

HERITAGE AND ARCHAEOLOGY STATEMENT ADDENDUM: WEYBRIDGE BUSINESS PARK, ADDLESTONE, SURREY, KT15 2UP

Savills Heritage and Townscape has been commissioned by Bridge UK Properties LP7 to provide an Addendum to the Heritage and Archaeology Statement submitted to Runnymede District Council (application number RU.22/0776). The Addendum is designed to supplement the Heritage and Archaeology Statement (Savills, April 2022) and provide an assessment of the revised proposals which form the submitted planning application. The revised proposals comprise the demolition of existing buildings and construction of three industrial units (Classes E(g)ii, E(g)iii, B2, and B8 use, with ancillary office accommodation), and new vehicular access and parking, external yard areas, and associated landscaping and infrastructure at Weybridge Business Park (hereafter 'the Site'). The Design and Access Statement produced by umc architects (October 2022), and submitted as part of the application, should be reviewed in conjunction with this Addendum.

The scope of the submitted Heritage and Archaeology Statement comprised a brief appraisal of the historic development of the Site and wider vicinity followed by an assessment of the historic environment of the Site and sensitive heritage assets. It also included an archaeological desk-based assessment of the Site and summary of archaeological potential. The impact of the proposals upon the archaeology and sensitive built heritage assets followed. It was concluded that the proposals, which included a new industrial unit at the eastern side of the Site (Unit 100), would have resulted in harm to the significance of the River Wey Navigation Conservation Area. The submitted application proposals have been revised and Unit 100 is now positioned further west, set back from the Conservation Area boundary. This Addendum sets out to assess the impact of the revised proposal on the significance of the River Wey Navigation Conservation Area. Its scope does not extend to further discussion of any other built heritage assets, or impact on potential archaeological remains. Furthermore, the Addendum does not outline the methodology or guidance used to assess significance of heritage assets or impacts of proposals on the historic environment, neither does it summarise planning and heritage legislation or policy, except where relevant, as these are set out in the Heritage and Archaeology Statement and can be referenced there.

The revised proposals retain the elements of the scheme relating to the northern section of the Site (Units 210 and 220 and associated access, parking and landscaping) and these are not considered to impact the significance of the River Wey Navigation Conservation Area. Equally, the revised proposals would result in the loss of the existing built



form within the Site; it is not considered that these elements are of any architectural or historic interest and their loss would not result in harm to the significance of the River Wey Navigation Conservation Area.

The proposed location of Unit 100 has been amended. The Unit would now be located c.46m west of the River Wey Navigation. This is in contrast to the existing built form which is c.18m from the river, and in contrast to the previous application which proposed Unit 100 being set c.12m from the river. The Site boundary abuts the River Wey Navigation Conservation Area, and setting Unit 100 away from the Conservation Area, the visual impact of the building when viewed from within the Conservation Area would be reduced. It would also reduce any sense of domination that the previous scheme would have had. The proposed height of Unit 100 has been reduced by 3m, now being 15m from ground level to parapet. This, in addition to the location of the Unit, would further minimise the visibility of the building from within the Conservation Area, provide a reduction on the legibility of the building when experienced from the Conservation Area, and, in being of a more similar height to the existing built form within the Site (which are c.10-14m in height), enable to existing character of the Site, and its relationship with the Conservation Area to be more closely maintained. Unit 100 would not dominate the canalside, but it would, as the existing buildings in this location do, help frame it, being perceived as an element in the backdrop of the Conservation Area, with an industrial character, which is the primary historic characteristic of the built form in this location. In having a much-reduced visual legibility, the ability to appreciate the existing character and appearance of the River Wey Navigation Conservation Area, in the vicinity of the Site, would be preserved.

The elevational treatment of the eastern façade of Unit 100 largely mirrors the previous proposal which includes a gradated colour palette and use of cladding to add some relief and interest and break up the perception of mass and bulk which the building would possess. In addition, the revised scheme includes a two-storey transport office adjoining the façade with windows fronting the eastern edge of the Site. Of a lower height than the main section of Unit 100, at c.11m, this would further break up the visual understanding of the elevation and diminish the sense of bulk.

The proposed scheme would retain the existing vegetation to the eastern boundary of the Site which abuts the River Wey Navigation Conservation Area. Furthermore, this landscaping would be enhanced through the introduction of additional planting to the north-eastern edge of the southern portion of the Site. This would be in place of the existing Bridge House (which is to be demolished) and provide the opportunity to create a continuous strip and buffer of mature vegetation, including evergreen species to ensure a landscape screening is retained throughout the year. This landscaping would, in addition to the setting back of Unit 100 and reduction in height of the building, further reduce the sense of mass and proximity to the canalside.

As mentioned, the revised scheme retains the proposal to demolish Bridge House which currently provides a negative feature in the setting of the Conservation Area by being located in close proximity of the canalside. In preserving a landscape buffer and providing vehicle access and loading area, devoid of built form (save for a relatively small electricity sub-station at the east of the loading docks), this section of the Site would provide a more open aspect on

the approach along the Wey Navigation Conservation Area, thus reducing the impact of built form when approaching from the north-east. The removal of Bridge House would provide a beneficial effect on the setting of the the Conservation Area.

The revised Design and Access Statement provides visualisations of the proposed development from specific locations (at Black Boy Bridge looking south-west towards Unit 100, and from the eastern side of the River Wey Navigation looking north-west towards the Site), which illustrate the degree to which the proposed built form would be screened and have a much reduced visibility and appreciability when approached and understood from the north and south, along the River Wey Navigation Conservation Area. Unit 100 would be visible and comprehensible in this part of the Conservation Area; however, its impact would be akin to the existing character of the Site and the contribution this makes to the setting and significance of the Conservation Area.



Figure 1: Proposed indicative view from Black Boy Bridge looking south (Design and Access Statement, umc architects, October 2022)

The indicative view of the proposed development to the southern portion of the Site suggests that the degree of visibility of built form would be much reduced from the existing visibility, which currently comprises the solid black façade of Bridge House and the two storey office buildings immediately behind (west of) the existing vegetation at the boundary of the Site. Figure 2 illustrates the present view on the approach south at Black Boy Bridge, from within the River Wey Navigation Conservation Area. currently, the office buildings are legible close to the canalside, despite the existing vegetation; the setting back of Unit 100 of the canalside, in comparison to the existing office buildings,

would create a more open aspect with built form having a less prominent canalside impact, despite the introduction of one building in place of the four building facades which currently run along the canalside.



Figure 2: View from Black Boy Bridge looking south, March 2022

The proposals would impact the visual understanding of the Conservation Area; there would be a change to the built form and Unit 100 would be understandable from within the Conservation Area and as part of its setting. This element of change however would be perceived to only a very minor section of the Conservation Area. The character of this specific part of the Conservation Area, that is, of industrial style activity and relatively large scale-built form, would remain. In the context of the whole River Wey Navigation Conservation Area, the proposals would have a neutral impact on its significance by way of change to its setting. The significance and character of the Conservation Area would be preserved in accordance with the requirements of Policies EE3 and EE5 of the Runnymede Borough Council Local Plan, the NPPF (Chapter 16), and Planning (Listed Buildings and Conservation Areas) Act 1990 (s.72).

