

APPENDIX 8

| DESIGN AND ACCESS STATEMENT |

Bridge Point, Weybridge

Design and Access Statement

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UMC Architects, Newark Beacon Innovation Centre,
Cafferata Way, Newark, Nottinghamshire NG24 2TN
o. +44 (0)1636 653027
f. +44 (0)1636 653010
e. info@umcarchitects.com
www.umcarchitects.com

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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.

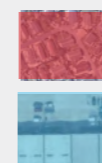


01 EXISTING LAND USE



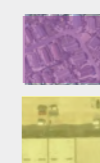
The wider context is defined by a predominately commercial setting, interspersed with several isolated residential properties along Addlestone Road. The site is located approximately 800 metres to the east of Addlestone town centre which offers a range of local services and amenities, and approximately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

01.1 EXISTING LAND USE

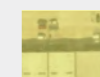


• Residential land.

• Industrial usage.



• Office use.



• 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.

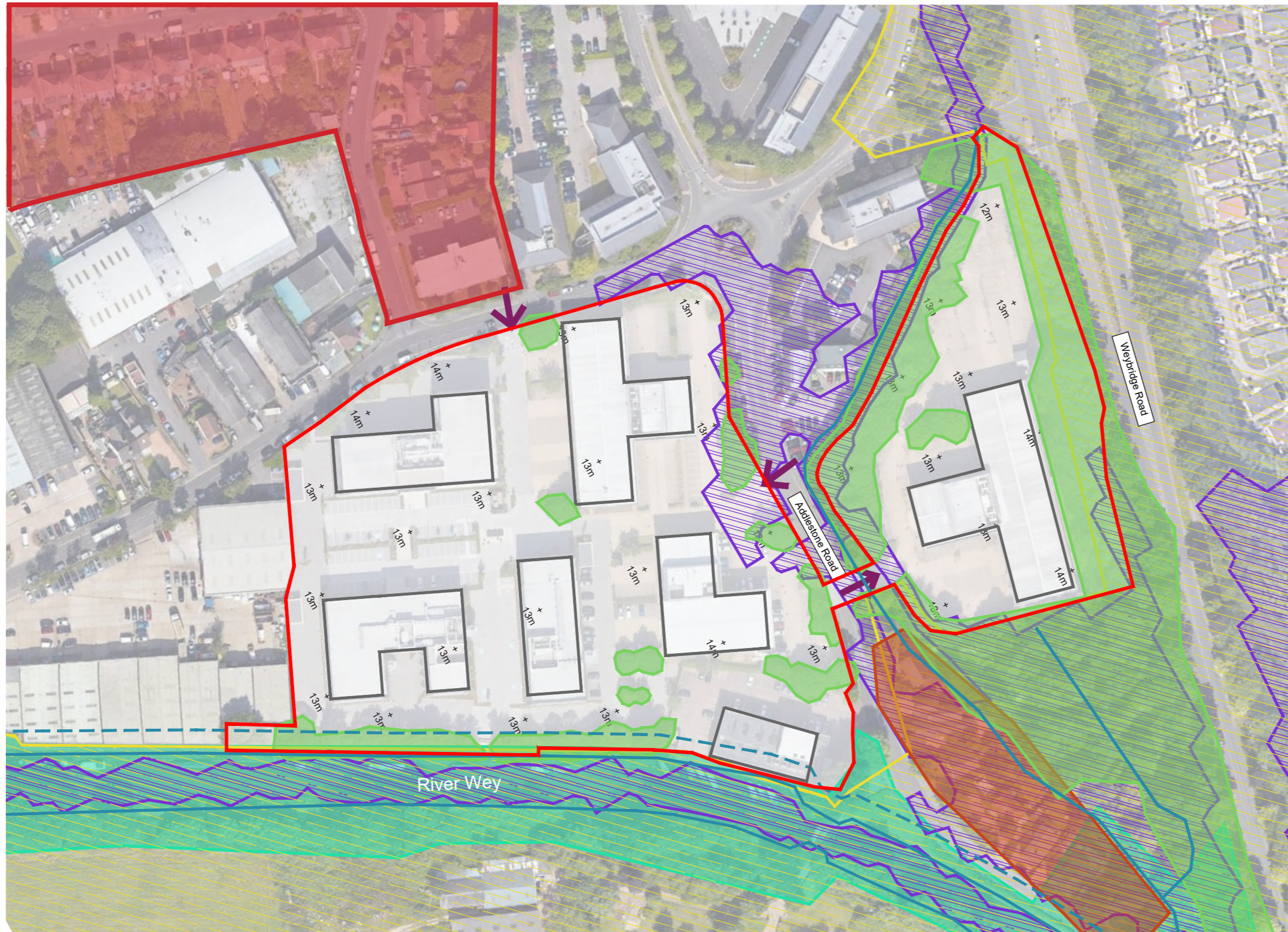
The River Wey defines the eastern boundary of the southern plot and Hamm Moor Lane characterises the western boundary. To the south of the site is the Waterside Trading Estate which hosts several industrial, retail and small business users.

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



01 BUILDING HEIGHTS



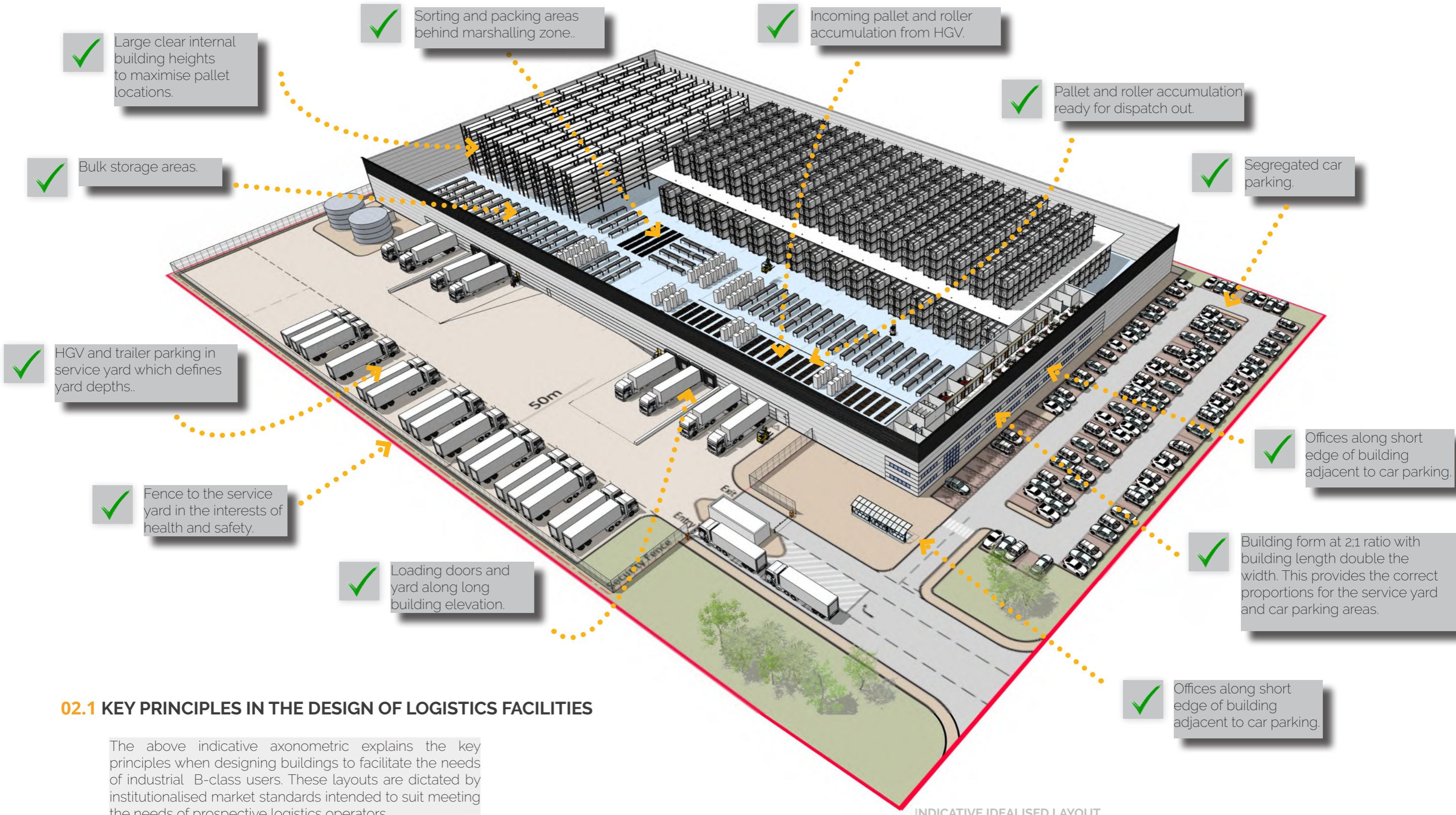
01.4 BUILDING HEIGHTS



02 FACILITATING B8 OCCUPIERS



02 FACILITATING B8 OCCUPIERS



02.1 KEY PRINCIPLES IN THE DESIGN OF LOGISTICS FACILITIES

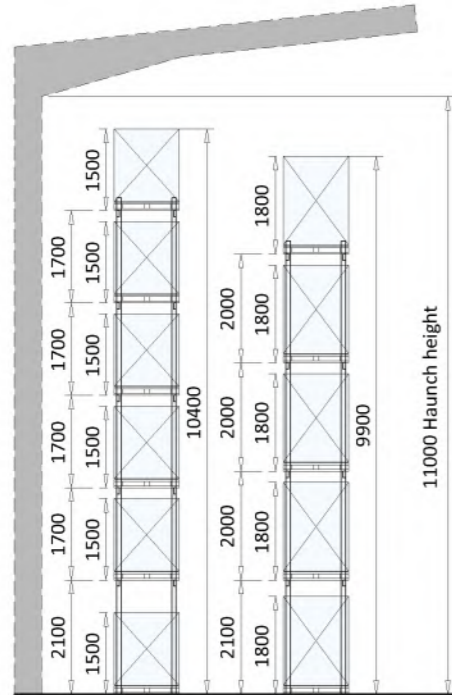
The above indicative axonometric explains the key principles when designing buildings to facilitate the needs of industrial B-class users. These layouts are dictated by institutionalised market standards intended to suit meeting the needs of prospective logistics operators.

INDICATIVE IDEALISED LAYOUT

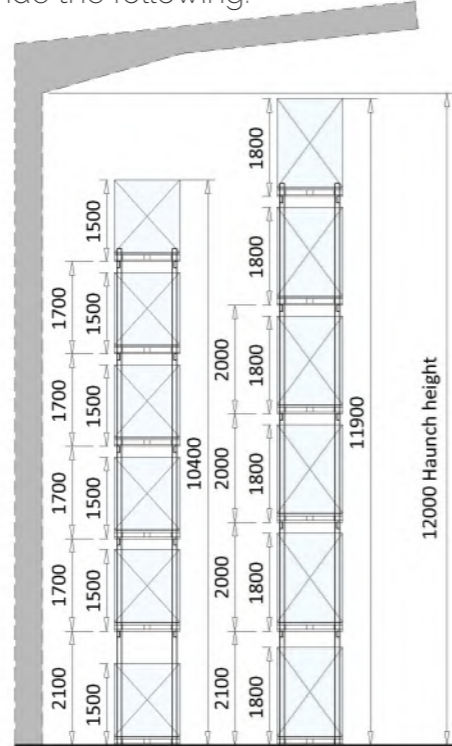
02 FACILITATING B8 OCCUPIERS

02.2 FACILITATING B8 OCCUPIERS: BUILDING REQUIREMENTS

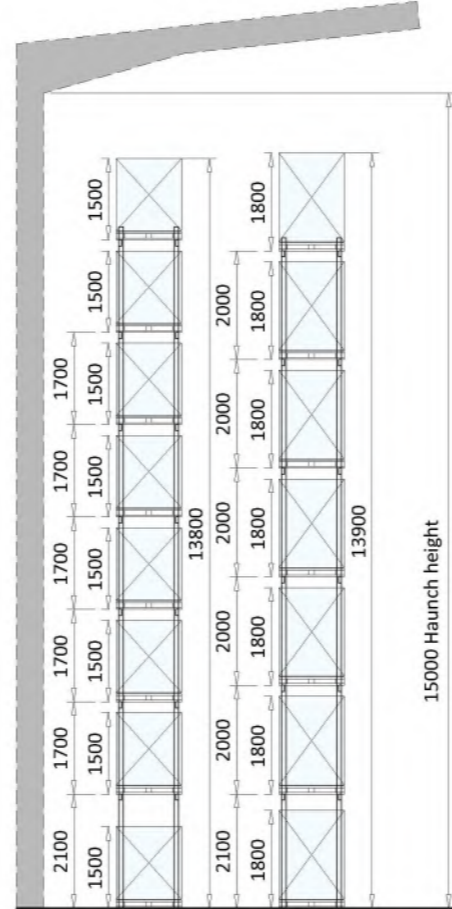
In order to appeal to B2/ B8 occupiers and provide users with productive and quality developments, buildings should provide the following.



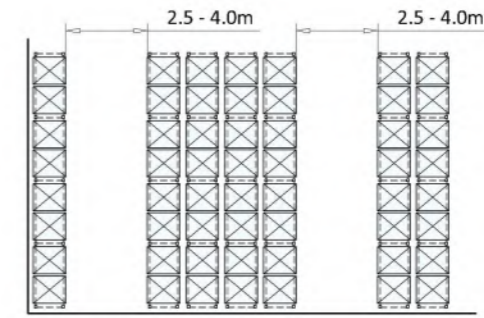
6 x 1500mm pallet height (non food)
5 X 1800mm pallet height (food)



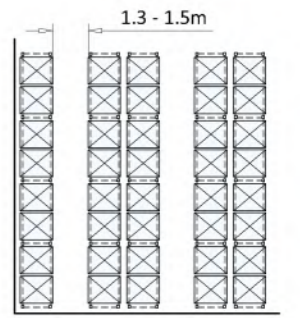
6 x 1500mm pallet height (non food)
6 X 1800mm pallet height (food)



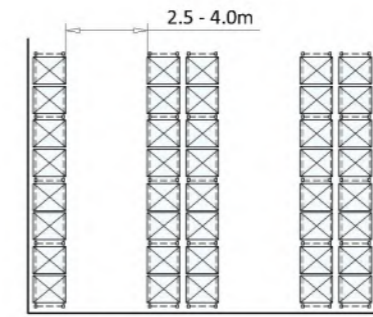
8 x 1500mm pallet height (non food)
7 X 1800mm pallet height (food)



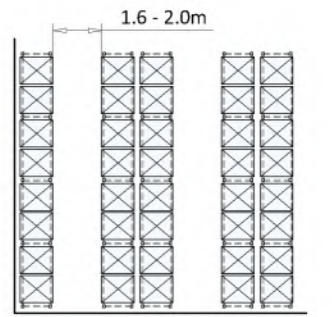
Double deep pallet racking
Aisle width 2.5 - 4.0 metres
50% space utilisation



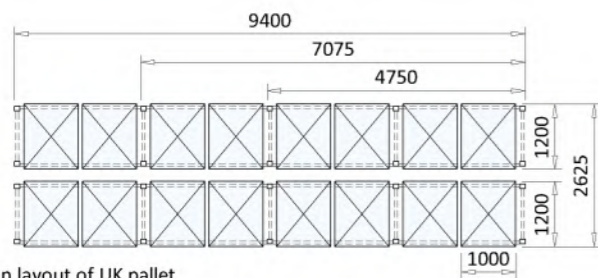
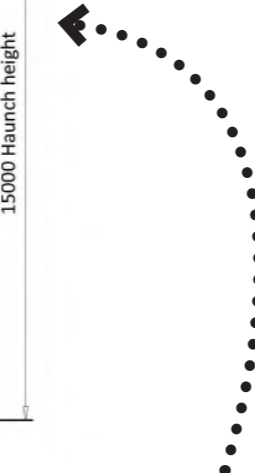
Crane system pallet racking
Aisle width 1.3 - 1.5 metres
50% space utilisation



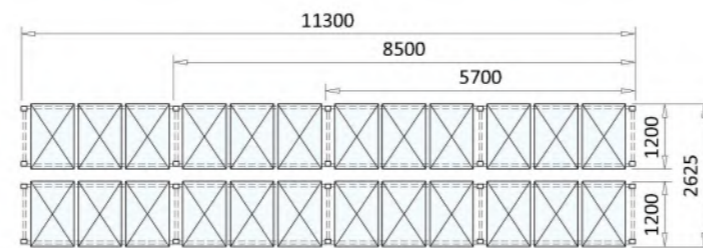
Wide aisle pallet racking
Aisle width 2.5 - 4.0 metres
40% space utilisation



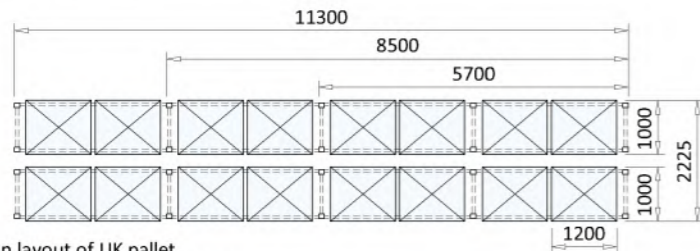
Narrow aisle pallet racking
Aisle width 1.6 - 2.0 metres
45% space utilisation



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

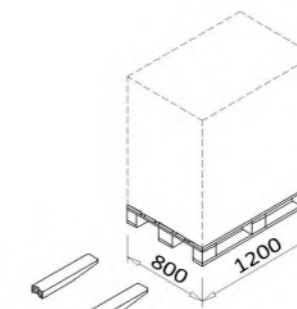


Plan layout of Euro pallet
800mm wide x 1200mm deep

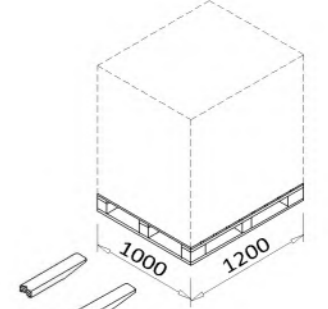


Plan layout of UK pallet
1200mm wide x 1000mm deep

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



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.

