

| DESIGN AND ACCESS STATEMENT |

Bridge Point, Weybridge

Design and Access Statement

Document Prepared for:



Revision A MT 17.02.2022
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Revision C MT 23.03.2022
Revision D MT 24.03.2022
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Revision F MT 28.04.2022
Revision G MT 29.04.2022



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01 INTRODUCTION



01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This Design and Access Statement has been prepared by UMC Architects on behalf of Bridge Industrial in advance of a Full Planning Application concerning the vacant site at Weybridge Business Park.

The proposal will seek permission for:-

Demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

The purpose of this document is to explain the evolution of the physical design and identify design responses with respect to access, appearance, landscaping, layout and scale. The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design frameworks, exploring the physical characteristics of the scheme that have been informed by the design process.

This document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.

01.2 REPORT CONTENT & STRUCTURE

This design and access statement is structured as follows:

- Section 1.0 provides a brief introduction to the site and outlines the project team whilst also explaining the planning context,
- Section 2.0 explains the requirements and institutional standards that B8 occupiers require in order to facilitate their business needs.
- Section 3.0 outlines the development proposals setting out the key design principles, the evolution of the site layout and arrangement considerations.
- Section 4.0 addresses access and summarises the proposed pedestrian, cycle and vehicular access and surrounding site movements.
- Section 5.0 outlines the development proposals setting out the design intent for the architectural treatment, covering use, scale, layout and appearance.
- Section 6.0 presents a series of Indicative Visuals.
- Section 7.0 sets out the landscaping design.
- Section 8.0 addresses Crime Prevention discussing access and movement, surveillance and physical protection, sustainability, waste management and recycling strategies.
- Section 9.0 concludes the document with an overall summary.

01.3 CLIENT BRIEF

The brief provided by Bridge Industrial comprises of several key components for the built elements:

Consent for 2 no. commercial buildings (Use Classes E(g)iii, B2 and B8) including recognised servicing arrangements, vehicle parking, landscaping, and associated works which adheres to the following principles;

- A speculative development to institutional standards which offers flexibility for a range of potential end users.
- The scale of development must consider place making principles through building design and active development frontage.
- Simple, high quality architectural language for the development which should sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complimenting the area.
- Clear separation of circulation routes for vehicles and pedestrians.
- A robust approach to Landscaping Design.

01.4 PROJECT TEAM



Founded in 2000, BRIDGE is a vertically integrated real estate operating company and investment manager focused on the development and acquisition of industrial properties in supply-constrained core markets in the U.S. and the U.K.

BRIDGE manages investment vehicles across the risk/return spectrum targeting industrial real estate located in supply-constrained core markets.



UMC Architects are industrial specialists with significant experience in Distribution & Logistics, Energy & Waste, Transport, Manufacturing, Food & Drink and Specialist Commercial Projects. We pride ourselves on our thoughtful approach to the design process and our ability to deliver effective solutions.

UMC Architects aspire to combine excellent design skills with unrivalled customer service. We achieve this by managing our clients very closely and ensuring that every project is director-led. Our aim is to understand and exceed our client's expectations across all our services & work sectors.



Our business space specialists work alongside fellow Savills agency experts to help developers, investors, land owners, corporate occupiers, logistics companies and public sector bodies achieve the most from their office and industrial assets.

Our office and industrial planning specialists are based in London and key regional markets. Together they support a nationwide service, working for sector-leading clients on projects across the UK.



Providing progressive, independent transport planning and highway engineering advice to the property development industry mode work on a variety of property development projects across a wide range of sectors from our offices in Birmingham, London, Manchester and Reading.

As a company we work with some of the UK's most successful development companies; we are a practice of exceptional individuals that unite behind our brand to deliver clear and commercially viable transport planning advice that is focused on our clients' needs.



We are LDA Design, an independent, 100% employee-owned consultancy of urban designers, landscape architects and planners working together to connect people and place through landscape.

For 40 years, we have held true to a single mission: to create great places and shape the world around us for the better. Our origins lie in landscape architecture, and this strengthens all the services we offer.



Air and Acoustic Consultants is the combination of over 30 years of working experience within the environmental sector. This combination brings together a variety of knowledge and experience including Research, Public Sector Environmental Protection, Private Sector Environmental and Transport Consultancy.

Our professional services include the assessment of air quality, noise and vibration with a primary emphasis on development planning and supporting our clients through the planning process. To complement this we also have extensive experience in the following services: Monitoring of both air pollution and noise, neighbourly matters, noise nuisance, permitting and expert witness.







01 EXISTING LAND USE



The wider context is defined by a predominately commercial setting, interspersed with several isolated residential properties along Addlestone Road. The site is located approximately 800 metres to the east of Addlestone town centre which offers a range of local services and amenities, and approximately 1km west of Weybridge town centre.

01.1 EXISTING LAND USE

- | | | | |
|---|---------------------|---|-----------------|
|  | • Residential land. |  | • Office use. |
|  | • Industrial usage. |  | • Retail usage. |

01 SITE CONNECTIVITY




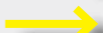


The site comprises of two plots. The southern plot, which is the largest of the two at (2.5 hectares /6.28 acres) and is formed by six commercial buildings and is currently a disused office development. The northern plot extends to (1.08 hectares/ 2.7 acres) and consists of a singular office building previously occupied by Toshiba with Addlestone Road separating the two plots.

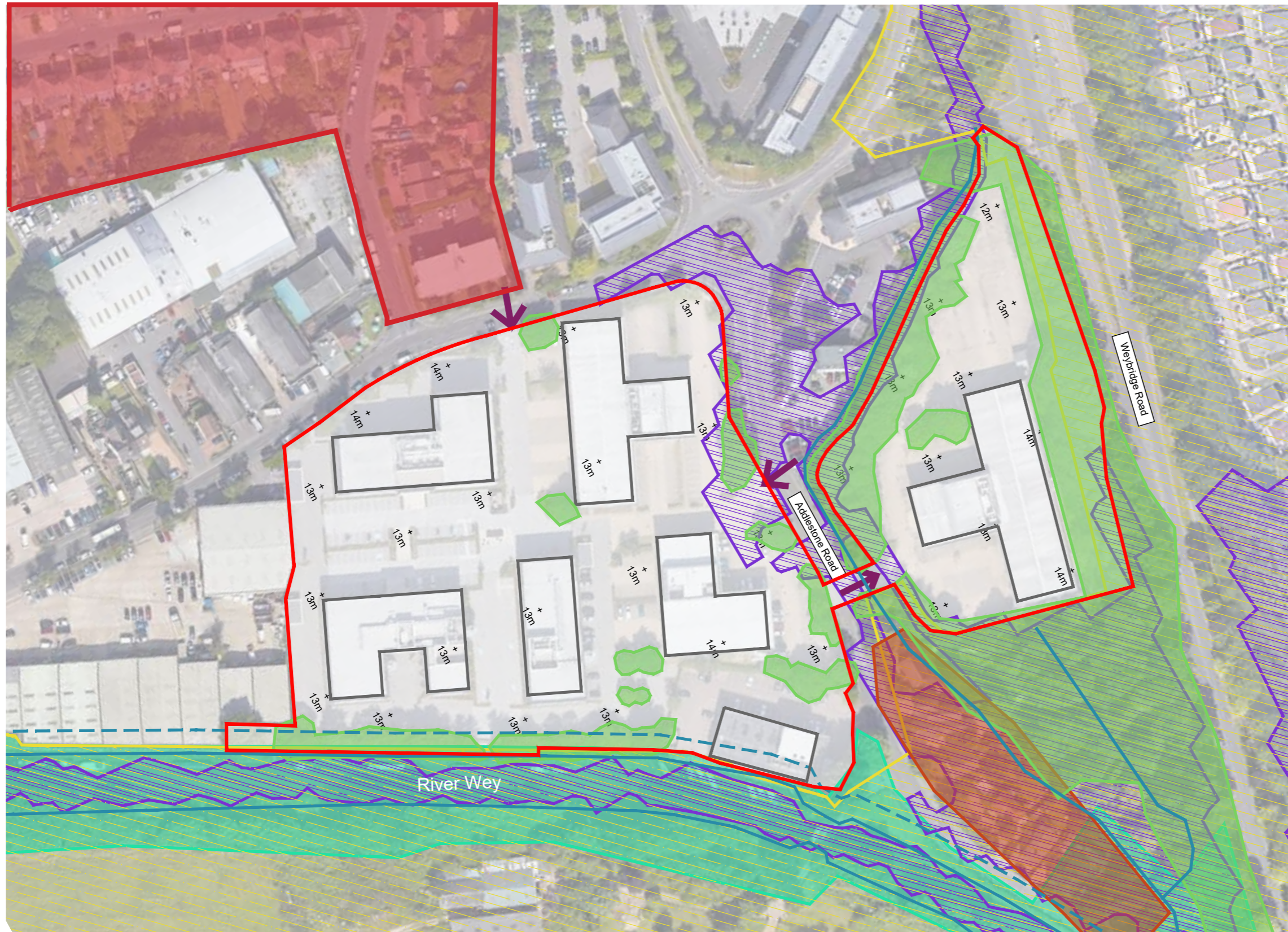
The River Wey defines the eastern boundary of the southern plot and Hamm Moor Lane characterises the western boundary. To the south of the site is the Waterside Trading Estate which hosts several industrial, retail and small business users.

The northern plot is well screened by established landscaping with the River Wey and Addlestone Road running along the southern boundary. Weybridge Road runs along the northern boundary which connects onto the M25 and the wider motorway network.

01.2 SITE CONNECTIVITY

-  Main bus routes
-  National Cycle Network
-  Cycle Lane / Pedestrian Connection
-  Footpath along River Wey

01 CONSTRAINTS AND OPPORTUNITIES



KEY	
	Site Boundary
	Spot Heights
	Existing Trees
	Residential Area
	Existing Site Access
	Conservation Area
	Existing Building
	Watercourse (8m easement)
	Flood Zone 3
Entire site falls within flood zone 2	
	Green Belt

01 BUILDING HEIGHTS



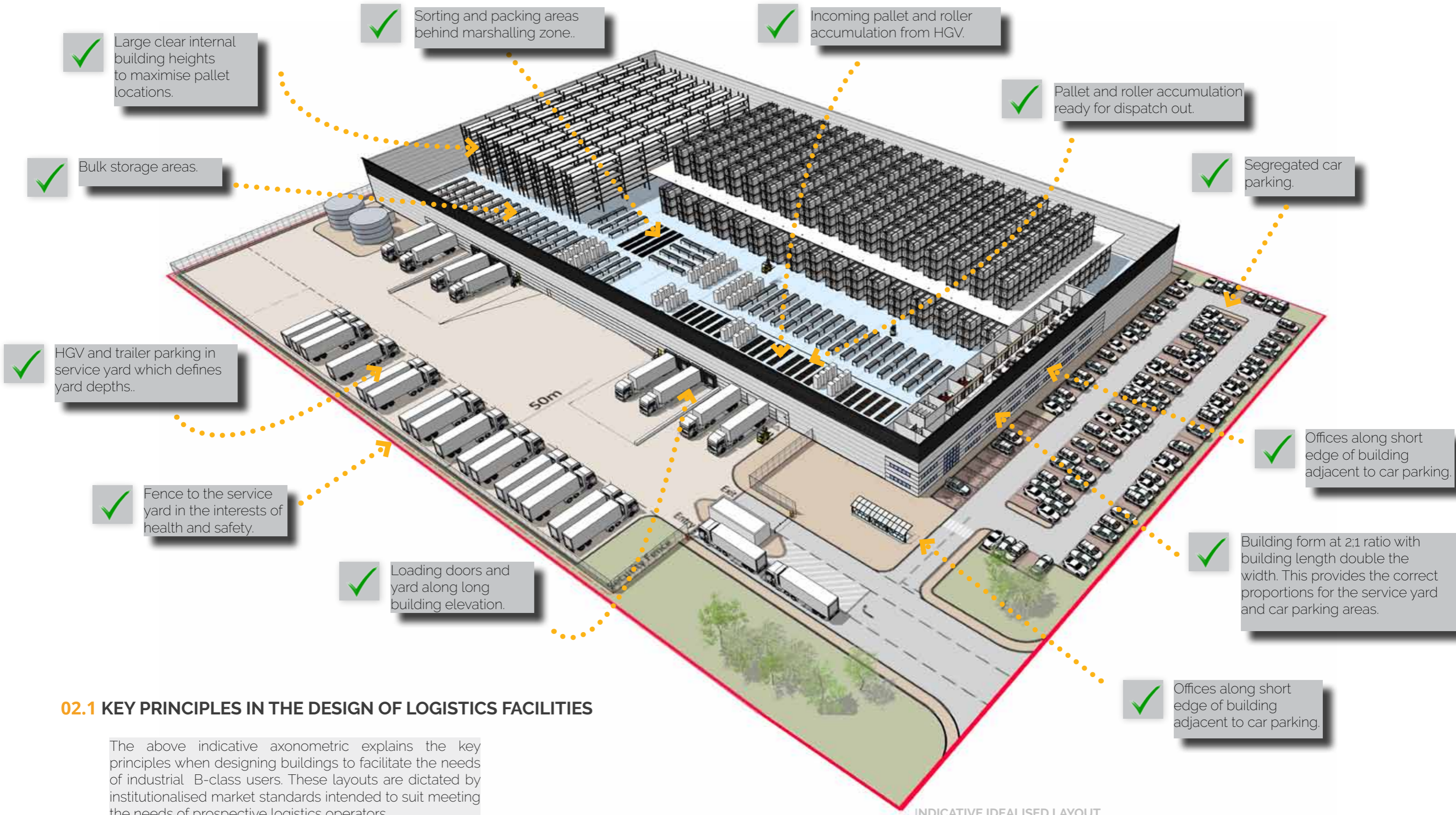
01.4 BUILDING HEIGHTS



02 FACILITATING B8 OCCUPIERS



02 FACILITATING B8 OCCUPIERS



02.1 KEY PRINCIPLES IN THE DESIGN OF LOGISTICS FACILITIES

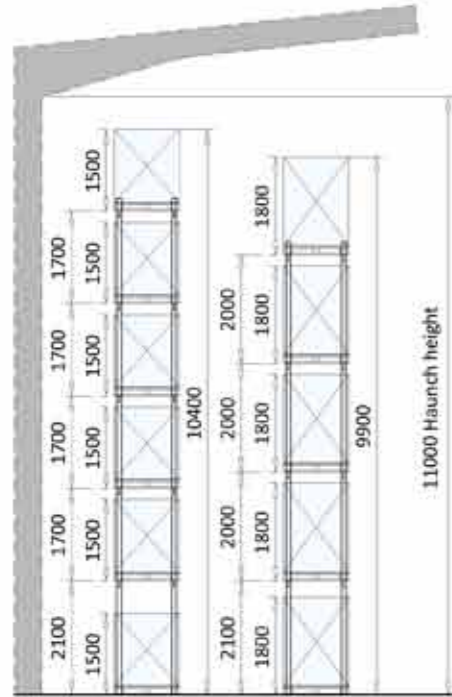
The above indicative axonometric explains the key principles when designing buildings to facilitate the needs of industrial B-class users. These layouts are dictated by institutionalised market standards intended to suit meeting the needs of prospective logistics operators.

INDICATIVE IDEALISED LAYOUT

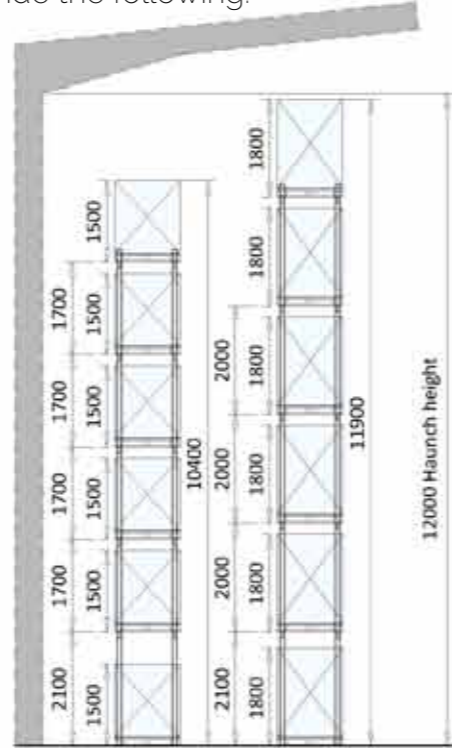
02 FACILITATING B8 OCCUPIERS

02.2 FACILITATING B8 OCCUPIERS: BUILDING REQUIREMENTS

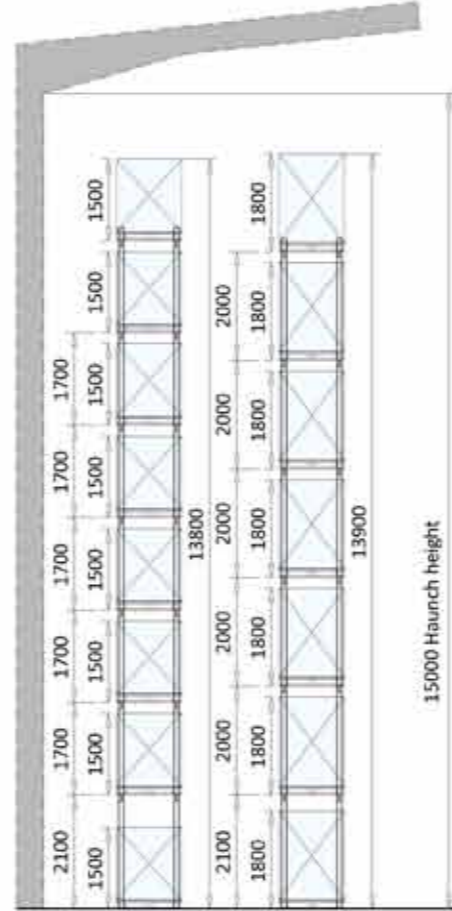
In order to appeal to B2/ B8 occupiers and provide users with productive and quality developments, buildings should provide the following.



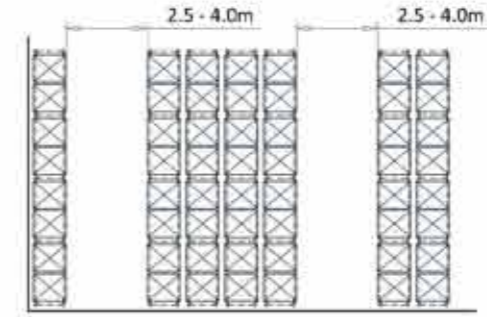
6 x 1500mm pallet height (non food)
5 X 1800mm pallet height (food)



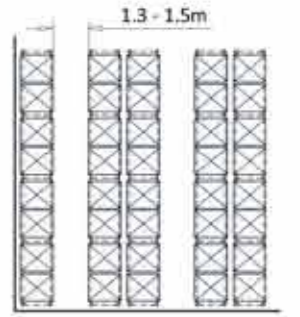
6 x 1500mm pallet height (non food)
6 X 1800mm pallet height (food)



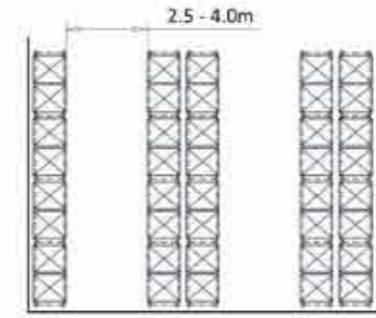
8 x 1500mm pallet height (non food)
7 X 1800mm pallet height (food)



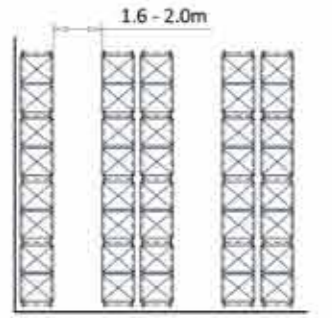
Double deep pallet racking
Aisle width 2.5 - 4.0 metres
50% space utilisation



Crane system pallet racking
Aisle width 1.3 - 1.5 metres
50% space utilisation



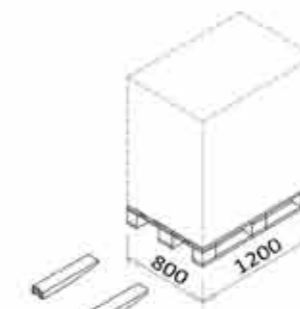
Wide aisle pallet racking
Aisle width 2.5 - 4.0 metres
40% space utilisation



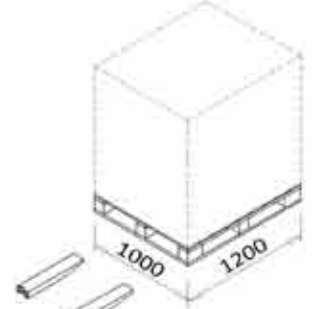
Narrow aisle pallet racking
Aisle width 1.6 - 2.0 metres
45% space utilisation



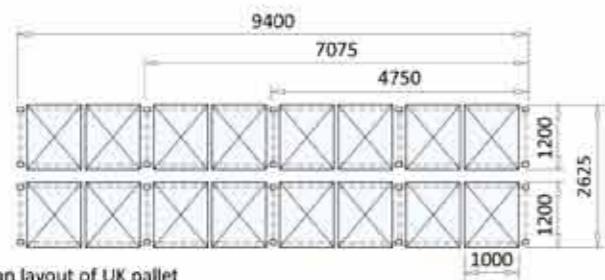
Larger Clear Internal Heights offer building volume which can facilitate the optimum number of pallet locations. CIH requirements are generally informed by institutional market standards based on end user requirements and building marketability.



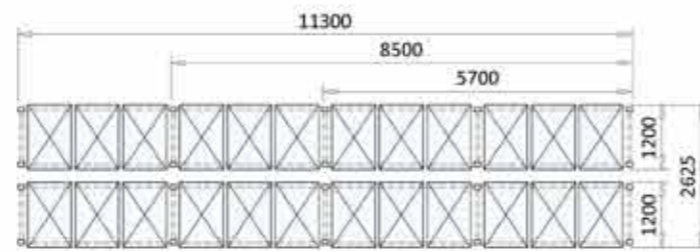
Standard Euro pallet



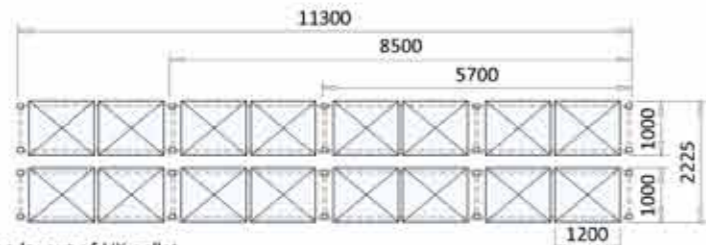
Standard UK pallet



Plan layout of UK pallet
1000mm wide x 1200mm deep



Plan layout of Euro pallet
800mm wide x 1200mm deep



Plan layout of UK pallet
1200mm wide x 1000mm deep



Internally, the ideal arrangement is to provide generous open plan warehouses which offer flexibility for varying racking options and a multitude of internal operational requirements.



03 DEVELOPMENT PROPOSALS



03 DEVELOPMENT PROPOSALS

01.1 KEY DESIGN PRINCIPLES

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, this allows a number of key principles to be established, as follows:

Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings should be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

Functionality

To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

Protect Key Viewpoints

To design the building form and elevation treatment taking into account key viewpoints and context of the development. Views may be mitigated with appropriate use of screen bunding and landscaping, and where this cannot be achieved the architecture of the buildings should address best practice to reduce visual impact.

Orientation & Movement

To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fallback.

Quality of Public Realm

To create a development which enhances the quality of public realm. Amenity should be provided for the use of all users to create a positive work environment for the area and within public areas of the development. New footpaths should link into the wider existing network, increasing amenity and connectivity.

01.2 LAYOUT & USE

This section describes the process of design and how it has been informed by the identified key design principles, in order to define those constraints that restrict the site's redevelopment and identify the opportunities and options for development.

The proposed use is B2/B8 (Storage and Distribution) with ancillary offices, class E(g). In proposing this, the facility will require a 24-hour/7days a week/365days a year operation, to provide flexibility and efficiency, whilst also giving opportunity for traffic associated with the development to be spread out of peak hours.

In order to establish a site layout that compliments and negotiates site constraints, several design iterations have been developed. The illustrative proposal's development can be tracked by the adjacent traffic light system.



Two- Unit Option on Southern Plot:

- ✗ Buildings to an institutional standard for B class users.
- ✗ Office elements to principal elevation.
- ✓ Separated car parking and service yards.
- ✓ Pedestrian links to existing footpaths.
- ✓ Opportunities for landscaping to site boundaries.
- ✓ Good range of unit sizes.
- ✓ Feasible access arrangement

03 DEVELOPMENT PROPOSALS



Single Unit Scheme on Southern Plot: Building Situated Along Hamm Moor Lane.

- ✗ Buildings to an institutional standard for B class users.
- ✓ Office elements to principal elevation.
- ✓ Separated car parking and service yards.
- ✓ Pedestrian links to existing footpaths.
- ✓ Opportunities for landscaping to site boundaries.
- ✓ Good range of unit sizes.
- ✗ Feasible access arrangement

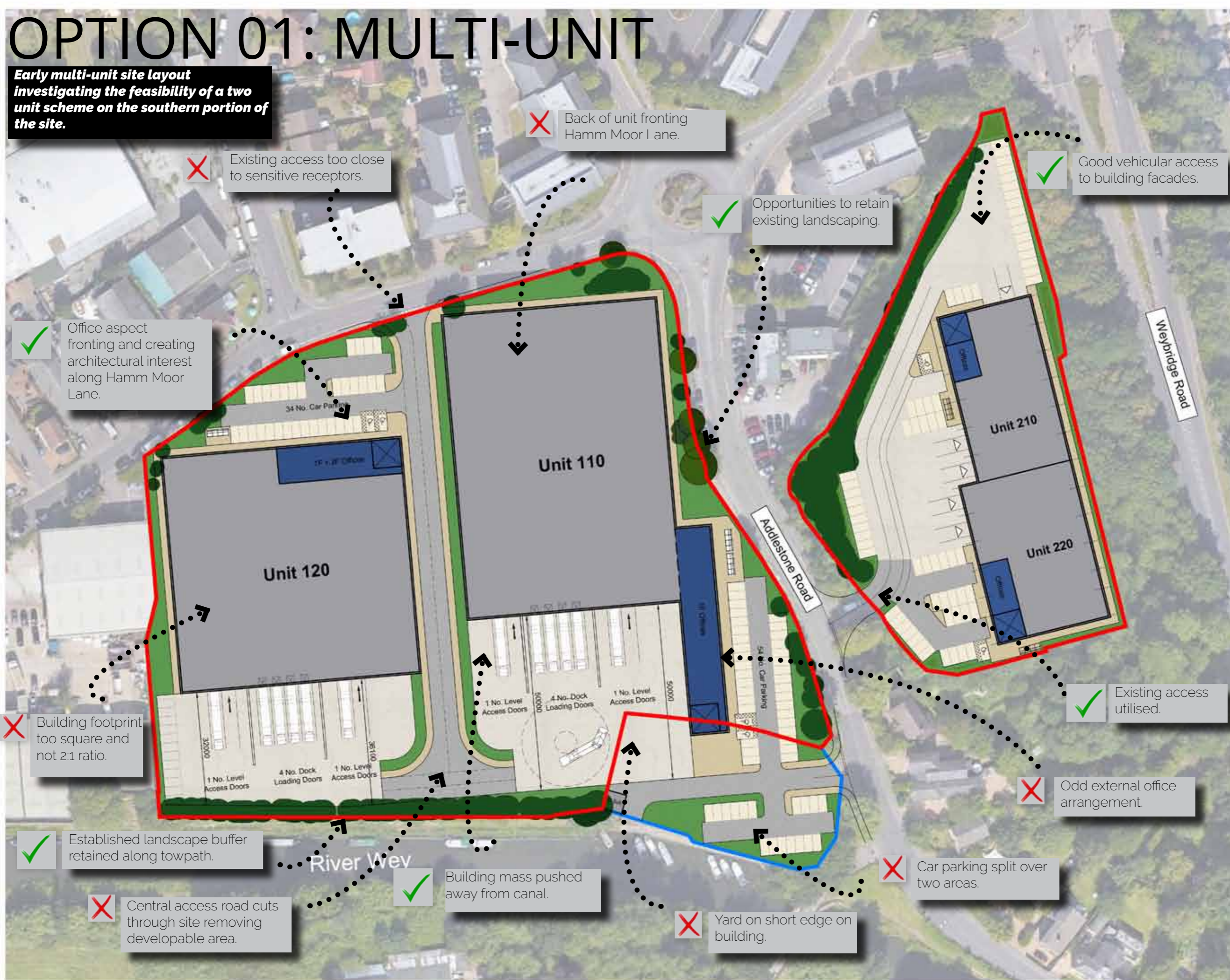


Single Unit Scheme on Southern Plot: Yard access from Addlestone Road.

- ✓ Buildings to an institutional standard for B class users.
- ✓ Office elements to principal elevation.
- ✓ Separated car parking and service yards.
- ✓ Pedestrian links to existing footpaths.
- ✓ Opportunities for landscaping to site boundaries.
- ✓ Good range of unit sizes.
- ✓ Feasible access arrangement

OPTION 01: MULTI-UNIT

Early multi-unit site layout investigating the feasibility of a two unit scheme on the southern portion of the site.



X Back of unit fronting Hamm Moor Lane.

X Existing access too close to sensitive receptors.

✓ Good vehicular access to building facades.

✓ Opportunities to retain existing landscaping.

✓ Office aspect fronting and creating architectural interest along Hamm Moor Lane.

X Low site density. Non-institutional building footprints that do not appeal to industrial B2/B8 users.

X Building footprint too square and not 2:1 ratio.

✓ Existing access utilised.

X Odd external office arrangement.

✓ Established landscape buffer retained along towpath.

✓ Building mass pushed away from canal.

X Car parking split over two areas.

X Central access road cuts through site removing developable area.

X Yard on short edge on building.

Dimensions are to embankers, unless stated otherwise.
 Fixing of the drawing is not recommended.
 It is the responsibility of the client to ensure that the drawing is used in accordance with the intended purpose.
 All relevant drawings and specifications should be read in conjunction with this drawing.



SCHEDULE OF ACCOMMODATION (Gross External Area)

Unit 110	
Warehouse Area	63,749 m ² (5,522 m ²)
Office Area (1F)	7,042 m ² (654 m ²)
(Incl. GF Core)	
Total Area	70,791 m² (6,577 m²)
Unit 120	
Warehouse Area	49,184 m ² (4,589 m ²)
Office Area (1F + 2F)	8,067 m ² (749 m ²)
(Incl. GF Core)	
Total Area	57,251 m² (5,319 m²)
Plot Area	6.13 Acres (2.48 Hectares)
Unit 210	
Warehouse Area	13,450 m ² (1,250 m ²)
Office Area (1F)	2,500 m ² (232 m ²)
(Incl. GF Core)	
Total Area	15,950 m² (1,482 m²)
Unit 220	
Warehouse Area	15,800 m ² (1,468 m ²)
Office Area (1F)	2,900 m ² (269 m ²)
(Incl. GF Core)	
Total Area	18,700 m² (1,737 m²)
Plot Area	2.09 Acres (0.84 Hectares)
Total Area	162,692 m² (15,115 m²)

Weybridge Business Park, Weybridge

Site Layout



Project Name	1 - Reception & Staff
Document Subtitle	S1
Drawn / Checked	JH / CA
Date	22/12/2021
Scale	1:500 A1
EMC Project Number	21490
Document Reference	Drawing No. Revision
21490 - UMC - ZZZZ - SI - DR - A - 0011	A

OPTION 02: SINGLE UNIT

Single unit scheme with service yard and car park access from Addlestone Road.



Drawings are for information, unless stated otherwise.
 Drawing of this drawing is not recommended.
 It is the user's responsibility to verify the accuracy of the information.
 All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	124,973 ft ²	11,610 m ²
Ground Floor Core	1,109 ft ²	103 m ²
First Floor Office	6,443 ft ²	599 m ²
Second Floor Office	6,443 ft ²	599 m ²
Escape Stair	421 ft ²	39 m ²
Total GIA Area	139,388 ft²	12,949 m²

UNIT 100 GEA		
Warehouse Area	127,234 ft ²	11,820 m ²
Ground Floor Core	1,221 ft ²	113 m ²
First Floor Office	7,017 ft ²	652 m ²
Second Floor Office	7,017 ft ²	652 m ²
Escape Stair	442 ft ²	41 m ²
Total GEA Area	142,930 ft²	13,279 m²

UNIT 210 GIA		
Warehouse Area	12,875 ft ²	1,196 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	1,560 ft ²	145 m ²
Total GIA Area	15,150 ft²	1,407 m²

UNIT 210 GEA		
Warehouse Area	13,519 ft ²	1,256 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	1,778 ft ²	165 m ²
Total GEA Area	16,102 ft²	1,496 m²

UNIT 220 GIA		
Warehouse Area	15,029 ft ²	1,396 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	2,032 ft ²	189 m ²
Total GIA Area	17,866 ft²	1,660 m²

UNIT 220 GEA		
Warehouse Area	15,712 ft ²	1,460 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	2,295 ft ²	213 m ²
Total GEA Area	18,722 ft²	1,739 m²

Total Area GIA	172,405 ft²	16,017 m²
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Total Area GEA	177,755 ft²	16,514 m²
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Improved site density over Option 1. ✓

Overall the site layout arrangement is compromised and not to B class institutionalised standards. ✗

Building mass to rear of site as per existing building form. ✓

A Initial Issue 1,411 MT 11.03.22
 Weybridge Business Park, Weybridge

Site Layout



Design Stage	7 - Concept Design
Document Status	01
Drawn / Checked	1,411 / MT
Date	11.03.22
Scale	1:500 A1
UMC Project Number	21490
Document Reference	21490 - UMC - 2222 - SI - DR - A - 0015 - A

OPTION 03: SINGLE UNIT

Single unit scheme with service yard access off Addlestone Road.

Improved landscaping opportunities to western boundary.

Vehicular access located along Addlestone Road and away from sensitive receptors.

Building largely screened by established landscaping.

Gateway feel to park entrance with landscaping and block paving.

Service yard along long edge of building.

Building form 2:1 ratio with building mass set back from road.

Offices along short edge of building adjacent to car parking.

Existing landscaping and connection onto towpath retained.

Building facade is a continuation of existing built form along the canal frontage and defines the edge of the employment estate.

Established landscape buffer retained along towpath.

Improved landscaping to eastern boundary and opportunities for external breakout spaces/ picnic area.

Dimensions are in millimetres, unless stated otherwise.
Drawing of this nature is not recommended.
It is the recipient's responsibility to provide accurate data to the project team.
All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	133,980 ft ²	13,004 m ²
Ground Floor Core	1,109 ft ²	103 m ²
First Floor Office	8,659 ft ²	804 m ²
Second Floor Office	8,659 ft ²	804 m ²
Escape Stair	389 ft ²	36 m ²
Total GIA Area	158,795 ft²	14,752 m²

UNIT 100 GEA		
Warehouse Area	142,371 ft ²	13,227 m ²
Ground Floor Core	3,221 ft ²	113 m ²
First Floor Office	9,430 ft ²	876 m ²
Second Floor Office	9,430 ft ²	876 m ²
Escape Stair	465 ft ²	43 m ²
Total GEA Area	162,916 ft²	15,135 m²

UNIT 210 GIA		
Warehouse Area	12,875 ft ²	1,196 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	1,560 ft ²	145 m ²
Total GIA Area	15,150 ft²	1,407 m²

UNIT 210 GEA		
Warehouse Area	13,519 ft ²	1,256 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	1,778 ft ²	165 m ²
Total GEA Area	16,102 ft²	1,496 m²

UNIT 220 GIA		
Warehouse Area	15,029 ft ²	1,396 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	2,032 ft ²	189 m ²
Total GIA Area	17,866 ft²	1,660 m²

UNIT 220 GEA		
Warehouse Area	15,712 ft ²	1,460 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	2,295 ft ²	213 m ²
Total GEA Area	18,722 ft²	1,739 m²

Total Area GIA		
	191,812 ft ²	17,820 m ²

Total Area GEA		
	197,741 ft ²	18,371 m ²

Improved site density. Site layout arrangement largely to B class institutionalised standards.

Building mass to rear of site as per existing building form.

Rev	Description	By	Date
G	Drawing updated to current version	LAF	22.04.22
F	Drawing revised in line with topographical survey	LAF	12.04.22
E	Drawing revised in line with planning constraints	LAF	05.04.22
D	Drawing revised in line with Move Transport drawing 206431_P5_002	LAF	04.03.20
C	Make transport planning coordinated	LAF	20.03.20
B	Make transport planning coordinated	LAF	21.03.22
A	Initial Issue	LAF	18.03.22

Weybridge Business Park, Weybridge

Proposed Block Plan



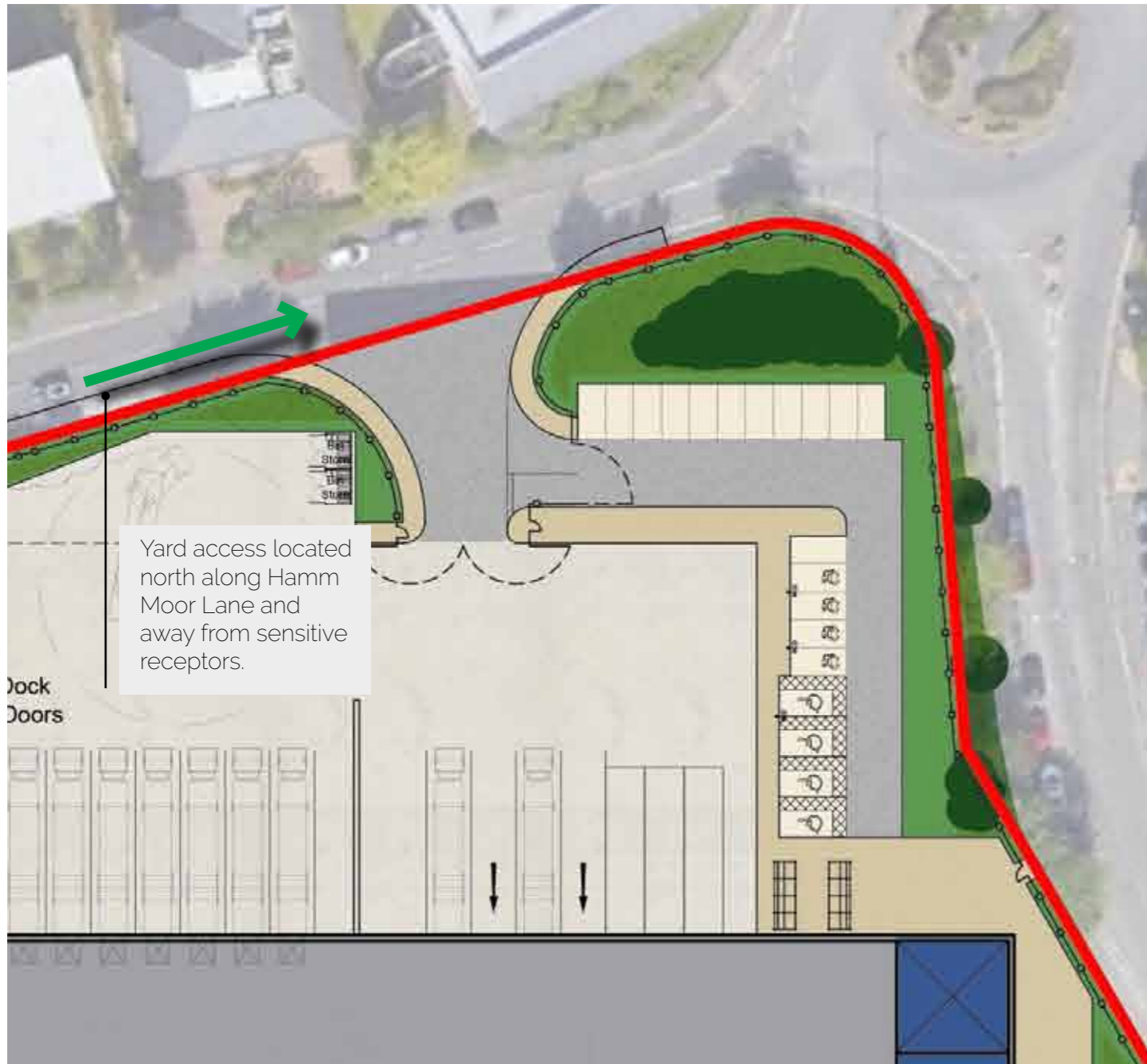
RIBA Plan Stage	3 Concept Design
Document Status	01
Drawn / Checked	LAF / BEI
Date	24.03.22
Scale	1:500 - A1
UMC Project Number	21481
Document Reference	Drawing No. Revision
21480 - UMC - ZZZZ - SI - DR - A	0602 H

04 ACCESS



04 YARD ACCESS PROPOSALS

The layout evolution investigated the feasibility of vehicular access off both Addlestone Road and Hamm Moor Lane with the advantages and disadvantages presented below. Both options are feasible at this stage with the local authority encouraging the Addlestone Road option.



Layout Option with Access off Hamm Moor Lane.



Layout Option 03 with Access off Addlestone Road.

04 ACCESS

04.1 VEHICULAR ACCESS

Vehicular access to the southern plot will be via two newly created access points along Addlestone Road. Access to the northern plot will be over the existing bridge and via the existing highway arrangement.

A separate dedicated car park entrance will reduce conflict between goods vehicles and car traffic. The car park area will be constructed in dense bitumen tarmac where car parks are separate from service areas. This will form part of a coordinated hard landscaping strategy. Car parking provision is appropriate for the type and size of the unit proposed.

Provision has been made for covered secure cycle shelters to be located adjacent to the main office blocks. Similar arrangements have been made for the required accessible parking bays.

Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

04.2 PEDESTRIAN AND CYCLE ACCESS

Footpaths will lead up to the office main entrance. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main office entrance as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car parking areas will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

The main entrance into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the operational areas will be provided from the yard areas.

04.3 PEDESTRIAN ACCESS - INTERNAL

Reception

The reception area to the main office area will be suitably sized to accommodate wheelchair users.

This will include appropriate space and waiting zones. All floor finishes will be suitable for wheelchair access.

Horizontal circulation

Internal corridors will be a minimum of 1500mm wide at the pinch point. All doors will have a minimum clear opening of 800mm and an opening force below the recommended maximum. Door furniture will contrast with the background colour of the door leaf, and be of either lever type, at 1000mm above floor level, or pull handles, commencing at 1000mm above floor level. Doors in corridors will be fitted with vision panels, commencing at 500mm above floor level.

Vertical circulation

Stairs will provide vertical access around the offices, and a passenger lift will provide access to all floor levels. All staircases and lifts will be designed in accordance with Approved Document M, with recommendations including contrasting nosings, and treads/risers suitable for ambulant disabled members of staff or visitors. Any member of staff, or visitor, with a visual impairment would be actively managed within the building.

Employment Space

The employment space is to be level throughout with clearly defined pedestrian routes. There will be fire exits within the the main employment space between the main offices and the employment space area. External stairs leading to the yards will be provided where necessary with minimum 900mm wide x 1400mm long refuge bays. The landing will be level with the employment space finished floor levels on these exits.

Toilets

Given the manual nature of work undertaken, toilets facilities will be provided in the employment space. In the offices, toilets will be provided for male, female and disabled users.

Finishes

All floor finishes are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. The walls, wall coverings and paint finishes are to be suitably contrasting with the joinery of the doors and low surrounds. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

05 ELEVATIONAL DESIGN

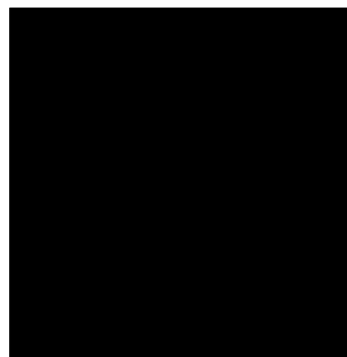


05 ELEVATIONAL DESIGN



Typical Elevational Treatment

Black



Dark Grey



Mid Grey



Light Grey



Blue



05.1 UNIT APPEARANCE

The proposed design presents a modern, high-end, neutral aesthetic using the methods outlined below,

- ① Different cladding types, colours and orientation to add visual interest and break up the visual building massing.
- ② Feature frame and corporate colours indicating office locations
- ③ Loading doors for distribution.
- ④ The use of glazing to add transparency to the facade and offer some form of natural surveillance.

05.2 SCALE, HEIGHT & MASSING

The proposed building heights are similar to the existing building heights on each plot with a clear internal height of 15m for both Unit 100 and 12m CIH for Unit 200 between the finished floor level and the underside of structure. The building mass of Unit 100 has been positioned in the south-west corner of the southern plot to make efficient use of the site and provide the correct proportions of service yard and car park. Both buildings are parapeted which offers a slick box aesthetic with the internal height of the parapet offering the necessary edge protection for individuals working at height. Behind the parapet, the roofs will be pitched with a shallow pitch of approximately 6 degrees with rooflights to bring natural light within the buildings and PV on the roofs.

05 DESIGN PROPOSALS



05.3 AMOUNT

The proposed units comprises of steel-framed, single storey warehouse which is sized to suit the operational requirements of the occupier. The application seeks to provide circa 16,360m² of warehousing internal floor area, in addition to circa 2,470m² of associated ground and first floor office and welfare accommodation.

Significant space is provided around the building for necessary vehicle loading manoeuvres, with integrated parking, vehicle storage and soft landscaping schemes to be implemented. The sizes of these areas are derived from the needs of the end user. The yards are dimensioned to accommodate modern articulated vehicles, LGV and vans and their turning circles.

The design principles of small industrial units are based on efficiency and operation, with the service yard dictating the position of level access doors and inbound and outbound loading areas. Maximum flexibility is required within the warehouse space to allow for future occupier requirements. Given the rigid functionality and performance optimisation of these building types, rectangular forms are the predominant building footprint for Class B developments.

The following ancillary functions will be provided for each unit:

- Two storey administration offices.
- Secure service yard and lorry parking.
- Grade level car parking
- Secure cycle shelters and bin stores.
- Electric car charging spaces.

05.4 FUNCTIONALITY

The proposed buildings have been designed to provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Large open yard spaces with dedicated parking, along with open plan buildings offer the ideal opportunity for industrial and storage occupiers.

05 ELEVATIONAL DESIGN PRECEDENCE



The underlying principle of the proposed design is to provide a building that is both sympathetic to its surroundings and that offers architectural character, whilst adding quality and aesthetic enhancement to its immediate vicinity.

The use of dark cladding colours only emphasises the building mass and dark glazing highlights the scale and boxy nature of this type of building.

- ① Dark cladding colours emphasis building mass and building height.
- ② Large areas of fenestration add transparency to the façade breaking building mass.
- ③ Microrib to office elevations to contrast against trapezoidal warehouse cladding.
- ④ Use of elevational gradation with high level light tones breaks up building mass reducing perceived height.

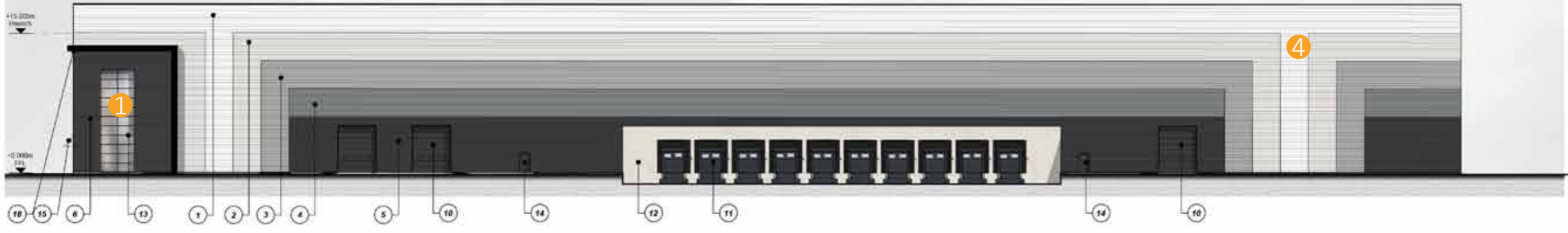




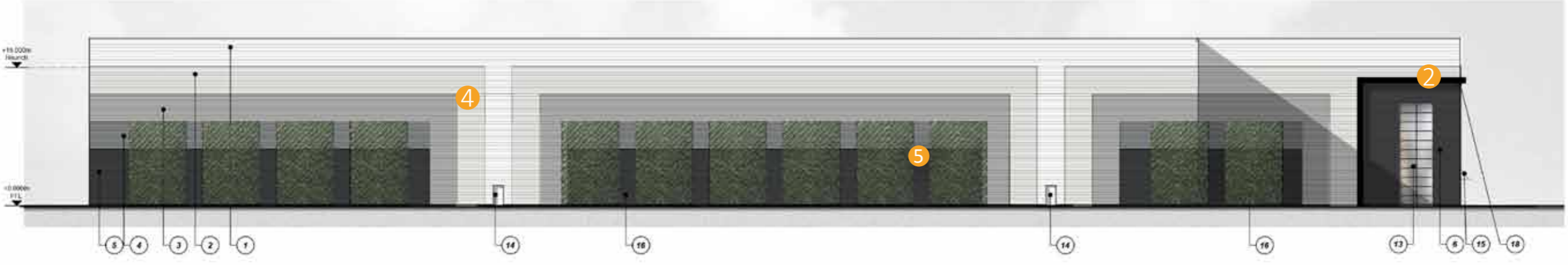
The elevational treatment has been designed to minimise the visual impact of the buildings, while enhancing the design. Colours will be mainly monochrome in palette to the main building with darker colours at lower level to help to anchor the building providing a more horizontal emphasis when viewed from a distance.



The use of gradated greys break down the perceived mass of the building and help to reduce the visual impact of the unit from a distance.



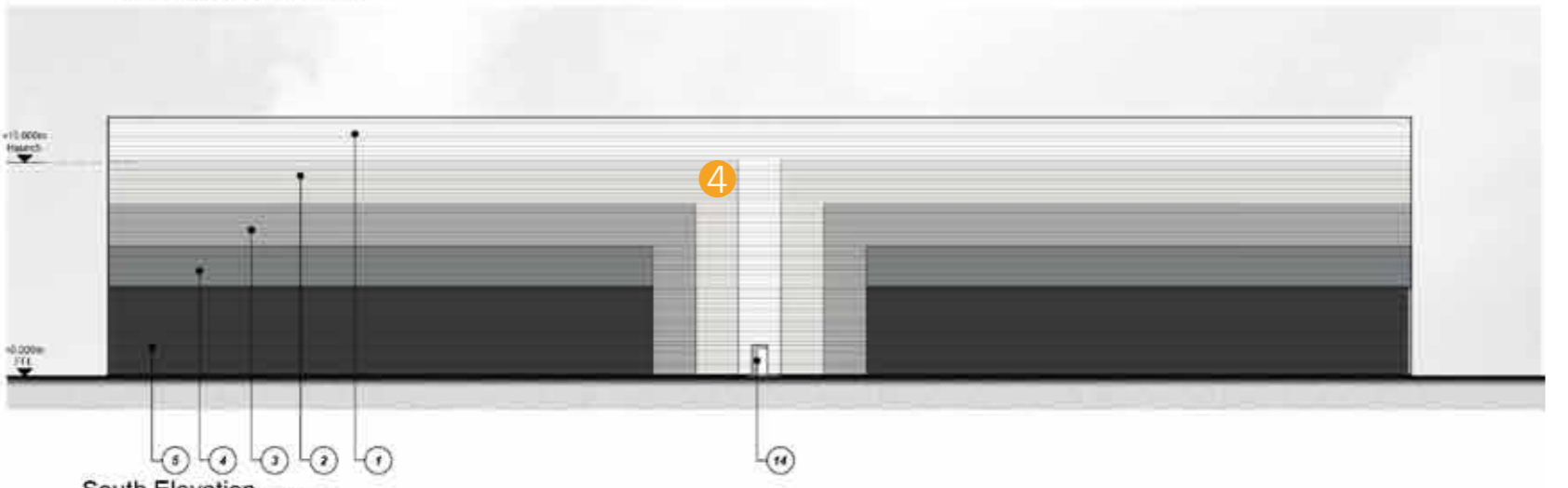
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East Elevation Scale 1:200



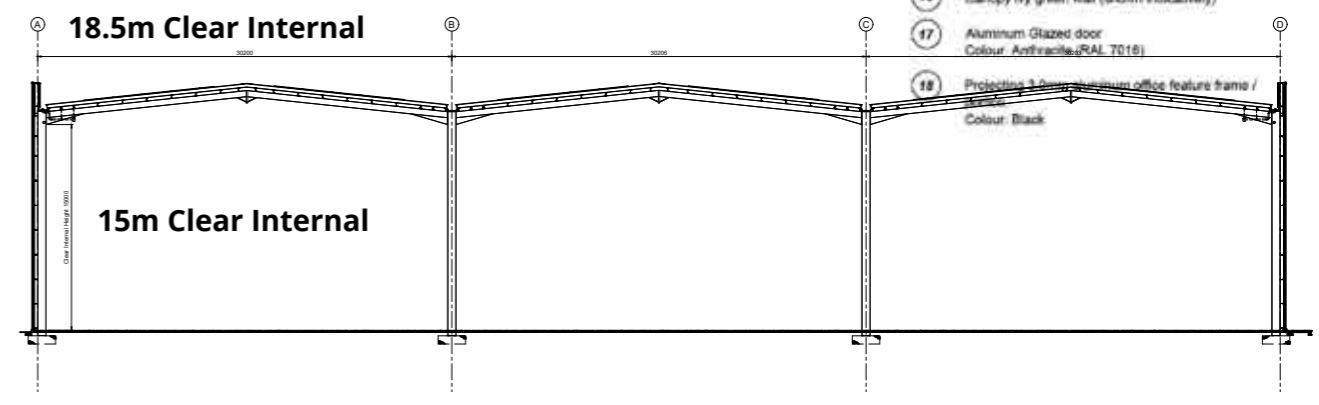
North Elevation Scale 1:200



South Elevation Scale 1:200

External Finishes

- 1 Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: White (RAL 9003)
- 2 Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Hamlet (RAL 9002)
- 3 Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Goosewing Grey (RAL 7036)
- 4 Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Pure Grey (RAL 000 55 00)
- 5 Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Anthracite (RAL 7016)
- 6 Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Anthracite (RAL 7016)
- 7 Horizontally laid micro rib cladding panel feature wall
Finish: Tata Steel Prisma
Colour: Sargasso (RAL 5003)
- 8 Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Sirius Silver
- 9 Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Zeus Matt
- 10 Overhead sectional door with level access
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- 11 Teledock dock levellers with sectional overhead doors
with dock door access
Colour: Anthracite (RAL 7016)
- 12 Precast concrete pro-wall
- 13 Thermally broken aluminium curtain wall/window
system with spandrel panel to 4th face.
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- 14 Steel insulated security door & frame
Finish: Polyester powder coated
Colour: to match adjacent cladding colour
- 15 Canopy projecting 1.2m from curtain walling system
supported from tie rods with toughened (glazed) sheets
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- 16 Canopy ivy green wall (shown indicatively)
- 17 Aluminum Glazed door
Colour: Anthracite (RAL 7016)
- 18 Projecting 3.0m museum office feature frame /
Colour: Black

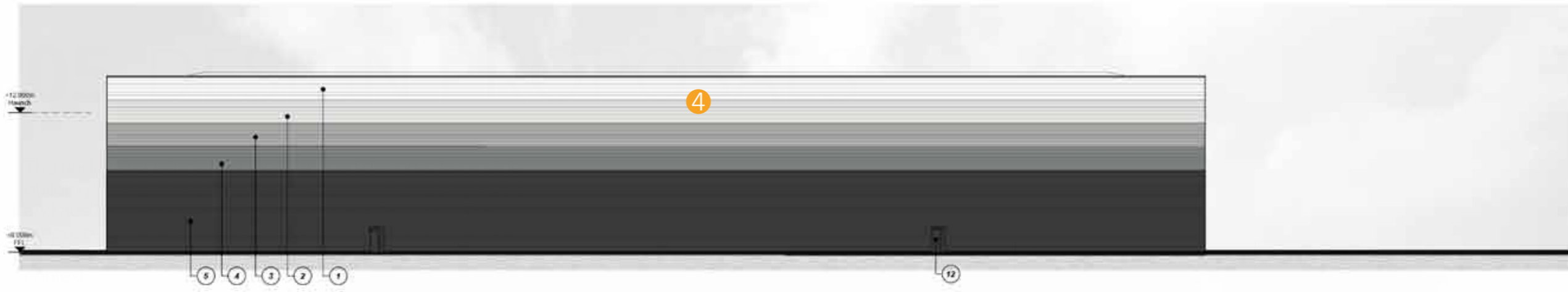


- 1 Large areas of fenestration add transparency to the façade creating a high quality aesthetic
- 2 Projecting portico/ feature bands help to create depth and shadow to elevations
- 3 Microrib to office elevations to contrast against trapezoidal warehouse cladding
- 4 Use of elevational gradation with high level light tones breaks up building mass reducing perceived height
- 5 Green wall system to respond to neighbouring greenbelt

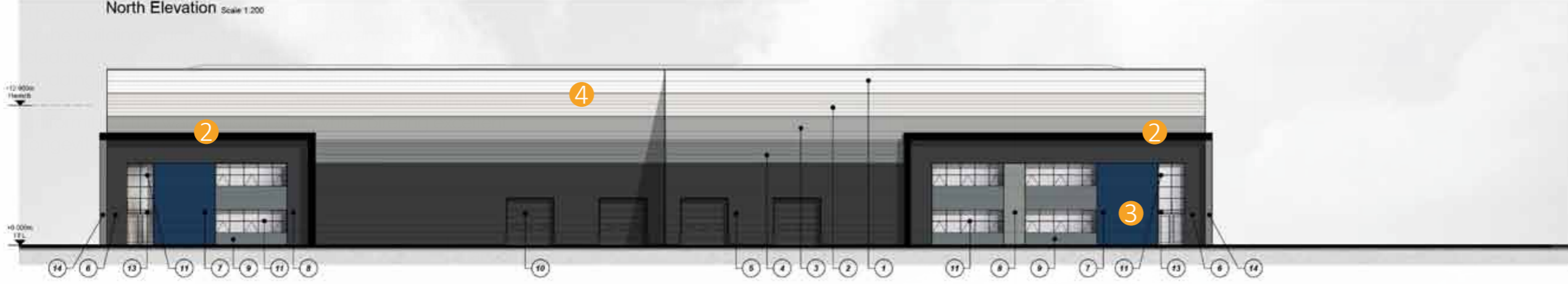
Dimensions are in millimeters, unless stated otherwise.
 It is the client's responsibility to check the dimensions to the correct scale.
 All external dimensions and specifications should be used in conjunction with the drawings.

External Finishes

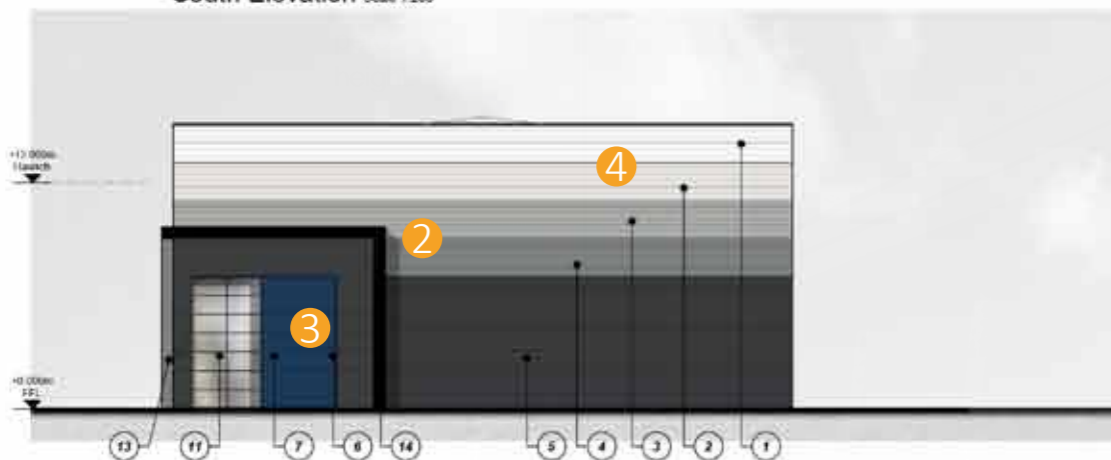
- ① Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: White (RAL 9003)
- ② Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Hamlet (RAL 9002)
- ③ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel HPS200 Ultra
Colour: Goosewing Grey (RAL 7038)
- ④ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Pure Grey (RAL 9005 00)
- ⑤ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Anthracite (RAL 7016)
- ⑥ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Anthracite (RAL 7016)
- ⑦ Horizontally laid micro rib cladding panel feature wall
Finish: Tata Steel Prisma
Colour: Sargasso (RAL 9003)
- ⑧ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Sirius Silver
- ⑨ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Zeus Matt
- ⑩ Overhead sectional door with level access
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑪ Thermally broken aluminium curtain wall/window system with spandrel panel to 4th face
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑫ Steel insulated security door & frame
Finish: Polyester powder coated
Colour: to match adjacent cladding colour
- ⑬ Canopy projecting 1.2m from curtain walling system supported from tie rods with toughened (glazed) sheets
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑭ Projecting 3.0mm aluminium office feature frame / portico
Colour: Black



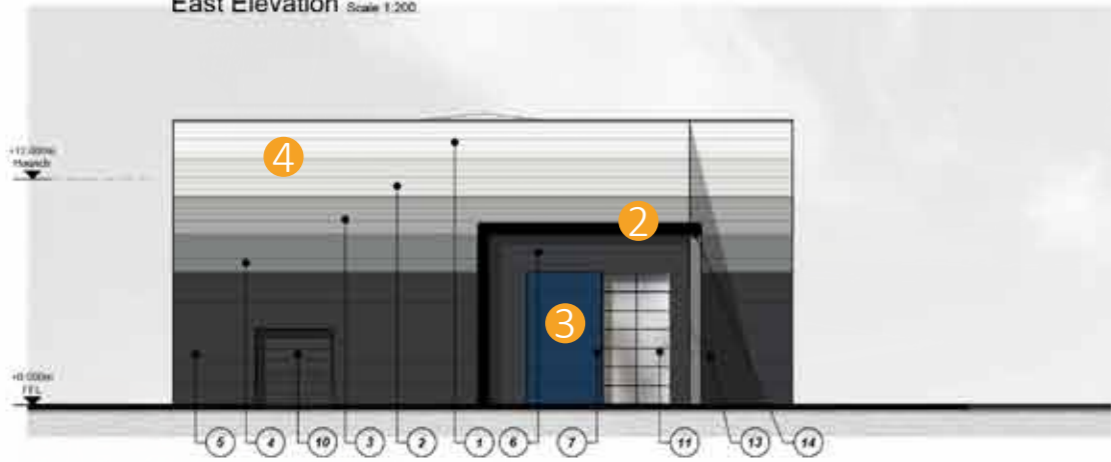
North Elevation Scale 1:200



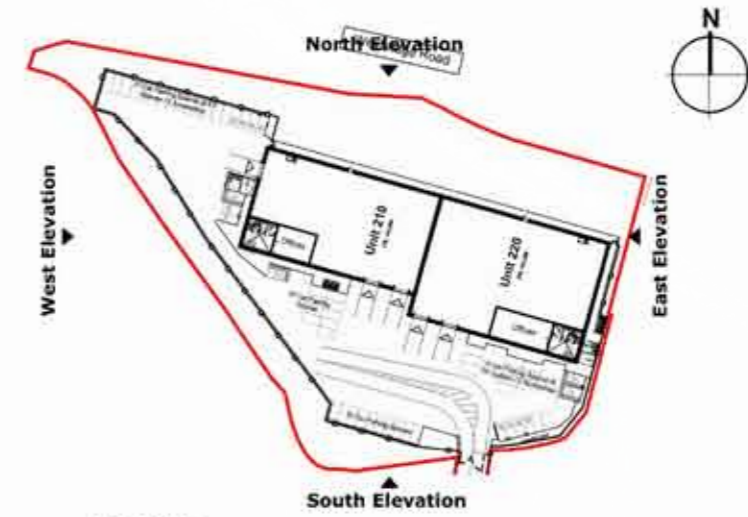
South Elevation Scale 1:200



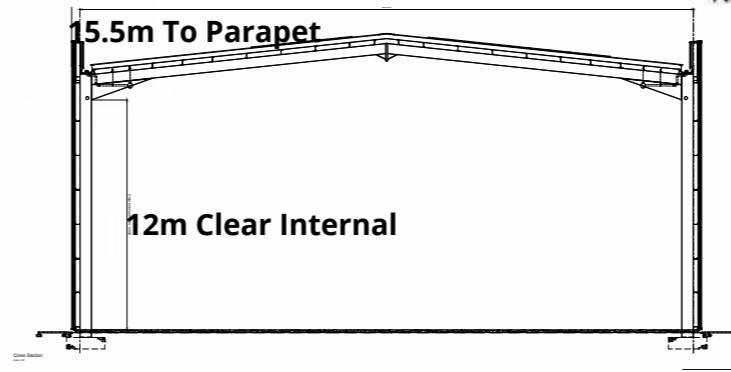
East Elevation Scale 1:200



West Elevation Scale 1:200



Key Plan Scale 1:1000



Weybridge Business Park, Weybridge
 Unit 210 220 - Elevations

BRIDGE

umc architects

PLANNING
 THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

RIBA Plan Stage	2 - Concept Design
Document Substanty	S1
Drawn / Checked	LAI / MJI
Date	01/03/22
Scale	1:200 / A1
UMC Project Number	21490
Document Reference	Drawing No. Revision
21490 - UMC - 0200 - SI - DR - A - 1322	C

06 INDICATIVE VISUALS



06 INDICATIVE EYE-LEVEL VISUALS



Existing View from River Wey Towpath looking north



Existing View from Black Boy Bridge looking south



Proposed Indicative View from River Wey Towpath looking north



Proposed Indicative View from Black Boy Bridge looking south



Existing View from Byron Road



Proposed Indicative View from Byron Road



Indicative Views Key Plan

06 INDICATIVE EYE-LEVEL VISUALS



● Proposed Indicative View from Link Road looking south after 1 year.



● Proposed Indicative View from Link Road looking south after 5 years.



● Proposed Indicative View from Link Road looking south after 10 years.



Indicative View
Key Plan

07 LANDSCAPING



7.1 WIDER CONTEXT

Weybridge Business Park is located off Addlestone Road, positioned in a prime location between Weybridge and Addlestone. The Site is accessed directly off Ham Moor Lane and is divided into two, with the northern site positioned south of Weybridge Road and the southern site south of Addlestone Road.

The River Wey borders the southern sites eastern edge, with a public rights of way that runs alongside the river down to Coxes Lock Mills and Ham Moor. A permissive path borders the Site on the western side of the River Wey offering shared access to the south and the moored narrow boats. The surrounding area is an established residential location and benefits from a variety of local amenities. Ham Moor to the eastern side of the river is within Green Belt. The Site lies outside of the Green Belt but benefits from it.

7.2 LANDSCAPE CHARACTER

In general, the eastern part of the study area is relatively flat, while the western part contains steeper land with high spots around natural features, such as St Ann's Hill and Coopers Hill Slopes. Typically, on the edge of the settlements the topography is more varied, with water being more prominent. The Site occupies a flat area of land which ranges between 16m to 17m above ordnance datum (AOD). Much of the surrounding land is flat and at or below 16m AOD.

Green Belt covers majority of the Borough and the study area. It covers areas of Thames River Floodplain to the north of the Site, areas of Lower Wey River Floodplain to the south and stretches of elevated land to the west and east of the study area.

There are a range of features that contribute

to the value of the local landscape. Within the immediate Site setting and up to 1km, these features are valued by the local community. These features include:

- Public Rights of Way network;
- Publicly Accessible landscapes including Playing Fields, Play Spaces, Recreation Grounds, Allotments, Community Gardens and City (Urban) Farms; Green Corridors; and
- A distribution of woodlands and well-treed and established network of field boundaries.

There are a number of Conservation Areas within the 3km study area of the Site boundary. The River Wey Navigation Conservation Area lies along the eastern boundary of the site.

There are a small number of local designations relating to ecology within the wider study area - Chertsey Meads LNR and Dumsey Meadow SSSI.

7.3 WIDER CONNECTIONS

The Site is well served in terms of vehicular access, with the A-road Weybridge Road bounding the northern site, and Addlestone Road bounding the southern site to the north. B-Roads Ham Moor Lane bounds the west and the River Wey is located to the east.

An existing Public Right of Way (PROW) can be accessed from the north of the southern site along the River Wey. A permissive path access runs along the eastern edge of the southern site, which provides access to the wider PROWs. A national cycle network route runs east to west to the north of the southern site along Addlestone Road, providing connectivity to the site.



Site Location

7.4 LANDSCAPE VISION

‘Bringing Industry back to the River’ Transforming an underutilised brownfield site for future business uses

The vision for the Site draws inspiration from the Surrey landscape and the River Wey Conservation Area, providing both visual and physical connections to it.

The landscape vision provides for

- New warehouses with offices, HGV loading and parking provide opportunities for business.
- Native evergreen and deciduous tree planting with biodiverse shrub, perennial and grass planting offering new frontages to the Business Park, complementing the surrounding businesses.
- Enhanced ecological riparian planting along the River Wey corridor increasing biodiverse connectivity within the surrounding areas.
- Enhanced permissive routes along the River Wey encouraging increased recreation and connectivity between Addlestone Road, Coxes Lock Mills and Ham Moor.
- Areas of hard paving providing flexible outdoor spaces to encourage recreation and socialisation by the office workers on lunch breaks or for working outdoors on warmer days.
- SuDS, careful material choices and ecological enhancements will improve the sustainability and biodiversity aims across the landscape. It will offer opportunities for exploration, learning and interacting with nature.

7.5 DEVELOPMENT OF THE LANDSCAPE

PRINCIPLES

Following rigorous analysis and initial design explorations, a number of guiding principles were developed to form an overarching approach to the landscape strategy.

These were developed alongside the architects, ecologists and engineers to ensure that the principles were congruent across all disciplines whilst ensuring that landscape played an important role in determining the character and framework of the proposals.

7.6 THE LANDSCAPE PRINCIPLES

A-SENSITIVELY INTEGRATE NEW DEVELOPMENT:

The business park will consider the wider landscape character to mitigate any impact on wider views by locating the warehouses within the bounds of the original Business Park, and by retaining existing trees and shelter belts which align the River Wey. The planting strategy will further mitigate impacts and integrate development within the landscape.

B- PROTECT AND CONSERVE EXISTING LANDSCAPE ASSETS:

Existing landscape assets will be protected, conserved and enhanced as far as possible. Existing trees, shelterbelts, and drainage ditches will be retained to form part of the landscape structure and framework.

C- IMPROVE ECOLOGY AND BIODIVERSITY VALUE:

A coordinated landscape and ecology strategy will be implemented to provide site-wide biodiversity gain. A range of habitat types with a biodiverse, predominantly native plant selection will be proposed.

D- PROVIDE RECREATION AND AMENITY FOR LOCAL PEOPLE:

The landscape strategy will encourage permissive access to the River Wey, enabling connectivity with the wider PROWs.

E- A LANDSCAPE FOR ALL SEASONS:

The planting design will celebrate seasonal change through a carefully selected planting palette used within the design of the central open space and plot frontages







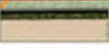

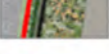

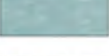
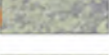

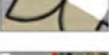
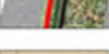


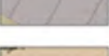



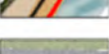

7.7 THE LANDSCAPE STRATEGY:

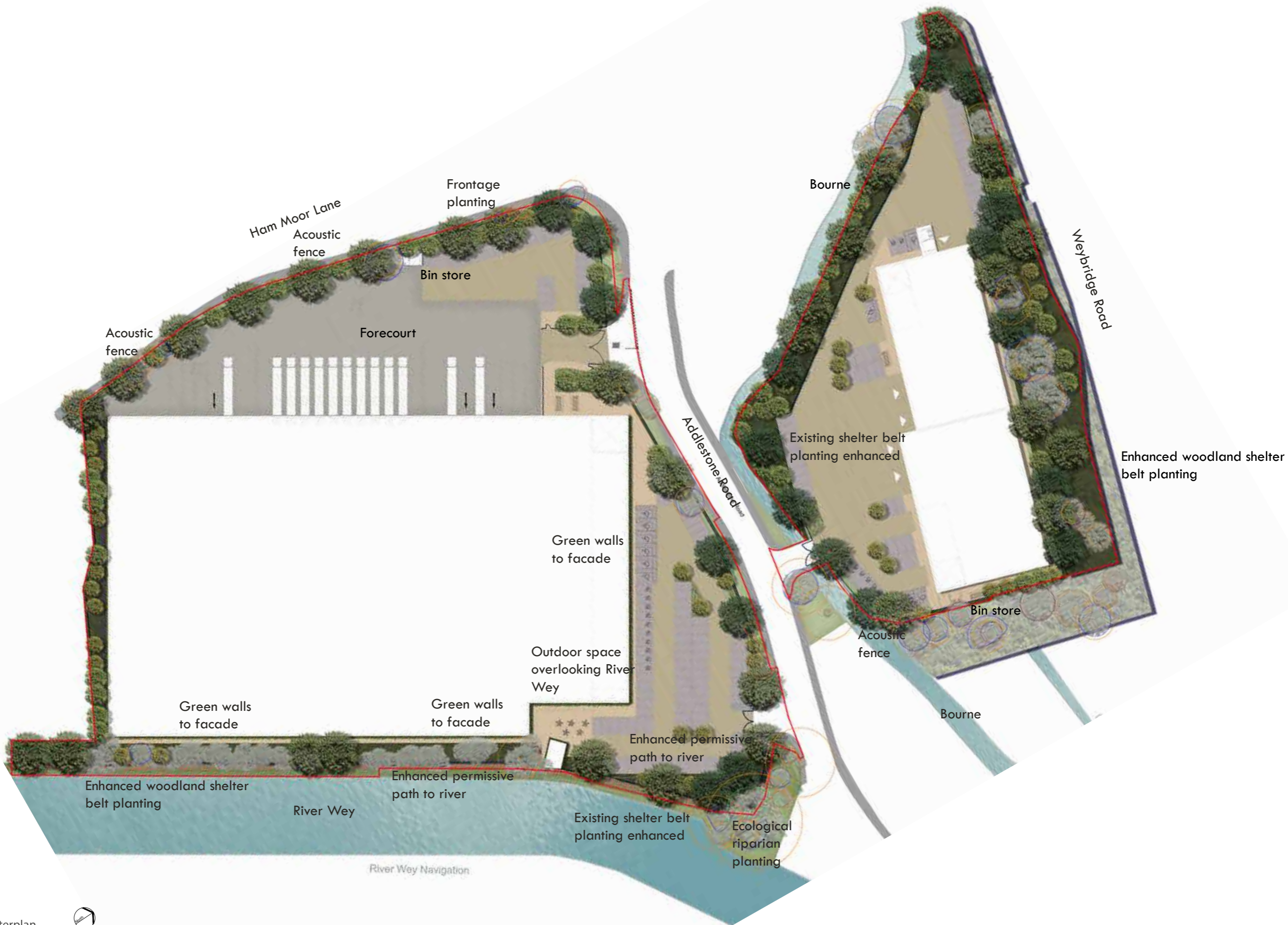
A landscape strategy was formulated through application of the overarching landscape principles .

The landscape strategy for Weybridge Business Park

- retain the majority of trees and shelter belts along the boundaries preserving the character and setting for the development.
- introduce new hedgerows and trees to the site, designed to screen or soften the built form and improve ecological connectivity.
- reinforce the existing character of the Business Park by clustering the development into parcels. Landscape elements such as specimen trees, hedge planting and woodland shelter belts are used to separate individual parcels, therefore allowing the surrounding landscape to flow into the development.
- retain the rural character by using a mostly native planting pallet and a simple material palette made up of understated and durable materials.
- improve existing and create new habitats for wildlife. The existing drainage ditches and Bourne will be maintained and enhanced with species rich grassland and riparian planting along the River Wey will benefit a range of wildlife.

Further planting of appropriate species will tie in to the existing context to provide habitat creation, nesting opportunities and movement routes for wildlife.

	Site boundary
	Retained trees
	Large tree
	Large Conifer tree
	Medium tree
	Small tree
	Species Rich Native Hedgerow Planting
	Species Rich Grassland
	Threshold Planting
	Evergreen Green Wall
	Existing draining ditch outside Site boundary
	Existing woodland outside Site boundary
	Existing woodland
	Boundary fence
	Acoustic barrier
	Furniture
	Concrete blister tactile paving
	Non-permeable asphalt to parking bays
	Concrete flag paving around building
	Concrete loading forecourt
	Permeable block paving within the parking circulation areas
	Bound gravel surfaced enhanced permissive path to River Wey
	Existing asphalt footway around Site boundary



7.8 PLANTING PRINCIPLES

The planting strategy is based on a number of principles as described below:

A) BE APPROPRIATE FOR PLACE

Species selected for the planting strategy will be based on species found within the vicinity of the site. Mainly native species will be used for landscape elements such as woodland edge, hedgerows and grassland

B) BE VALUABLE FOR BIODIVERSITY AND WILDLIFE

Planting proposals will enhance biodiversity through selection of appropriate species, habitat creation and management strategies. Species mixes will reflect recommendations from the project ecologist.

C) HAVE SEASONAL INTEREST

Planting will be designed to promote seasonal interest through a considered species selection that will change throughout the year to provide visual interest and ecological value.

D) MITIGATION OF VISUAL IMPACT

Planting proposals will filter views.

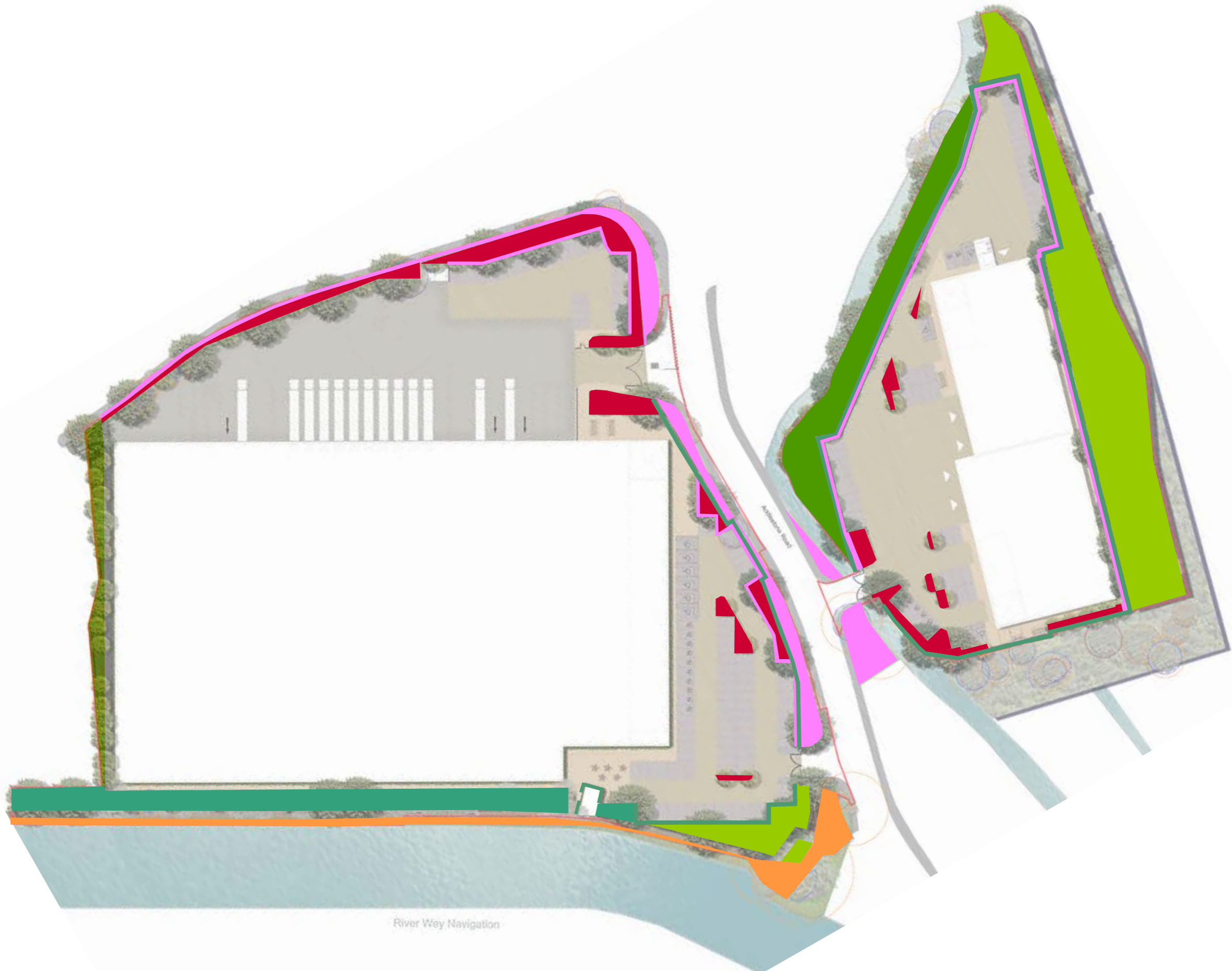
7.9 PLANTING TYPOLOGIES

Outline plant schedules and specifications have been developed for the landscape elements as shown below.

- Native woodland buffer planting to complement the existing
- Instant green screen acoustic fences of varying heights to Ham Moor Lane and Addlestone Road to mitigate noise
- Instant green screen wall planters to eastern facades
- Species rich native hedgerows to parking areas and at entrances
- Tree planting
- Ornamental shrub planting to internal streets / car parking areas
- Ornamental herbaceous planting to threshold frontages
- Native woodland understorey planting around site boundaries
- Species rich grassland to Business Park frontages
- Riparian planting to the River Wey.

Refer to separate Landscape Statement for further detailed information on planting.





River Wey Navigation



08 SUSTAINABILITY AND CRIME PREVENTION



08 SUSTAINABILITY AND CRIME PREVENTION

08.1 CRIME PREVENTION

Consideration has been given to the site layout to ensure personal safety and align with general 'Secured by Design' principles. This relates to ensuring that the layout for the development does not create an environment conducive to crime. It is envisaged that additional crime prevention advice will be sought, once an occupier has been identified for the unit and how occupiers and visitors to the site can move freely without risk of injury.

08.2 SURVEILLANCE

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's design and layout will minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.



Indicative Office Informal Natural Surveillance

Formal Surveillance

At present there is no specific occupier for the building and therefore any formal surveillance solution will need to be agreed at a future time.

However it is acknowledged that presence of staff and CCTV provides reassurance and a deterrent to potential offenders.

Staff need to be located in prominent positions so they can oversee and be seen. The effectiveness of CCTV depends on the number and location of cameras, the quality of the image and the monitoring in place.

Examples of good practice include:

- The use of windows on all habitable spaces within the main offices to all units
- Regular monitoring and patrolling if required by security staff
- The use of high visibility vests
- The placement of CCTV cameras so they cover each other to deter vandalism
- Alarming of the CCTV system
- Placement of the CCTV so that their view is unobstructed and well illuminated.
- Identification and highlighting of CCTV positions.
- Quick and efficient maintenance and repair of CCTV systems.

Informal Surveillance

Through informal surveillance staff can both see and be seen by passers-by, road users, residents and any other local workers.

Examples of good practice include:

- Good illumination throughout the site
- Low level planting to avoid dark or obscured areas
- The use of windows on all habitable spaces within the main and hub offices
- Location of high risk areas such as bicycle and motorcycle parking close to the main entrance to the buildings with the highest pedestrian traffic flows.

08 SUSTAINABILITY AND CRIME PREVENTION

08.3 LIGHTING

Exterior lighting will be designed taking into account the following standards:

BS 5489-1:2013 Code of Practice for the Design of Road Lighting

BS EN 12464-2:2014 Light and Lighting – Lighting of work places

GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light

Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)

Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting. In addition the following criteria will be utilized as a basis for the scheme:

The estate road, car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

The lighting lux levels will be kept to a minimum when adjacent any natural habitats, and will avoid direct light spill into sensitive locations.

Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

The mounting height of lighting units should be no greater than 12m.

For the access roads and car parking areas all mounting heights will be 8 to 10m.

Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

08.4 PHYSICAL PROTECTION

General

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such physical design features as listed below:

- Barriers to the service area and car park entrances to provide out of hours security.
- Secure parking for cycles located in highly visible and supervisable locations.
- Buildings of robust construction as illustrated within the submitted documents
- All external doors fitted with secure frames and locks.
- 2.4m high security fencing including access gates to the full perimeter of the service area.

08.5 GENERAL MAINTENANCE

General

In the absence of any confirmed occupiers, we can offer examples of the management and maintenance that will be put forward as good practice:

- Regular storage of plant, machinery, materials and supplies should not be permitted outside of the confines of the secured service area.
- The CCTV, lighting and alarm system should be regularly maintained and immediately repaired / replaced if faulty to ensure the safety and security of the development and its users.
- Access controls to the external and internal door sets, gates and barriers are essential to the security of this scheme and it is most important that these systems are regularly maintained.
- Cleaning, litter picking, removal of graffiti and repair of damage arising from vandalism should be carried out promptly to maintain a culture of care and respect. A lack of maintenance often attracts further abuse.



Plot Frontages



Security Fencing

08 WASTE MANAGEMENT

08.6 SUSTAINABILITY

This section sets out the main sustainable features relevant to the application and is restricted principally to the buildings and the physical features of the site, rather than encompassing the wider sustainable development issues of the site location and its surrounding infrastructure.

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. This type of development requires an understanding of the occupier's operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

Elsewhere the scheme will focus on various aspects of sustainable design, potentially including all or some of the following:

Energy Efficiency:

In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services; such that the buildings themselves are being used as the primary environmental modifier.

08.7 WASTE AND RECYCLING

The waste and recycling capacity has been based on the local authority's Waste and Recycling provisions for commercial developments. Adequate provision for bin storage has been made for each commercial unit speculatively.

Dedicated bin stores provide provision for segregation of waste into refuse and recycling as necessary, away from buildings to minimise potential risk of fire spread.

The general construction design standards to be adopted must exceed the requirements of the current (2013 Edition) Part L

Building Regulations which stipulate an improvement on the CO2 emissions of an aggregated 9% against 2010 standards. The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Water Efficiency

There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume W/C's will assist. In addition to toilets, shower rooms with changing and locker areas could be provided within the main offices. These amenities could be available for all personnel based at the facility, thus providing for those who choose to cycle to work.

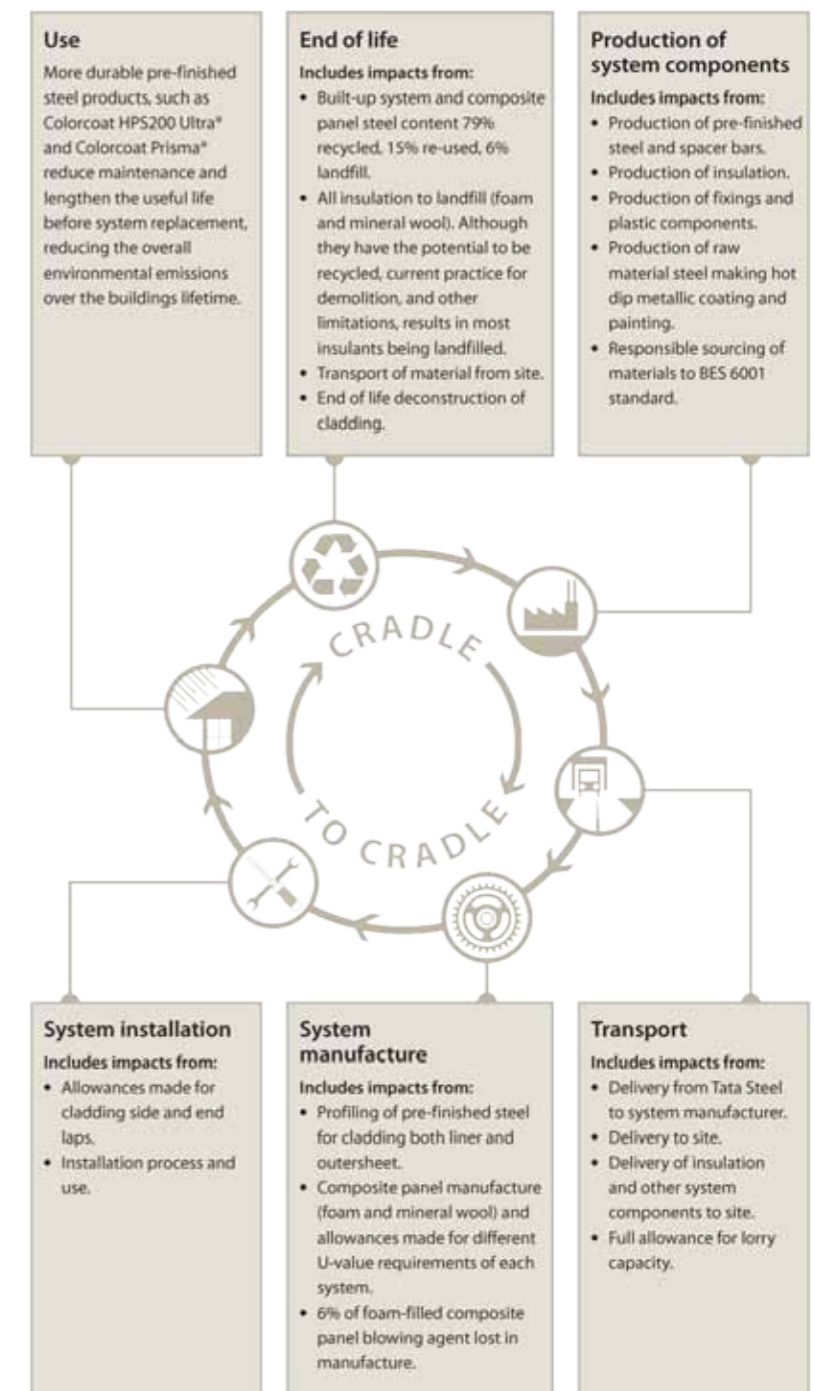
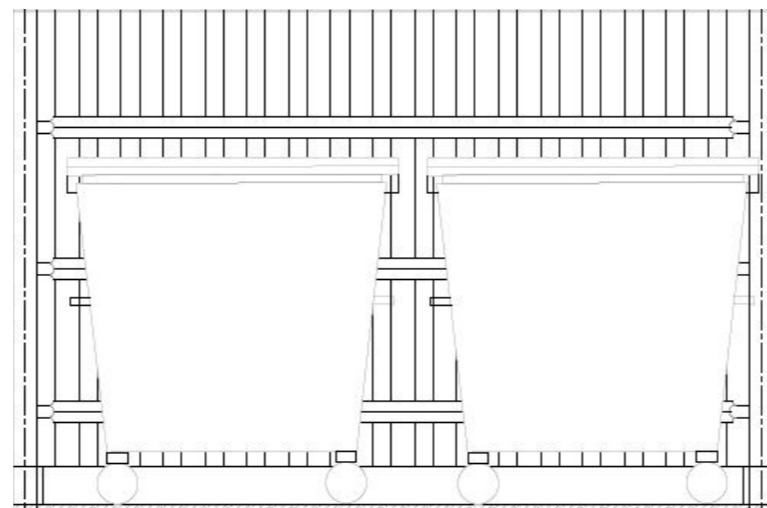
Further considerations would include:

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arising to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and re-cycling facilities, tailored to operational requirements.



09 SUMMARY



09 SUMMARY



09.1 SUMMARY

The design proposals have been developed with due regard to the existing site, its context and surroundings, to create a carefully sited, appropriately sized building which meets the client's brief. The design seeks to minimise the impact on its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

All design proposals contained within this report have been designed to meet the required design and sustainability policies of the Runnymede Borough Council.

The proposals represent a high quality development and a substantial investment, which will help to promote and support employment growth and stimulate continued economic investment to the area, cohesive with regional and local aspirations. It is anticipated that the development will act as a catalyst for further development to create additional new jobs and investment for the local community.

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