



**National
Trust**

Planning Department
Runnymede Borough Council
Civic Centre
Station Road
Addlestone
Surrey
KT15 2AH

Dear Sir/ Madam,

Planning application RU.22/0776 – Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, 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 following the demolition of existing buildings, Weybridge Business Park, Addlestone Road, Addlestone, Surrey KT15 2UP

On 27 May 2022 the National Trust submitted a letter of objection to the above planning application. Having reviewed the revised application drawings, the Trust wishes to sustain its objection to the proposed development for the reasons set out below.

The Trust welcomes the proposal to reduce the height of Unit 100 and to re-site it farther from the Wey Navigation because in the revised position the building would have much less impact on the character and appearance of the Wey Navigation Conservation Area. Nonetheless the Trust still considers that the building would be visible in views along the Wey Corridor and, because of its height and mass, would impact adversely on the appearance of the Conservation Area. In addition, the service yard, which is now proposed adjacent to the Wey Navigation, would have an adverse impact on the visual amenities along the Wey Navigation. To some extent this impact would be mitigated by the proposed landscape planting and acoustic fencing along the boundary between the development site and the Wey Navigation but the Trust considers that even when the landscape planting matures the service yard would be visible from the Navigation.

Of perhaps greater concern is the adverse impact of vehicle noise on the amenities currently enjoyed by boat users on the Navigation (passing through and at the moorings) and by

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pedestrians and cyclists using the towpath. Given the likelihood of 24-hour operations the Trust remains to be convinced that acoustic fencing would be sufficient to attenuate noise to an acceptable level at night-time. Unless additional measures can be incorporated to reduce night-time noise levels it is likely that the occupiers of residential boat moorings on the Wey Navigation would experience disturbance and significant loss of amenity.

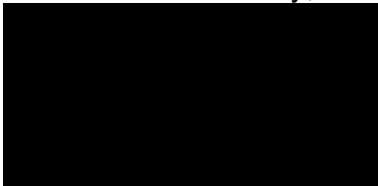
The National Trust remains concerned about the potential for light pollution along the Navigation, a concern exacerbated by the proposed siting of the service yard along the Wey Navigation frontage. Enhanced lighting close to the Navigation would be detrimental to its night-time character and may be prejudicial to bats along the waterway.

In summary the Trust considers that the proposed development, as revised, would fail to preserve the character and appearance of the Wey Navigation Conservation Area nor would it make a positive contribution to local character and distinctiveness. As such the proposals would be contrary to the provisions of Policy EE5 of the Local Plan and the National Trust's planning guidance for development along the Navigation. In addition, the siting of the service yard adjacent to the Wey Navigation would be detrimental to the amenities currently enjoyed on the waterway and along the towpath by virtue of its adverse visual impact and the noise levels and lighting intrusion associated with night-time operations.

The Trust remains concerned that the proposed development seems to entail the discharge of surfacewater to the Wey Navigation. This arrangement can only be implemented with the agreement of the Trust as the owner of the Navigation.

The Trust would welcome the opportunity to comment should any further amendments to the scheme be put forward.

Yours faithfully,



General Manager, Wey and Godalming Navigations