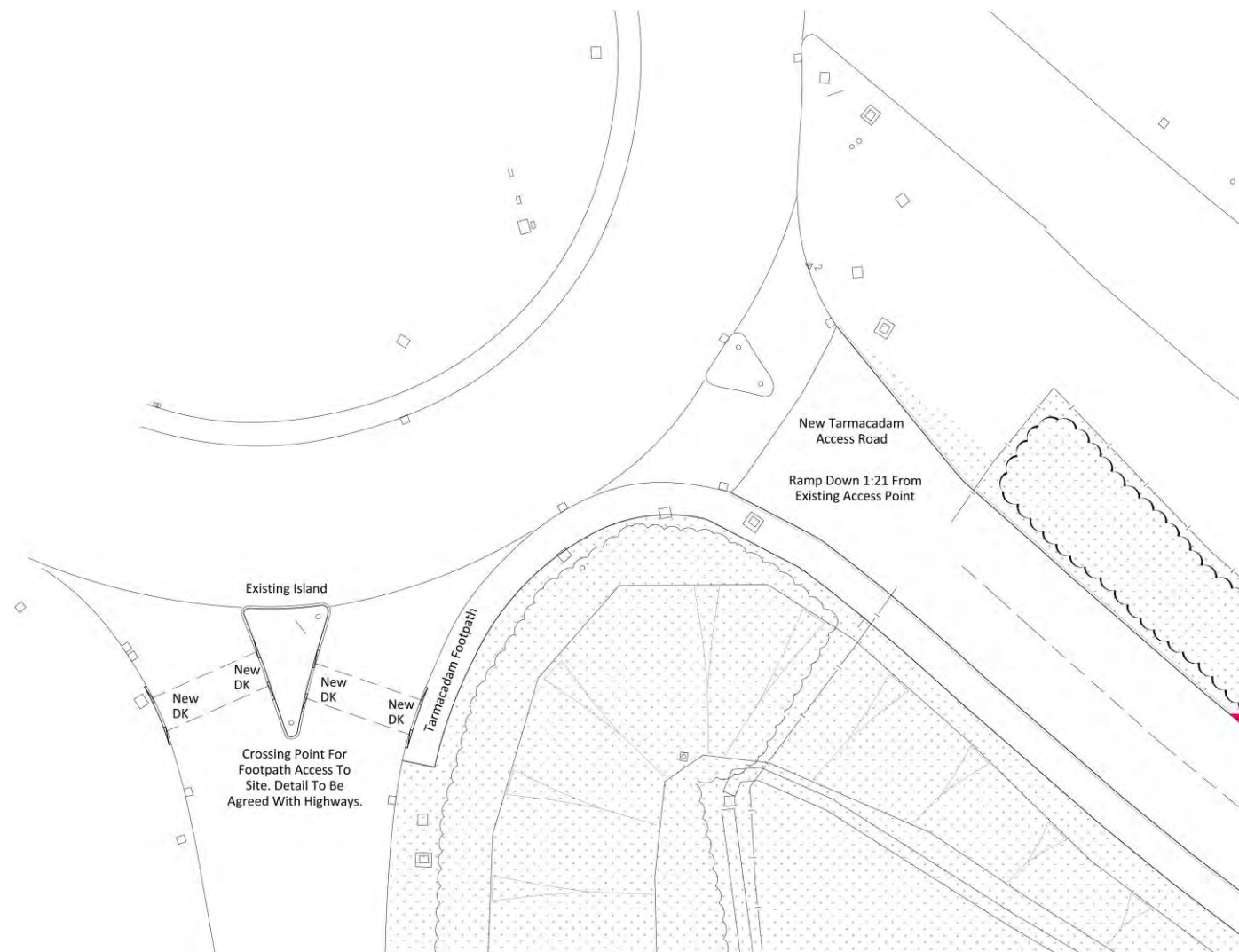
SECTION 4. ACCESS

As a consequence of the Chilton Interchange Highway Improvement scheme at the A34/A4185 junction, the scheme involved the construction of a north on slip and a south off slip and two new roundabouts.

The purpose of the Chilton Interchange Highway Improvement scheme was to improve highway access to the Science Vale Enterprise Zone by providing full access to the A34 for both northbound and southbound traffic visiting the Harwell Oxford Campus.

As part of those improvement works a vehicular access to the site was constructed off the existing A4185/A34 northbound on slip roundabout.

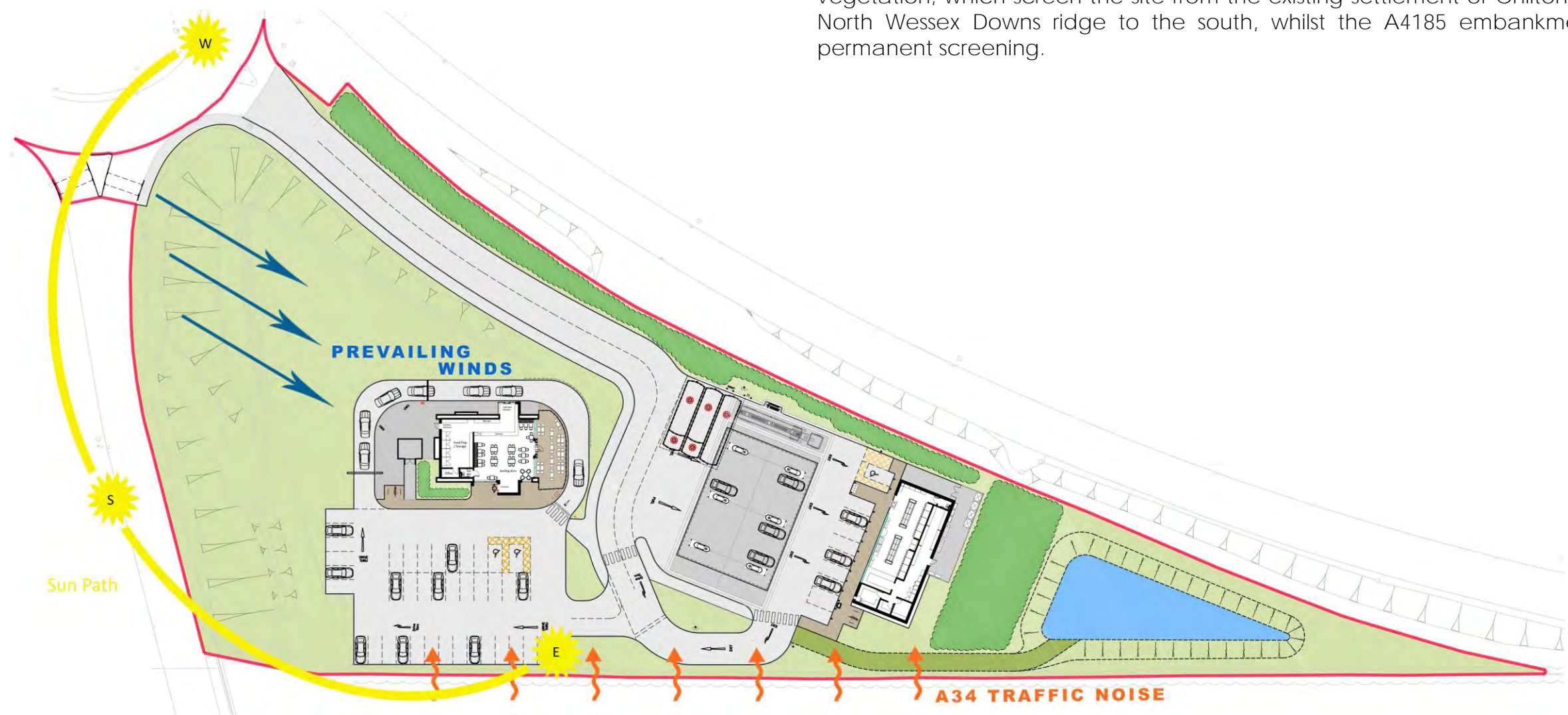
As well as highway works, a footway/cycleway provision at the A4185/A34 northbound on slip roundabout has been improved and a new footway will be provided from the A4185/A34 northbound on slip roundabout into the site connecting into the existing infrastructure provision along the A4185.



SECTION 5. SITE ANALYSIS – LANDSCAPE CHARACTER

Landscape Character

The wider rural landscape is open with large scale fields and sparse hedgerows, allowing views across the landscape, particularly from viewpoints on elevated land overlooking the vale landscape. However, Chilton settlement and the A34 junction is characterised by tree planting belts, which screen the settlement and road junction from the surrounding countryside. The site benefits from the existing tree belts and other vegetation, which screen the site from the existing settlement of Chilton, and the distant North Wessex Downs ridge to the south, whilst the A4185 embankment adds further permanent screening.



ENVIRONMENTAL ANALYSIS DIAGRAM

SECTION 6. DESIGN PROPOSALS

PRINCIPLES

The analysis, design and development of this project has been undertaken with reference to current modern trends and customer expectations.

The following aspects of delivering a design of quality have been carefully considered.

IMPACT

- Character & Innovation
- Form & Materials
- Internal Environment
- External Environment

*The buildings ability to create a
“sense of place”*

BUILD QUALITY

- Performance
- Engineering Systems
- Construction

*The building's engineering
performance, structural stability, safety
& robustness of systems,*

FUNCTIONALITY

- Use
- Access
- Space

*Arrangement, quality and inter
relationship of spaces*

SECTION 7. DESIGN PROPOSALS - SITING

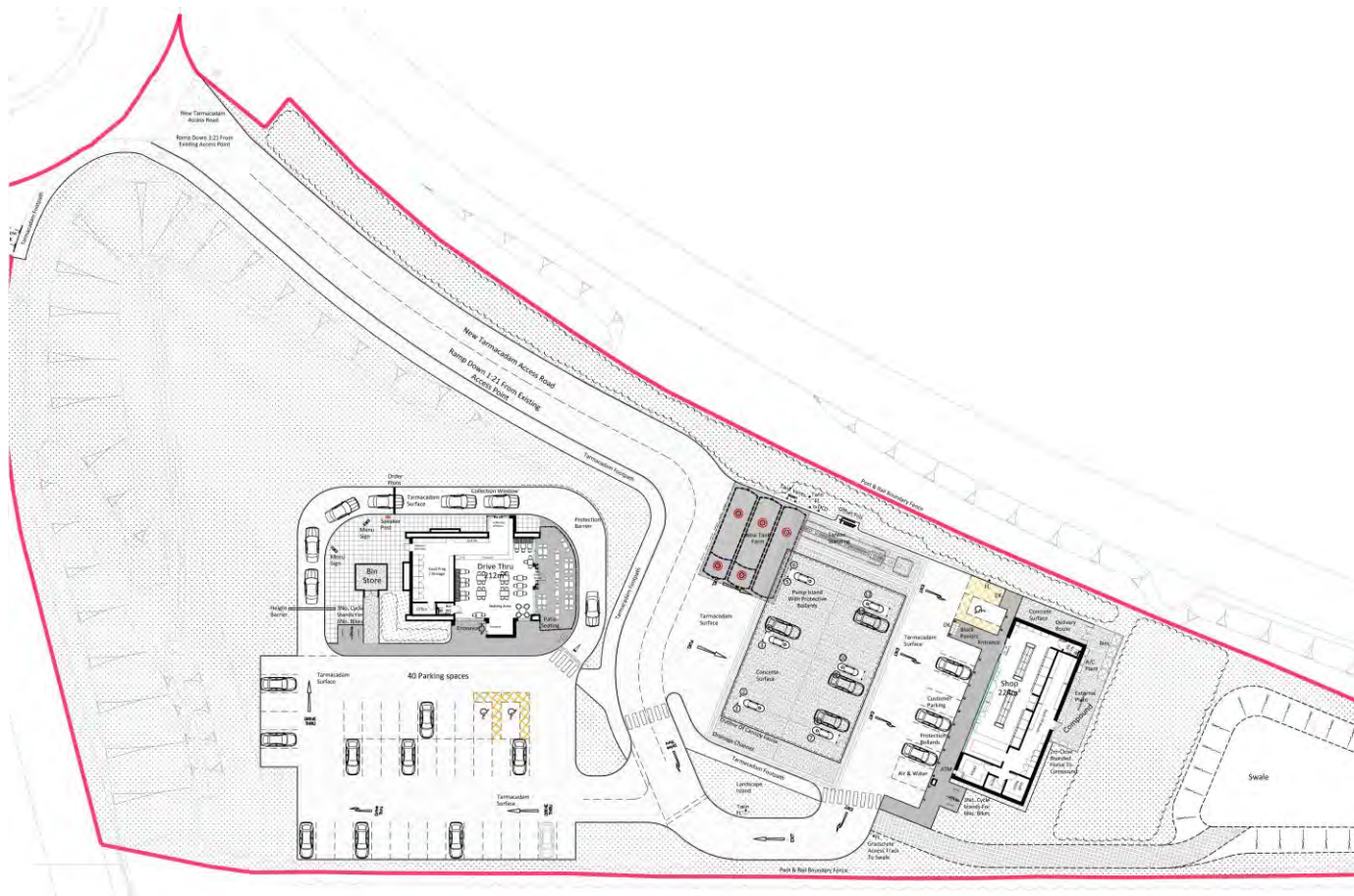
As a direct consequence of the construction of the Chilton Interchange Highway Improvement works, the site has ended up being triangular shaped in nature tapering to the north, the wider section of the site being adjacent to the A4185 embankment and over bridge that spans the A34.

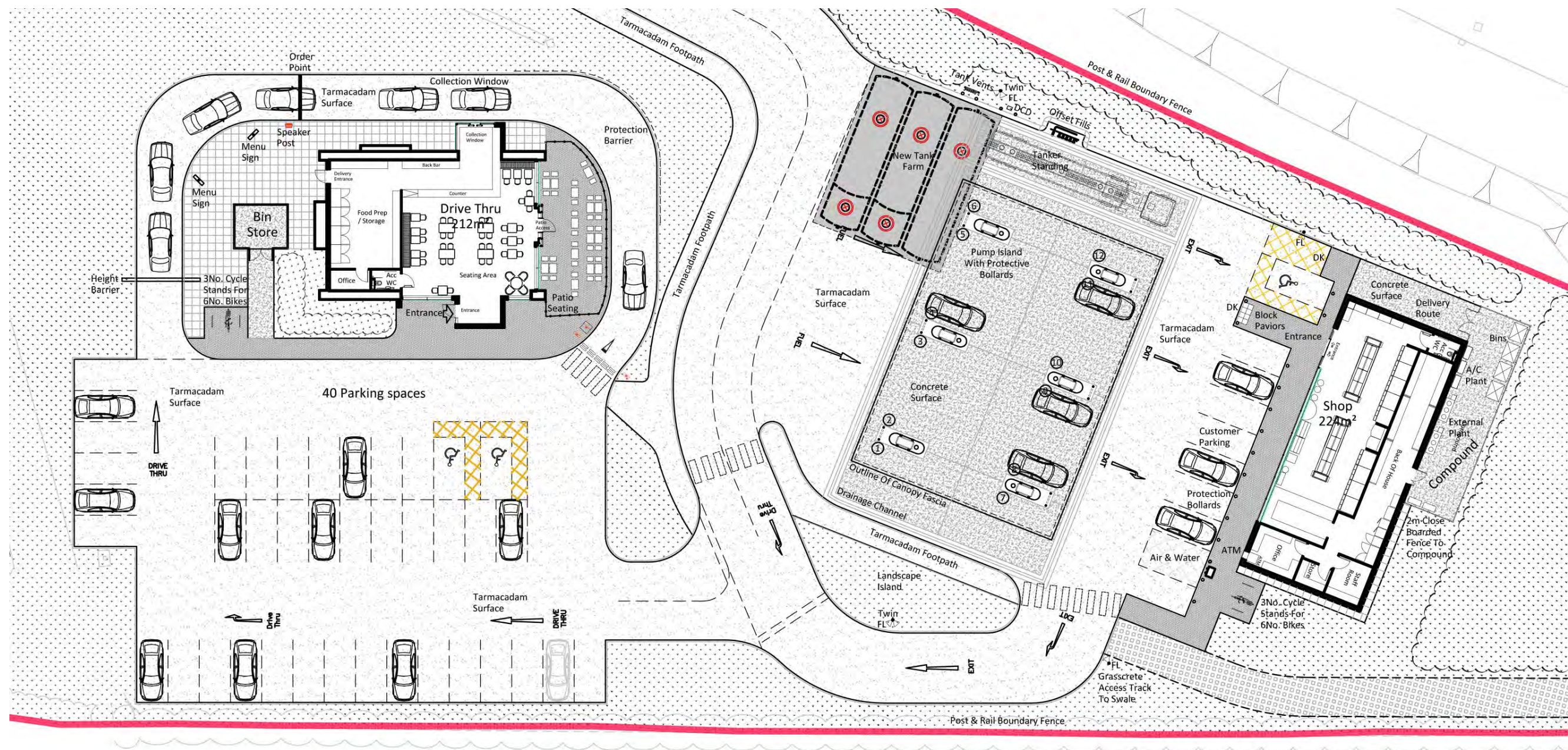
The access point into the site has been predetermined during the construction of these highway works which leaves the access road on a general north to south axis leading to the proposed fuel forecourt positioned to the northern end of the site with the proposed **drive thru' unit sitting within the Leeward side of the A4185 embankment and the internal access road.**

Because of the triangular nature of the site and the existing access off the roundabout, due consideration has been given for the safe movement of customer traffic, service vehicles such as a petroleum tanker and refuse vehicles in tandem with the general car user and the occasional pedestrian/cyclist that can use the proposed facilities.

Whilst the site has no particular prominent features, it is bounded by post and rail fencing associated with the highway improvement works. The highway infrastructure and road network predominantly effects the immediate environment from within the site, whereby the site landscaping proposals looks to address any exposure of the site to the highway network and noise generators that surround the proposed Service Area.

The planning and orientation of the buildings has been carefully designed to create a functional, aesthetic and customer friendly facility which provides buildings, parking within an attractive landscaped setting sitting naturally within the environment that has been greatly affected by Chilton Highway Improvement Works.





FUEL FILLING STATION & DRIVE THRU PLANS

SECTION 7. DESIGN PROPOSALS - SITING

SECTION 8. DESIGN PROPOSALS – APPEARANCE / DETAILS

The design approach to the proposed Trunk Road Service Area is to create a facility where customers from both the A34, the Harwell Oxford Campus & existing Chilton residents can enjoy the rest, relaxation and facilities of this new Roadside Service Area environment during a journey, lunch time breaks and general day to day travelling associated with journeys along the A34, or commuting to and from ones place of work.

By producing a Roadside Service Area of high design quality sitting in an attractive environment both customer and staff can participate in equal measure. Good design not only enhances the customer experience but helps in the recruitment and retention of staff, reduces the cost associated with staff turnover and creates a stable working environment.

BUILDING DESIGN

The design strategy of this proposed Roadside Service Area is taken from the principle “what the customer expects” and the current market place dictates.

In response to the characteristics of this site which have been strongly affected by the highway network that surrounds all sides, the design proposes two single storey mono pitched brick and timber clad buildings, one being a fuel forecourt shop the other being a drive thru’ restaurant which have been designed to allow both buildings to have minimal impact upon the surrounding landscape.

The use of traditional brick with the use of timber cladding in association with the overall site landscaping helps naturally blend the buildings into the back drop of the peripheral countryside.

The buildings will have high thermal efficiency twined with the use of solar control glass to reduce running costs, save energy and to minimise solar heat gain and help control glare.

The proposed colour schemes of both buildings has been carefully chosen to respect the colourways of the surrounding countryside whilst the design of the fuel forecourt canopy has been created to have minimal impact, the design provides a slender profile, with a modern approach to the design to sit harmoniously with both facility buildings.



Side Elevation (South West)



Side Elevation (North East)

Drive Thru Unit



Rear Elevation (North West)



Front Elevation (South East)



SECTION 8. DESIGN PROPOSALS – APPEARANCE / DETAILS

BUILDING DESIGN

The forecourt canopy will also include timber underlining to reflect the timber cladding of elements on both buildings.

Underneath the canopy the proposed fuel forecourt will have six multi fuel dispensers with state of the art fuelling facilities, twin wall underground fuel storage tanks with leak detection monitoring systems.

Customer parking is available at both facilities, forty parking spaces being available for the drive thru' unit to include two disabled whilst the fuel forecourt has nine parking spaces including one disabled space.

Throughout the site, lighting will be designed around customer safety and operation, all luminaries will be ground lit to prevent glare and respect the environment beyond the sites demise.

It is proposed that site signage will be kept to a minimum and designed and located specifically to assist in the safe operation of the site and to inform the customer of what facilities are available.

Any future signage will be subject to separate advertisement applications, once specific operators have been identified for the development post-planning.



Side Elevation (North West)



Side Elevation (South East)

Petrol Filling Station



Front Elevation (South West)



Rear Elevation (North East)



SECTION 8. DESIGN PROPOSALS – APPEARANCE / DETAILS

FOUL & SURFACE WATER DRAINAGE STRATEGY

Surface Water Drainage

It is proposed that surface water drainage from roof areas, access road, fuelling area will discharge into an infiltration basin sized to accommodate a peak storm event of 1 in 100 years plus an allowance for climate change of 40%.

The access road and fuel filling station will discharge via a gravity drainage system passing through suitably sized oil interceptors before discharging into the infiltration basin.

The private hard standing parking areas associated with the drive thru will be constructed from permeable surfacing.

SUDS Maintenance

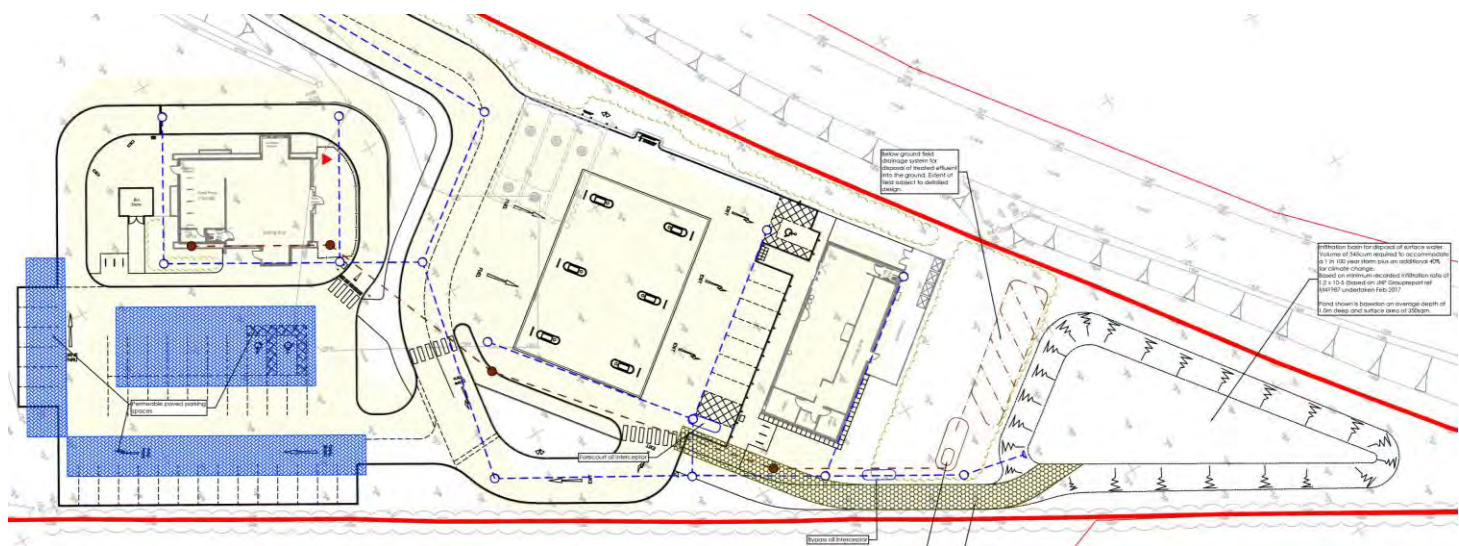
All SUDs features associated with the private dwellings will be maintainable by the owner/operator of the development. The owners are to be provided with a SUDs maintenance manual that lists the SUDs techniques used on the development, and the type and frequency for their maintenance that will be needed.

Water Quality

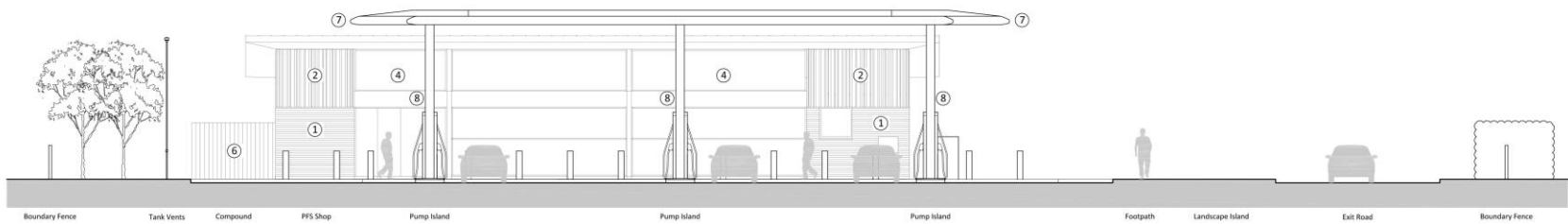
The use of permeable paving for both the adopted highway and private hard standing provides two levels of water quality management to deal with pollutants, suspended solids and heavy metals.
Oil interceptors will provide additional treatment of surface water discharged from the highway and refuelling area.
The infiltration basin will provide bio retention and treatment of suspended solids and heavy metals.

Foul Drainage Strategy

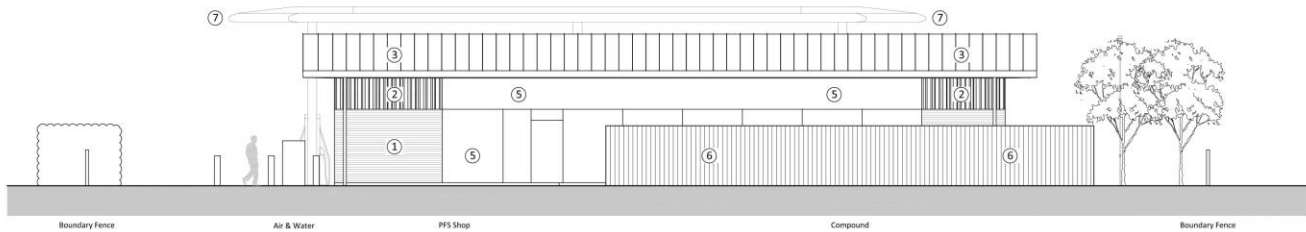
The proposed means of drainage is for a new privately maintained sewage treatment plant with a suitably sized drainage field to dispose of treated effluent.



SECTION 8. DESIGN PROPOSALS – APPEARANCE/DETAILS

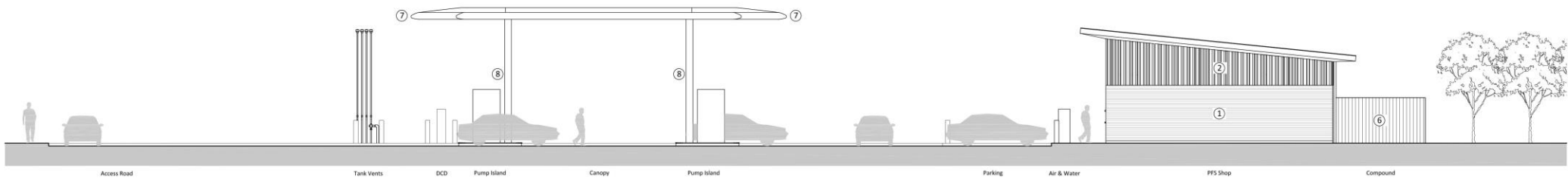


A
31
Proposed Petrol Filling Station Front Elevation (South West)
1:100@A1

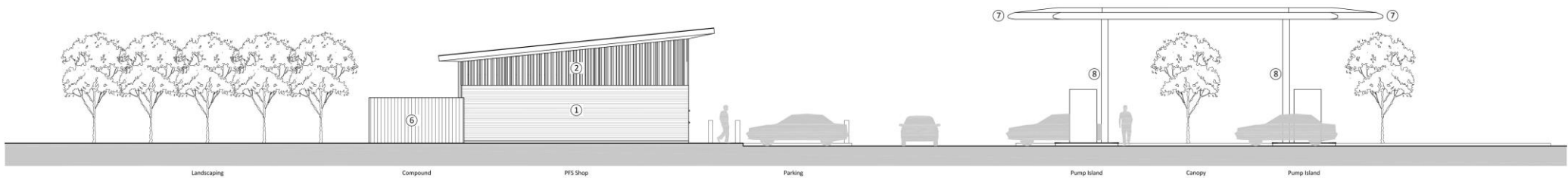


B
31
Proposed Petrol Filling Station Rear Elevation (North East)
1:100@A1

- MATERIALS**
1. RED STOCK FACING BRICKWORK TO LPA APPROVAL.
 2. TIMBER CLADDING TO LPA APPROVAL.
 3. METAL STANDING SEAM ROOF TO LPA APPROVAL.
 4. SHOP FRONT GLAZING WITH LIGHT GREY FRAMING TO LPA APPROVAL.
 5. METAL CLADDING LIGHT GREY TO LPA APPROVAL.
 6. TIMBER STAINED COMPOUND FENCE.
 7. GREY BULLNOSE FASCIA TO CANOPY WITH TIMBER CLADDING UNDERLINING.
 8. DARK GREY PAINTED CANOPY COLUMNS.

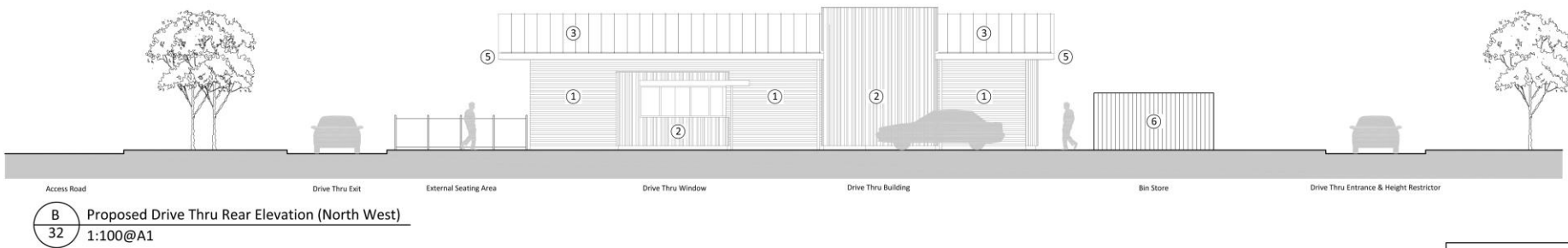
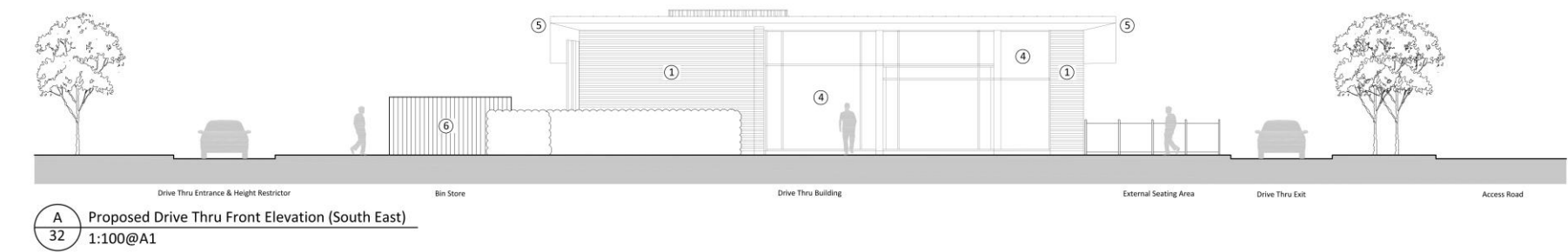


C
31
Proposed Petrol Filling Station Side Elevation (South East)
1:100@A1

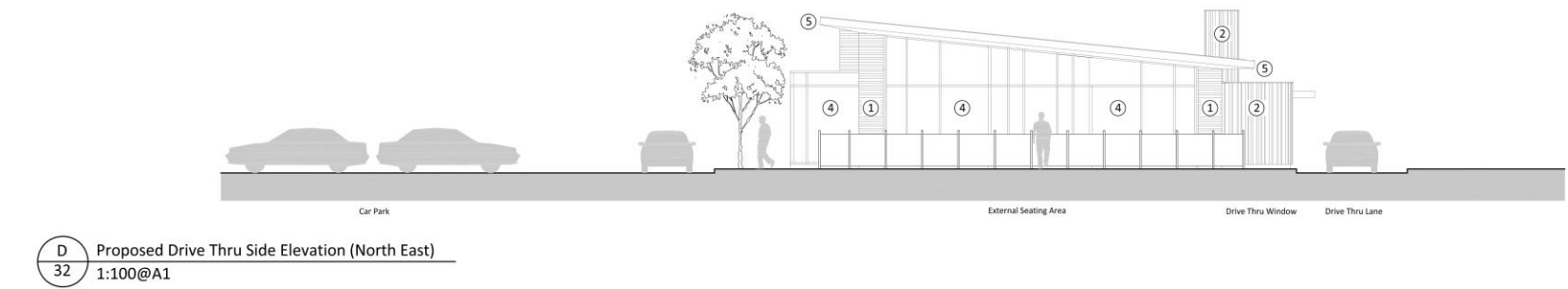
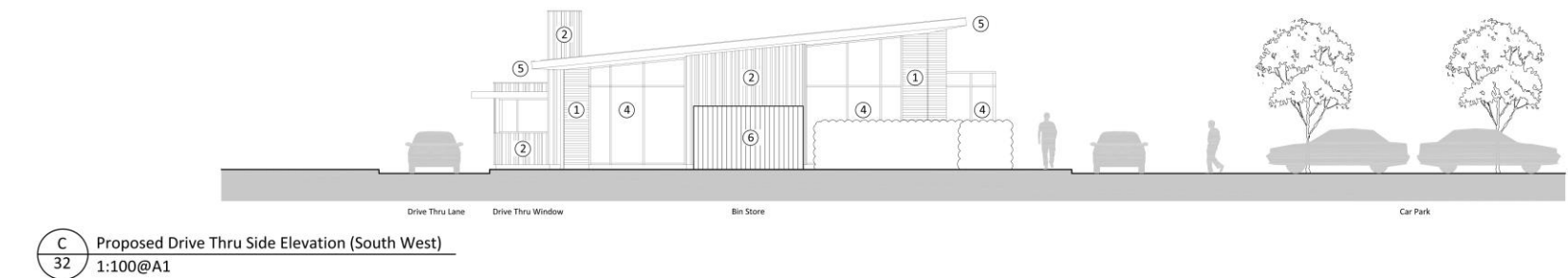


D
31
Proposed Petrol Filling Station Side Elevation (North West)
1:100@A1

SECTION 8. DESIGN PROPOSALS – APPEARANCE/DETAILS



- MATERIALS**
- 1. RED STOCK FACING BRICKWORK TO LPA APPROVAL.
 - 2. TIMBER CLADDING TO LPA APPROVAL.
 - 3. METAL STANDING SEAM ROOF TO LPA APPROVAL.
 - 4. SHOP FRONT GLAZING WITH LIGHT GREY FRAMING TO LPA APPROVAL.
 - 5. LIGHT GREY FASCIA TO LPA APPROVAL.
 - 6. TIMBER STAINED COMPOUND FENCE.



SECTION 9. LANDSCAPE PROPOSALS – DETAILED DESIGN

Proposed Landscape Strategy

The landscape strategy for the proposed development is to integrate the proposed services development into its landscape setting on the northern edge of the expanding Chilton settlement, whilst also mitigating landscape character and visual effects of the development upon the North Wessex Downs Area of Outstanding Natural Beauty, in which the site is located.

Although, the recent road works at the A34 Chilton junction have incorporated new native tree and shrub planting to the south and west of the site, which in the medium to long term will increase off-site screening of the proposed development, the landscape scheme will include substantial new tree, hedgerow and shrub planting within the development, which will integrate the proposed development into the treed landscape setting of the settlement edge and A34 junction. The tree planting within the site, and in particular along the north-west boundary and northern part of the site will mitigate visual impact of the development in views from public rights of way within the surrounding rural landscape to the north and north-west.

In accordance with published landscape guidance for the Oxfordshire Wildlife and Landscape Study (OWLS), locally characteristic species will include Oak (*Quercus robur*) trees (where possible) and boundary hawthorn hedgerow. The landscape scheme has also incorporated additional native species as recommended in the ecology report by Windrush Ecology, in areas of native shrub and groundcover planting to enhance ecological habitat and biodiversity. The scheme also includes two areas of meadow grassland; one at the southern end of the site, where planting is restricted by a water main easement, and the second within the SUDS attenuation basin at the northern end of the site. Ornamental shrub planting is proposed in areas close to buildings, access and car park.

The landscape context of the site is characterised by mixed coniferous and deciduous tree belts, and therefore the choice of species includes Scots Pine (*pinus sylvestris*), and native deciduous trees including native species such as Wild Cherry (*Prunus avium*), Field maple (*Acer campestre*) and Crab Apple (*Malus sylvestris*). Other species include trees with more narrow habits, including Hornbeam (*Carpinus betulus* 'Frans Fontaine') and Ornamental Pear (*Pyrus calleryana* 'Chanticleer'), along the site's north-west boundary, to avoid potential future problems of wide spreading mature tree canopies overhanging the access or buildings.

The proposed development will deliver a high quality landscape scheme, which will not only soften and filter views of the roadside services to minimise visual impacts on the AONB landscape, but also integrate the development into the character of the settlement edge landscape of Chilton and the A34 junction.



SECTION 10. MATERIALS

Materials Key:

- 1. Red stock facing brickwork
- 2. Timber cladding
- 3. Metal standing seam roof
- 4. Composite solar glazing system with light grey framing
- 5. Light grey fascia's to buildings and fuel forecourt canopy

A limited palette of materials has been chosen to ensure an overall harmonious effect across the buildings whilst each building has its own individual identity upon a common theme.

The buildings have elements of timber boarding in response to their rural location and to assist in blending in to the peripheral back drop of the countryside.

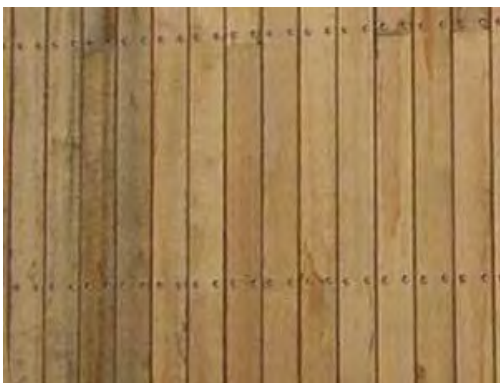
The dark mono pitch metal standing seam roof has been chosen for both its modern design approach to Roadside Service Area buildings together with its minimal impact upon the surroundings.

The red stock facing architectural brick is a traditional material and has been chosen to create a robust and functional finish whilst also having a subtle colour to compliment the timber boarding and the proposed on site and off site landscaping.

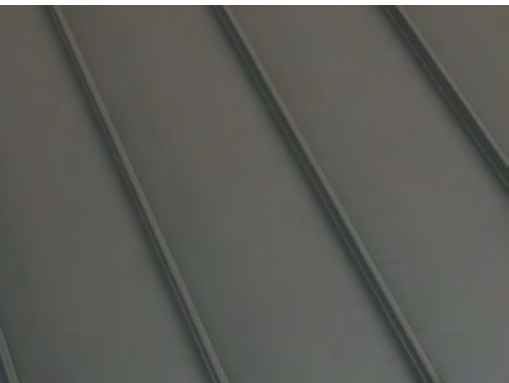
1.



2.



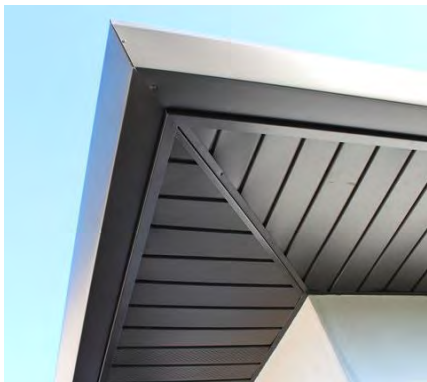
3.



4.



5.



SECTION 11. ACCESS

Accessibility to and from the buildings has been fully considered throughout the design process along with creating fully inclusive environments within the buildings.

We have used as our main source of reference the following documents;

British Standards 8300:2001, Code of Practice for Design of Buildings and their Approach.

Means of Escape for Disabled People: BS5588 Part B 1988 and Draft BS999-2

Guidance on the Use of Tactile Paving Surfaces: DETR 1998.

ACCESS TO AND FROM THE BUILDINGS

LEVEL ACCESS APPROACH

- Defined walkways and dropped kerbs at appropriate points to create a level/ramped route into the building.

ACCESSIBLE / DISABLED PARKING

- Located to create direct and level access with dropped kerbs at appropriate points.

STAFF PARKING/SERVICING

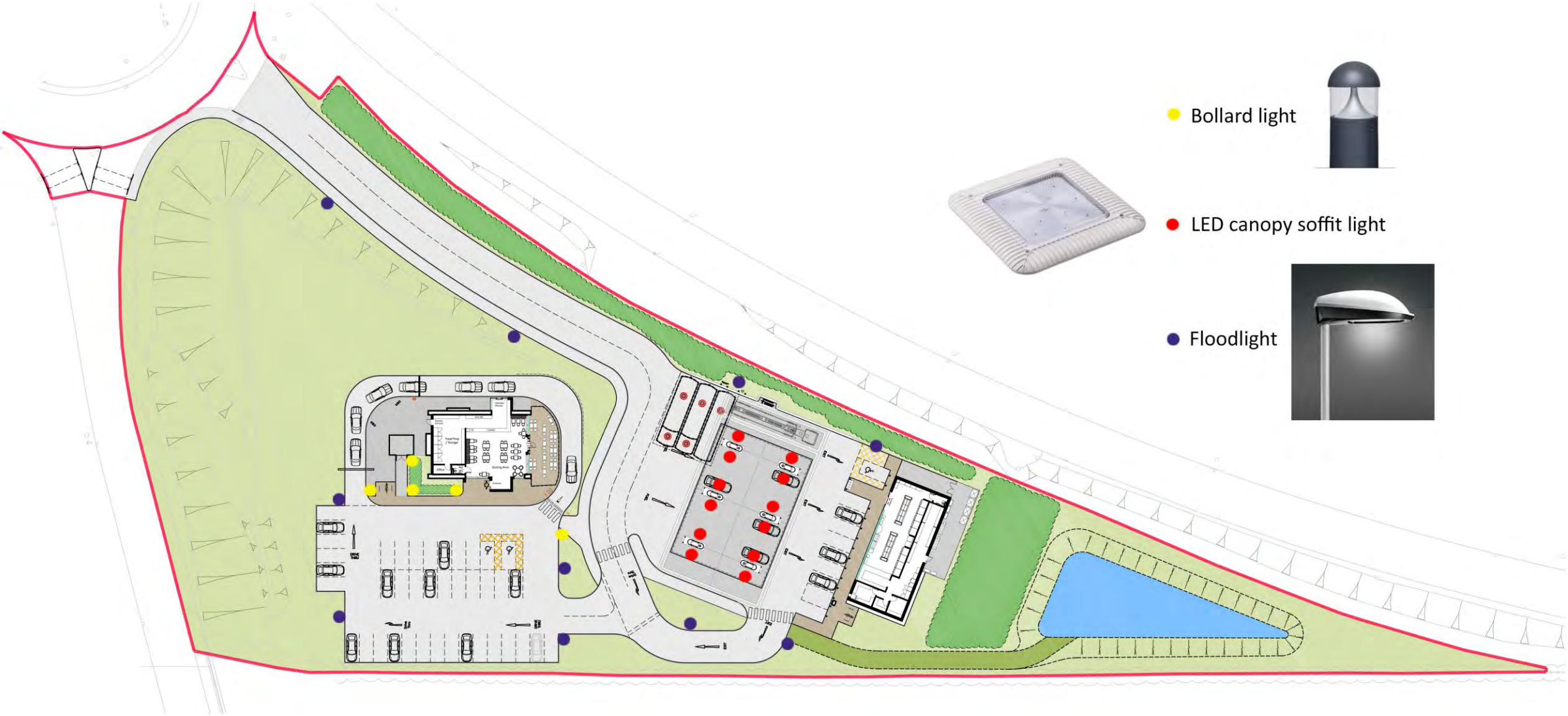
- Direct level access via dropped kerbs into the buildings.
- Footpaths/connection to local cycleway.

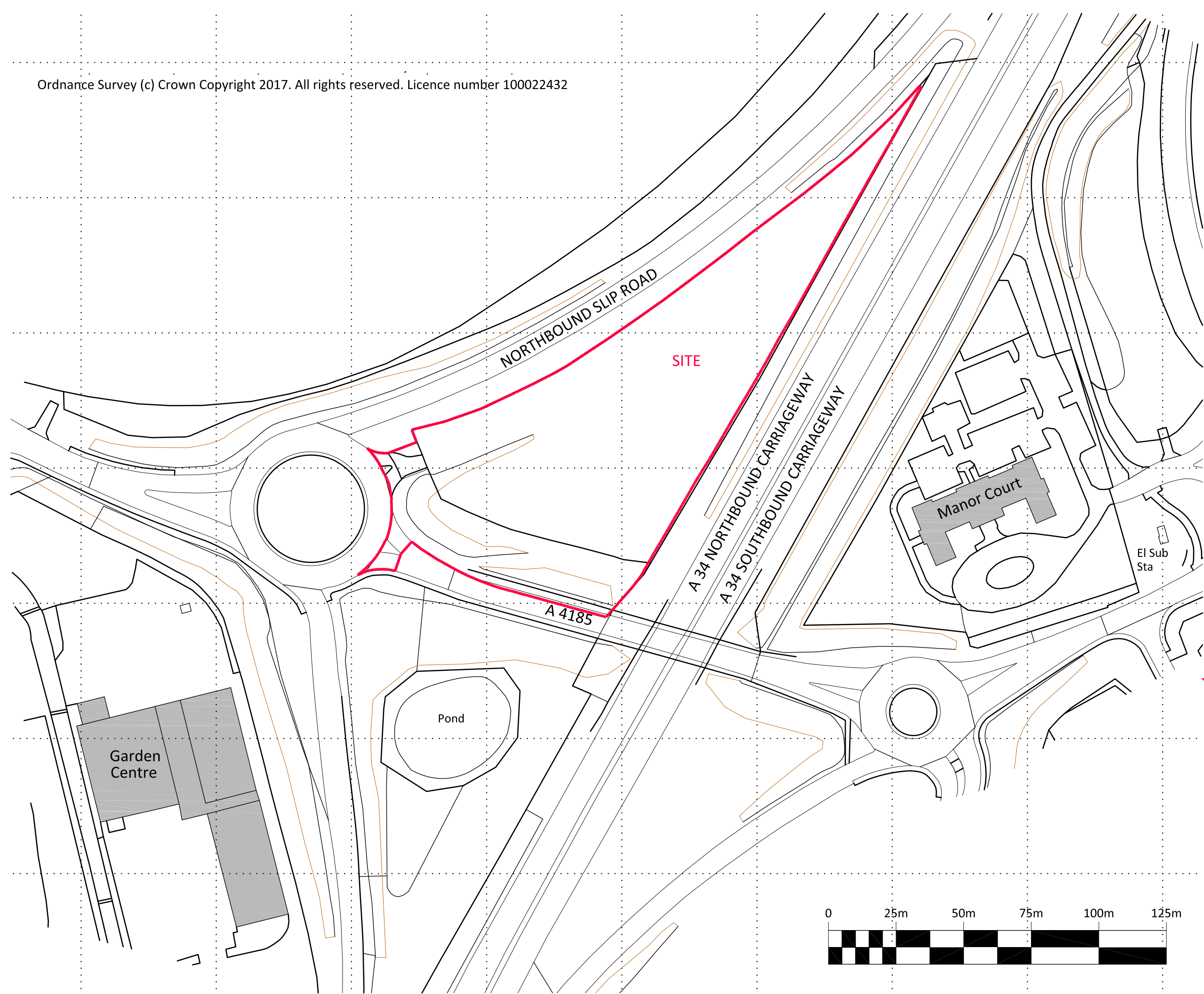
INCLUSIVE BUILDING ENVIRONMENT

AMENITY BUILDING

- Electric automatic opening doors to building
- Open plan level access & circulation
- Level access to all public areas
- Accessible toilets provided in customer toilet areas
- All door widths to have minimum width of 800mm clear opening
- Fire alarm system installed throughout building including audible and visual alarms

Section 12. Lighting







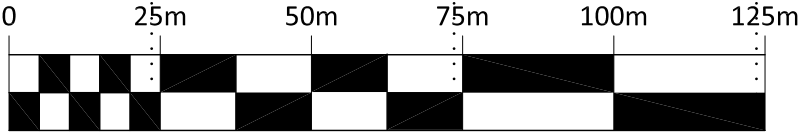
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Client: LINGWOOD ESTATES PLC

Project: PROPOSED ROADSIDE SERVICES
A34
CHILTON

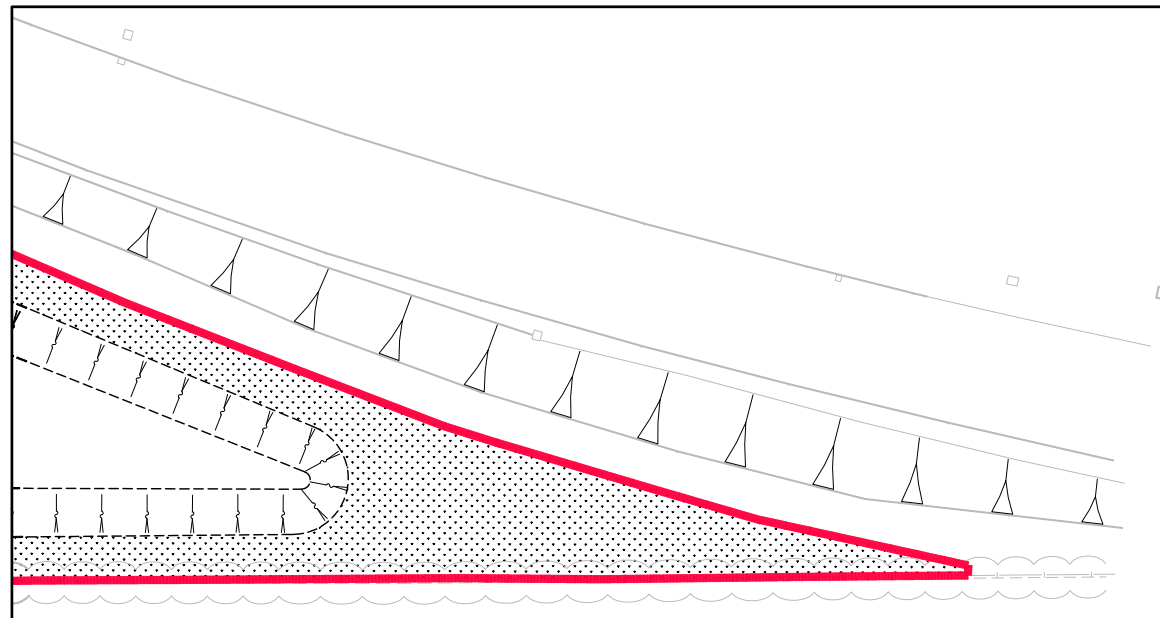
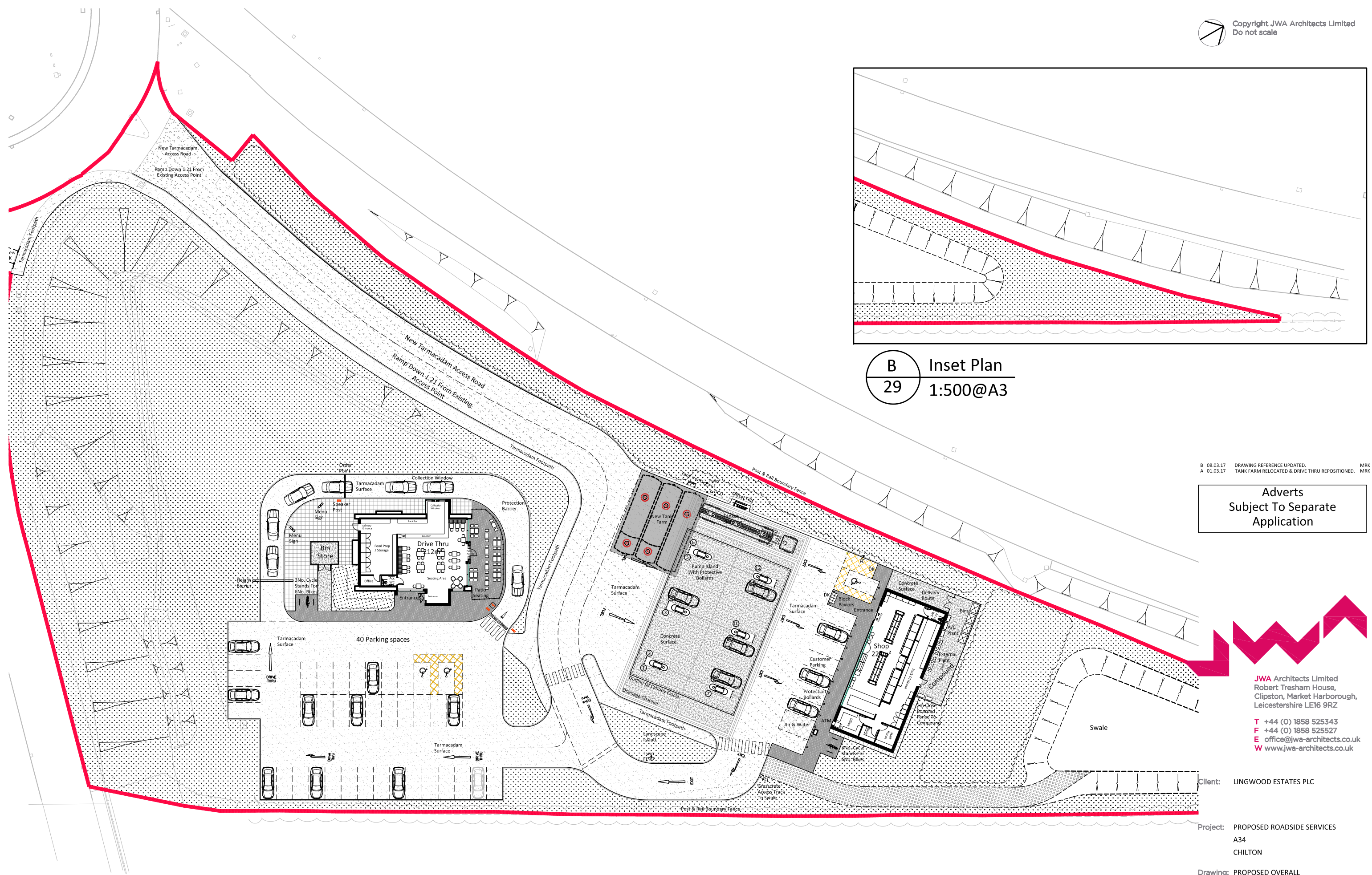
Drawing: SITE LOCATION PLAN



Purpose: PLANNING Date: 21.02.17

Scale: 1:1250@A3 Drawn: MRK

Dwg. No: J8411 / 20 Revision: A



B
29
Inset Plan
1:500@A3

B 08.03.17
A 01.03.17
DRAWING REFERENCE UPDATED.
TANK FARM RELOCATED & DRIVE THRU REPOSITIONED.
MRK
MRK

Adverts
Subject To Separate
Application

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Client: LINGWOOD ESTATES PLC

Project: PROPOSED ROADSIDE SERVICES
A34
CHILTON

Drawing: PROPOSED OVERALL
SITE PLAN

Purpose: PLANNING
Scale: 1:500@A3
Dwg. No: J8411 / 29
Date: 21.02.17
Drawn: MRK
Revision: B

A
29
Proposed Overall Site Plan
1:500@A3

