

LANDSCAPE ELEMENTS

ECOLOGY ENHANCEMENT

A biodiversity net gain assessment was undertaken by MKA Ecology on the site. This assessed the existing ecological conditions and proposed ecological enhancements to improve that condition. The findings from MKA Ecology's assessment concluded a 61.93% increase in habitat units and a 122.59% increase in hedgerow units. Refer to MKA Ecology for more detail.



SWIFT NEST BOX

The boxes are designed on the upper level of both northern and eastern elevation where birds have a clear flight path over the existing buildings and railway line.



BIRD NEST BOX

The boxes are designed within the line of existing trees and to be widely separated to avoid competition between birds. Openings to face east so they are sheltered from driving rain.



FALCON NEST BOXES

Boxes are designed to provide a spacious, protected and securely attached breeding space in a robust, long-lasting structure that requires little maintenance. Boxes can be placed in quarries or on high buildings such as towers, silos, high rise buildings, highway bridges.



HEDGEHOG DOME

The houses are located in the retained mature hedge area (on a potential commuting route) and proposed deciduous area which are both sheltered and where there might be natural food.



BAT ROOST BOX

Located on the higher levels of this elevation where the bats have an exit toward a line of trees.



DEADWOOD FEATURE

Structures such as artificial rot holes, log pyramids and bug hotels would be particularly valuable for invertebrates as a foraging resource, which in turn benefits a range of other species such as amphibians, hedgehogs and reptiles.



OPEN BRICK BOX

This brick design can be built into the wall of the new development and the external surface, excluding the hole, can be rendered to match the surrounding wall.



LANDSCAPE ELEMENTS

Falcon nest box



Bug hotel



Swift nest box



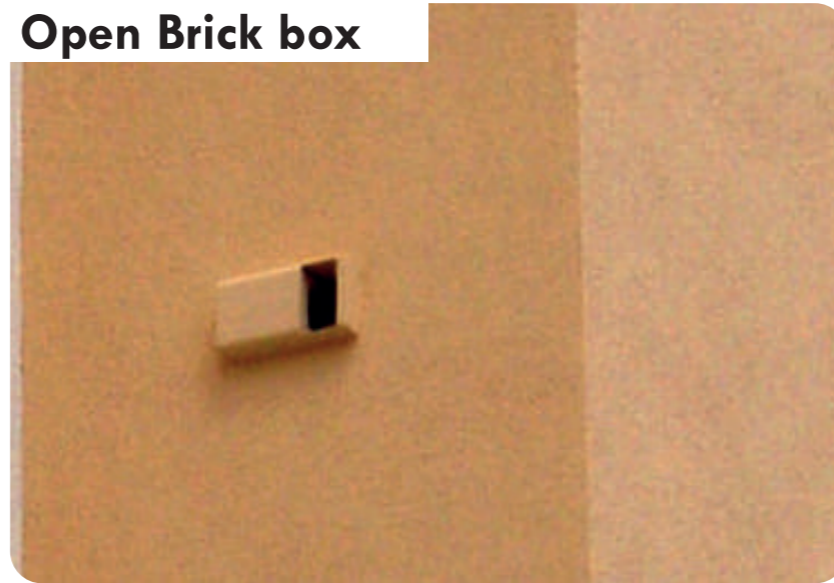
Bark box



Bird nest box



Open Brick box



Stag beetle loggery



Bat Shelter



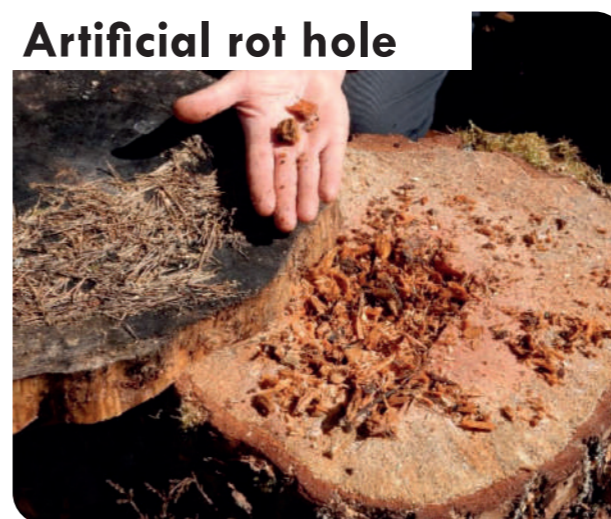
Hedgehog Dome



Bat Roost



Artificial rot hole











Kestrel nest box

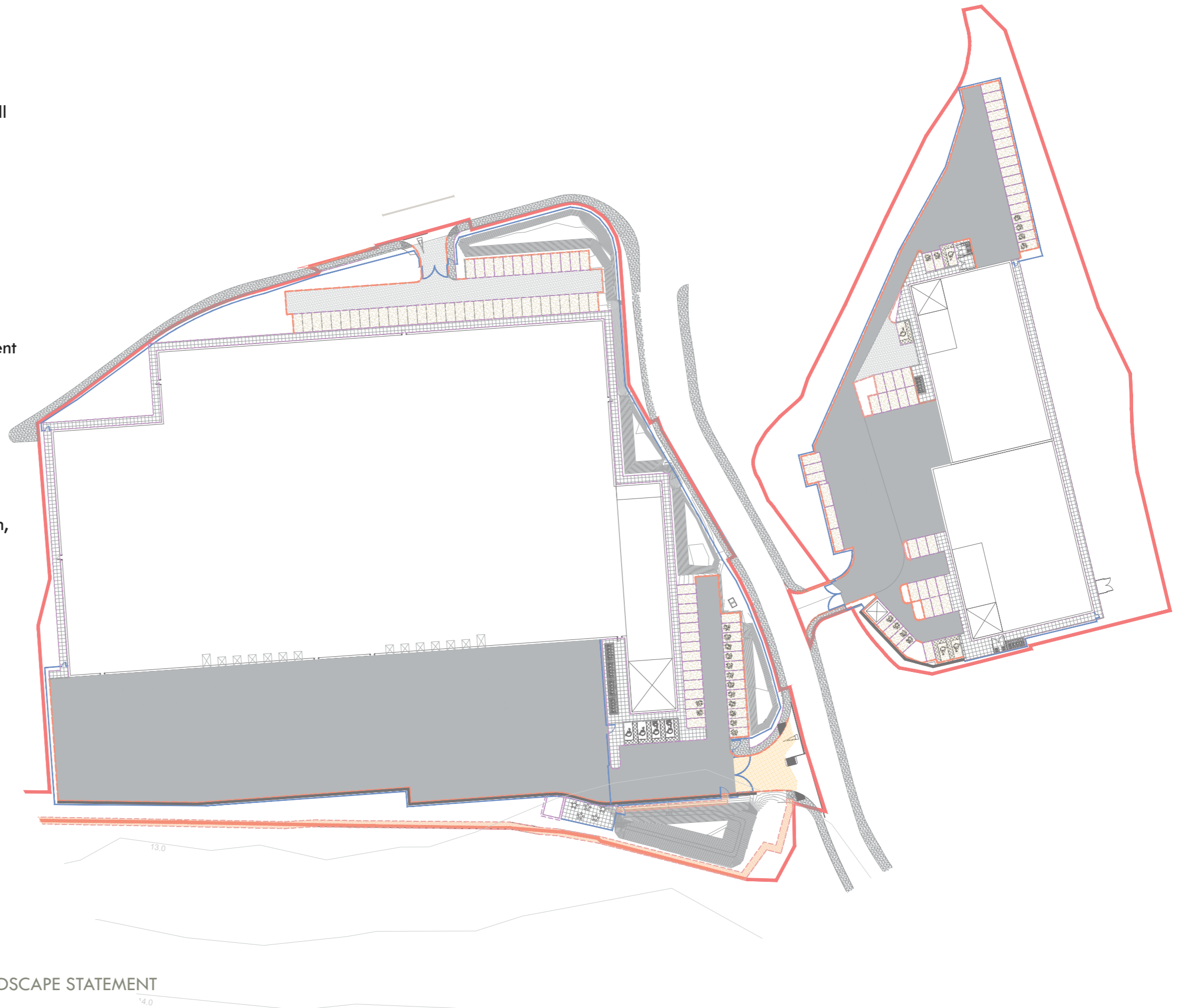


HARDWORKS SURFACING

The hardworks surfacing material for the site will have a high-quality finish to ensure durability and attractive amenity space. Porous materials have been used extensively through the internal roads ensuring drainage falls to below ground attenuation.

Vehicular areas will be laid with herringbone bond with retaining kerb edges, to limit movement over time. Parking areas are laid with asphalt ensuring durability. The warehouse loading forecourt is laid with concrete to withstand heavy goods vehicle movements. The River Wey permissive path will be laid with a smooth bound gravel surface in keeping with its location, enabling recreational access to the wider areas and access along the river for narrow boats.

- Surfaces (S)
-  S1 - Rigid Service Yard
 -  S2 - Existing asphalt footway around site boundary
 -  S3 - Concrete block paved footpaths
 -  S4 - Asphalt concrete car park access areas
 -  S5 - Permeable block paved car park
 -  S6 - Bound gravel path
 -  S7 - Concrete blister tactile paving
 -  S8 - Flexible access road



LANDSCAPE ELEMENTS

The chosen colour scheme for hard landscape materials will complement the materials used within the architecture.



Tactile blister paving demarcating changes in level



Asphalt footway surrounding site



Concrete flag paving to access paths and outdoor social spaces



Bound gravel surface permissive path to River Wey



Permeable block paving to internal roads









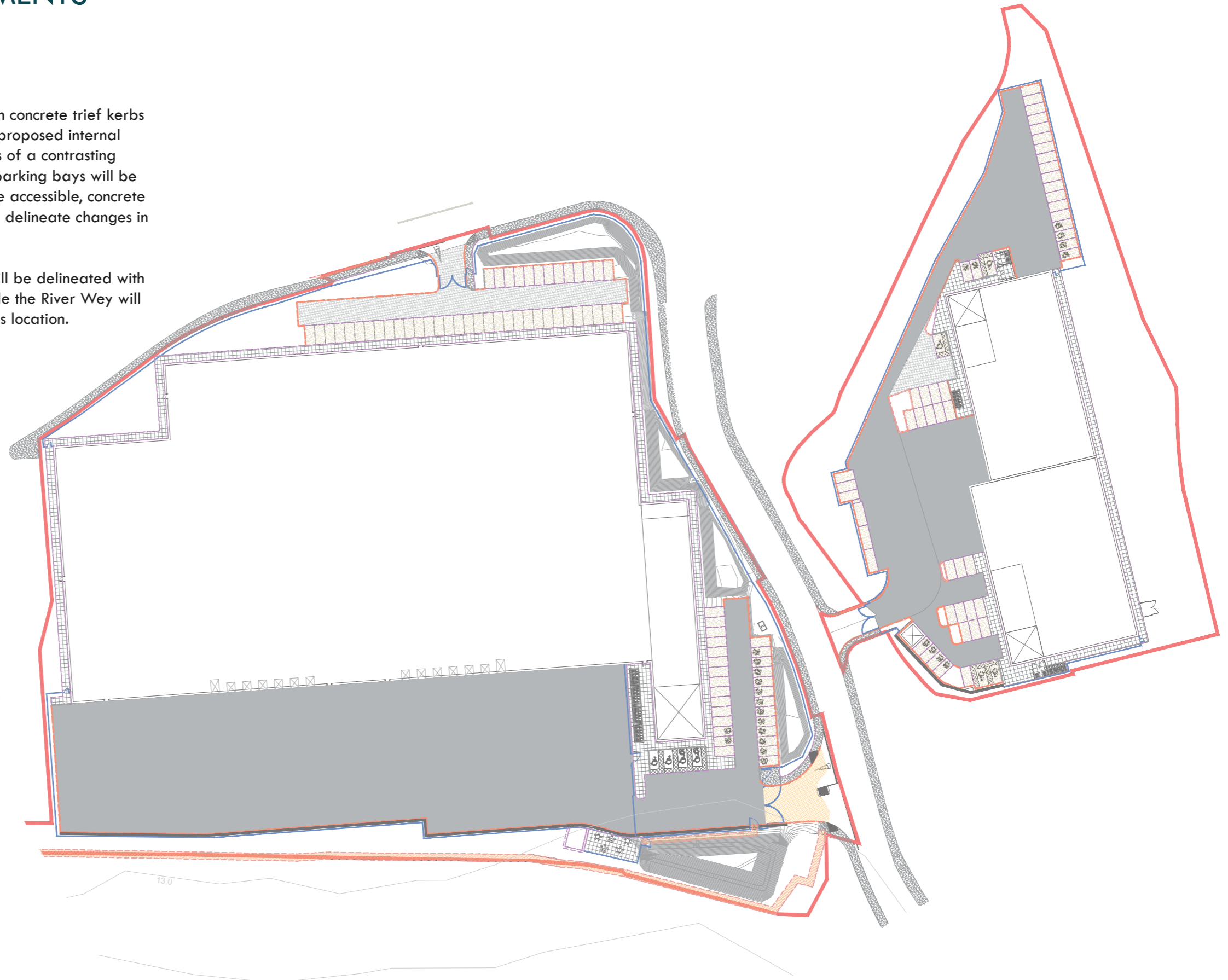
Asphalt parking bays

HARDWORKS EDGE TREATMENTS

The warehouse loading forecourt will be delineated with concrete trief kerbs to withstand overruns. Exiting pedestrian footways and proposed internal pedestrian routes will be delineated with concrete kerbs of a contrasting colour to the surfacing to improve visibility. All internal parking bays will be delineated by 25mm upstand concrete kerbs, and where accessible, concrete drop kerbs will be utilised. The use of tactile paving will delineate changes in level and vehicular areas.

Paved paths and social spaces adjoining the building will be delineated with narrow concrete pin kerbs. The permissive path alongside the River Wey will be delineated by timber kerbs, in keeping with the paths location.

- Edges (E)
-  E1 - Trief safety kerb
 -  E2 - 125 x 150 Bullnosed p.c. dropped kerb (6mm)
 -  E3 - 50 x 150 p.c. square p.c edging (50mm)
 -  E4 - 125 x 255 Half battered p.c. kerb (125mm)
 -  E5 - 125 x 150 Bullnosed p.c. dropped kerb (6mm)
 -  E6 - 38 x 150 Timber Edging



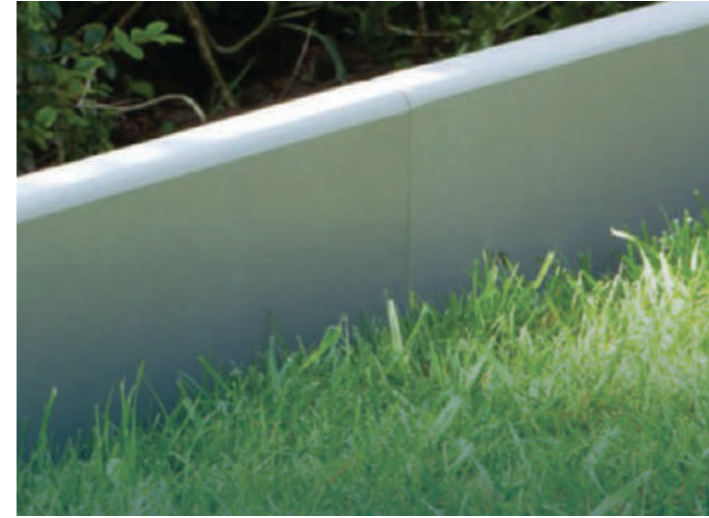
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Trief concrete kerb



Raised and drop concrete kerbs



Concrete pin kerb edging



Timber edging