



sustainable placemaking



## Design & Access Statement

**Project:** Bridge Point Weybridge  
**Project No:** NWK 230040  
**Document No:** WEYB-BED-XX-XX-PP-A-0009  
**Date:** 17/07/03  
**Revision:** P04  
**Prepared For:** Client



This document has been prepared for the benefit, use and information of Bridge UK Properties 7 GP for the purposes set out in this report or instructions commissioning it. This report, together with further reports accompanying this application relate to the present situation and may be subject to supplementary information as discussions progress with the local authority.

Revision	Date	Written By	Checked By	Description
P01	10/07/2023	TR	SM	Issued as draft
P02	11/07/2023	TR	SJP	Updated following design team review
P03	14/07/2023	TR	SJP	Updated to include extended sustainability and landscape sections
P04	17/07/2023	TR	SJP	Updated to incorporate changes to the M&E sustainability statements

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# 1.00

## Introduction

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## 1.01 Purpose of this Statement

This Design and Access Statement has been prepared by BE Design on behalf of the applicant, Bridge UK Properties 7 GP, as GP of Bridge UK Properties 7, LP, in support of the Planning Application for the demolition of existing buildings and the development of employment units (Classes E(g)ii, E(g)iii, B2 and B8) with ancillary office accommodation, vehicular accesses, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure, and all associated works.

This document is structured into six parts. Following the introduction, section two shows the detailed site analysis that was undertaken prior to the design development, section three introduces the planning policy context, section four demonstrates the iterative design process that took place in response to the design objectives, section five presents a summary of the final proposal and section six summarises the key points of the design and access statement.

This document follows the guidance and structure suggested by the Runnymede Borough Council Design SPD and illustrates the four stages of the design process as set out in the guidance:

- Analysis of the Site and Context
- Development of the Design Concept
- Masterplan Proposal
- Detailed Design

This Design and Access Statement should be read in conjunction with the architectural drawings and other supporting reports and information accompanying the application.

### Background and Design Basis

The application site comprises two plots located to the north and south of Addlestone Road, known collectively as the Weybridge Business Park. In total, the two sites measure 3.7 ha (approx.). Both sites comprise vacant office buildings and ancillary car parking.

The site is located within a designated Strategic Employment Area (SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate) in Runnymede Borough Council's Local Plan 2030. This is an important designation which reflects the site's opportunity to meaningfully contribute to the Borough's economic base and deliver jobs and business growth.

The application site is located with a wider, well-established area of large-scale commercial and industrial uses in Addlestone, including the Waterside Trading Estate and Bourne Business Park. In the wider local area, there are residential neighbourhoods, with the closest being Byron Road, Tennyson Road, Shakespeare Road, Wordsworth Road, and Meadowlands Park.

The site has historically been a source of economic activity. For instance, aerial photographs later in the document show the site was occupied by factories that produced aeronautical components in the 1950s. The canal that runs adjacent to the site was established in the 17th century as a piece of industrial infrastructure, the use of the canal in this era would have been a stark contrast to the current perception of the waterway as a site of leisure and recreation. Supporting heritage documentation shows the development of industrial buildings adjacent to the canal, including evidence that the site contained saw mills as early as 1872 which further demonstrates that this is a well established employment site.

The site transitioned from a site of industrial use to its current commercial uses in the 1980s when it became Weybridge Business Park. In 2015 the buildings were modernised and extended to meet contemporary office requirements however, despite the revamp the site has stood empty since 2017.

### Sustainable Considerations

In accordance with the Local Plan policy SD7 and Runnymede SPD the application will be focused on a proposal that will address sustainability and climate change.

## 1.02 The Team

As stated in the Runnymede Design SPD 2021, at the heart of a good design process, there is a clear understanding of the Planning Policy, and a well-rounded knowledge of the site context and its history, to which a good level of Community Involvement can substantially contribute.



A clear client's brief and a well-balanced team are the fourth element of influence to a successful process.

The design team has been appointed to prepare a design for the site which focuses on delivering a sustainable, carbon conscious design.

In the following page are the consultants who contributed to this application.

The team worked collectively to deliver a scheme that will provide a positive contribution to the local economy and community.



Bridge UK Properties 7 GP, as GP of Bridge UK Properties 7, LP  
Applicant

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 US and the UK.



Be First  
Planning Consultants

Be First Planning Consultancy provide planning advice on projects across London and the South East. The team have a proven track record of working with developers, land owners, private individuals, housing associations, local authorities, healthcare providers, education providers and investors.



BE Design  
Architects & WLCA Consultants

Established in 2013, BE Design are a team of experienced, talented and enthusiastic Architects, Civil & Structural Engineers, Sustainability, ESG & BIM experts. They work across multiple sectors, using their in-house skills to provide clients with a fully coordinated design solution. Unlocking innovation and saving valuable time and money on the delivery of projects across the globe.



Mode  
Transport Consultants

Mode are a transport planning and highway engineering consultancy that is focused on working within the property development industry; such as private developers, retailers, house builders, estate managers and land owners. Mode offer a complete range of forward thinking transport planning, highway engineering and travel related services to developers who are seeking advice when undertaking site promotion, submitting a planning application, support post approval and other transport planning services.



Turley  
Heritage Consultants

Turley Heritage and Townscape promotes and manages change to sustain and enhance the significance of our historic environment and quality of our townscapes. Our specialist team has strength and depth. It combines academic and practical strengths, knowledge and experience with a track record of success in heritage, landscape, townscape and visual impact assessment.



Influence  
Landscape Architects

Influence provide proactive and commercially astute town planning advice on projects across London and the South East. The team have a proven track record of working with developers, land owners, private individuals, housing associations, local authorities, healthcare providers, education providers and investors. Over the last 5 years planning permission for 3,000 homes and 100,000sqm of employment space has been secured.



HDR Engineers

Engineering and Flood Risk Consultants

HDR Consulting is an employee owned multi-disciplinary consultancy for the built and natural environment, delivering engineering solutions for clients worldwide. Our blue-chip clients depend on us time and time again in over 50 territories around the globe. Our expert teams work on commissions ranging from office, residential, industrial and retail projects for property owners/developers, through to fit outs for large corporate end users.



AAC

Air & Acoustic Consultants

Air and Acoustic Consultants are a multidisciplinary environmental consultancy who specialise in the fields of Air Quality and Acoustics. Our team of consultants have extensive knowledge and experience within their specific areas and utilise the latest survey equipment and the most advanced environmental modelling software to ensure that our assessments are appropriate and robust.



SWH

BREEAM Consultant

Scott White and Hookins are multi-disciplinary engineering consultants, providing Sustainability and BREEAM services on this scheme. We have a team of highly experienced Sustainability Consultants and licensed BREEAM Assessor and Accredited Professionals. Based on data from the Building Research Establishment (BRE), we are in the top ten of all UK BREEAM Assessor organisations for certificates in place overall.



MBA

Mechanical & Electrical Consultants

MBA are a building services design consultancy with over 40 years' experience and expertise in the design of new developments and/or refurbishments across various sectors including Industrial & Logistics, Commercial and Residential. At MBA, our team ensures we provide high levels of communication and integration with the wider team to guarantee a seamless design from concept through to completion.



MKA Ecology

Ecological and Biodiversity Consultants

MKA has been undertaking best practice ecological assessment for 23 years and has successfully delivered over 1400 projects. Our versatile team of ecologists have a broad spectrum of specialist habitat and protected species expertise. Designation as a Chartered Institute of Ecology and Environmental Management (CIEEM) Registered Practice means that MKA Ecology are formally recognised for high professional standards, working at the forefront of our profession and delivering high quality and sustainable ecological solutions to a wide client base.



Ligna Consultants

Arboricultural Consultants

Ligna are committed to providing their clients with simple, easy-to-action advice on a range of tree related issues. Using their in-depth knowledge of trees and the planning system, they pride themselves in forming long lasting working relationships with their clients. Their small, friendly team are always happy to answer your questions and help you to achieve your desired result.



Savills

Economic Consultants

Working for property developers, landlords, investors, the public sector, commercial and retail occupiers, Their team assists with economics impact assessment, market analysis, research, feasibility studies and business cases. They prepare robust and detailed analytical insights which are used to inform investment decisions and identify a project's likely economic, social and developmental impacts and benefits. Their input is used to support and inform planning applications, masterplans, estate strategies, business plans, funding bids and policy.



Hollis

Rights to Light and Daylighting Consultants

Hollis have one of the UK's largest in-house specialist teams dedicated to neighbourly matters, with over 30 years' experience in daylight, sunlight and overshadowing assessments. With a wide range of skill sets from consultancy to in-house 3D modelling, Hollis work with a wide range of property developers and design teams to ensure projects are in line with BRE guidance in terms of daylight, sunlight and overshadowing.

# 2.00

## Site and Context Assessment

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## 2.01 Site Location

The application site comprises two plots located to the north and south of Addlestone Road, known collectively as the Weybridge Business Park. In total, the two sites measure 3.7 ha (approx.). Both sites comprise vacant office buildings and ancillary car parking.

The site is located within a designated Strategic Employment Area (SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate) in Runnymede Borough Council's Local Plan 2030. This is an important designation which reflects the site's opportunity to meaningfully contribute to the borough's economic base and deliver jobs and business growth.

The application site is located within a well-established area of large-scale commercial and industrial uses in Addlestone, including the Waterside Trading Estate and Bourne Business Park. In the wider local area, there are residential neighbourhoods, with the closest being Byron Road, Tennyson Road, Shakespeare Road, Wordsworth Road, and Meadowlands Park.



## 2.02 Site Overview

The full site address is Weybridge Business Park, Addlestone Road, Addlestone, KT15 2UP. The site comprises 3.71 Ha overall which is split between two plots. Plot 1 has a total area of 2.63 ha and plot 2 has a total area of 1.08Ha.

The site is approximately 1 mile from the town centre of Weybridge and 0.7 miles from the centre of Addlestone within the borough of Runnymede.

The site is bounded on the western and southern edge by commercial and industrial units with residential units beyond to the west. The land to the north and east is within a designated green belt and there is a minor portion of green belt land within the northern site boundary of plot 2. The land to the east, on the adjacent bank of the River Wey Navigation is largely undeveloped apart from a small cluster of farm buildings.


### Extent of Development

The development includes all 7 existing commercial units which are currently vacant. These units are highlighted in the plan opposite.

### Existing External Materials

The current portion of site which was most recently refurbished has sat vacant and never been used. This gives great potential for re-use of existing materials and building elements which can be considered within the scheme to promote a sustainably led development.

### Key

 Units to be demolished



## 2.03 Access and Movement

The site is located close to major transport infrastructure such as the M25 and the national rail network.

Junction 11 of the M25 is approximately 2 miles to the south west of the site which demonstrates the good connectivity the site has with London and the south east of England.

The site is also easily accessible via rail as Addlestone Railway station is 0.6 miles and Weybridge Railway Station is 1.4 miles from the site.

The site's excellent road, public transport and rail connections makes it opportune for new industrial development. This is reflected in the site's allocation as a Strategic Employment Area in the Runnymede Borough Council 2030 Local Plan.

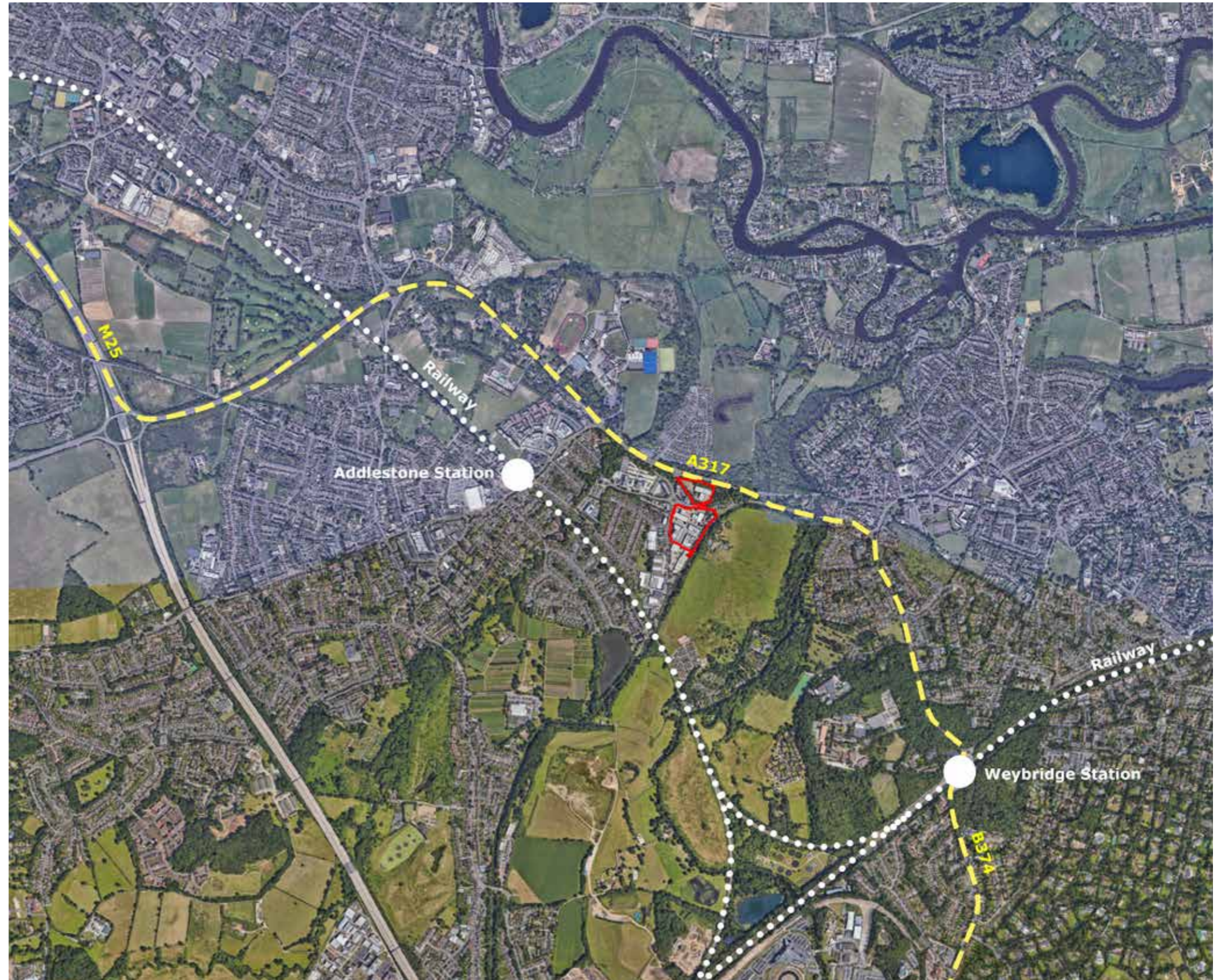
### Sustainable Transport

There are pedestrian footpaths on both sides of Addlestone Road carriageway serving all proposed access points on all arms with dropped kerbs and tactile paving.

The closest bus stops to the site are located on the A317 to the east of the A317/Link Road (southbound) junction, approximately 350m from the centre of the northern site and 325m from the centre of the southern site.

Addlestone Railway Station is located within 800m of the site. The existing footway network provides pedestrian access to the surrounding amenities, including bus stops located within an acceptable walking distance from the site.

See figure 4.1 and 4.2 in Mode's Transport Assessment for detailed cycle routes and local amenities.



## 2.04 Land Use Plan

There is a mixture of land uses near the site including residential, industrial and commercial. The uses closest to the site are commercial, such as those opposite Hamm Moor Lane to the north west, and there are residential buildings beyond this. There are several industrial and commercial uses to the south and east with some residential across weybridge road to the north. The industrial and commercial uses generally have larger building footprints with off-street parking and they are set back further from the road which creates a spacious street scene.

### Key

- Residential
- Commercial
- Industrial
- Mixed Use (Commercial & Residential)
- Agricultural
- \* Ground floor cafe



## 2.05 Context Plan

The key contextual features are listed below:

- The site is within close proximity of public transport options such as rail and bus services.
- The heights of the buildings to the west of the site are between 9m and 14m.
- There is an existing canal pathway that runs adjacent to the eastern boundary of the site, albeit not providing formal connection to the south. The main public footpath and access sits on the opposite side of the River Wey Navigation.
- There is an opportunity to improve views from the canal path onto the site, particularly by removing the existing Bridge House as indicated.
- The northern site and north east corner of the southern site have some existing vegetation, including mature trees that could be incorporated into a new scheme. Not all trees are in good health, so a balanced approach will need to be taken to ensure longevity.
- The orientation of the buildings should consider creating interaction between the existing residential and commercial buildings to the west.
- Building set backs should be considered to reduce overshadowing to the road and the River Wey Navigation.
- Improve active frontages and visual connectivity into the site. "Active frontages" are defined in the Runnymede Design SPD 2021 as: "building elevations that have frequent doors and windows, with few blank walls, internal uses visible from the outside, or spilling onto the street". Many of the existing buildings have opaque tinted windows and therefore don't create active frontages to Addlestone Road and Hamm Moor Lane.











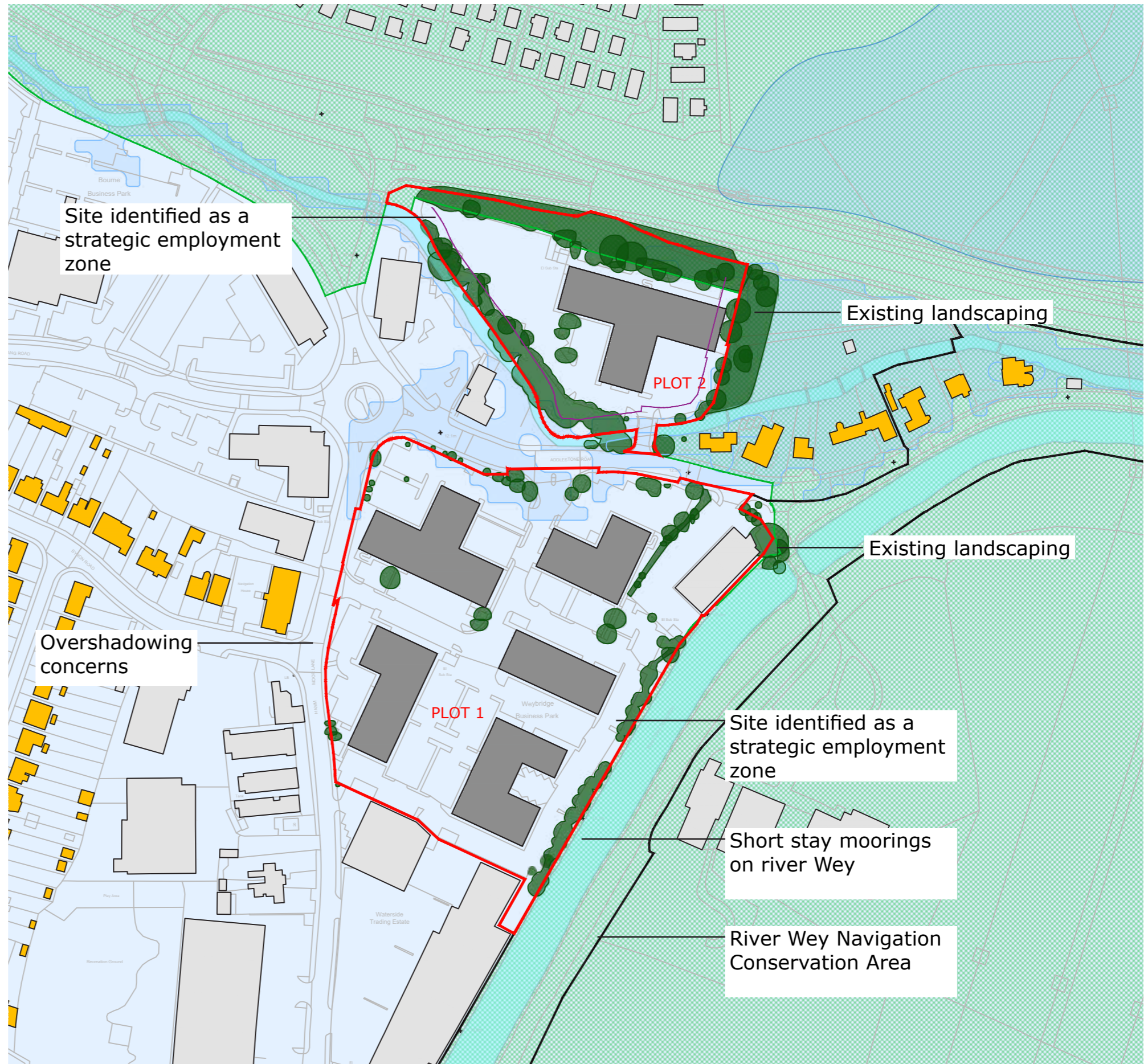
## 2.06 Constraints Plan

The key site constraints are considered to be as follows:

- Adjacent residential units.
- The site is completely within flood zone 2 and a small portion of the site is partially within flood zone 3a.
- The River Wey Navigation Conservation Area forms the eastern boundary of the site.
- The northern site and north east corner of the southern site feature a substantial amount of existing vegetation. However, there are no Tree Preservation Orders (TPOs) in place.
- The Green Belt to the north and east of the site and a minor portion within the northern boundary of plot 2 (however no development is planned for this area).

### Key

-  Site Boundary
-  Existing Trees
-  Flood zone 3a
-  Flood zone 2
-  River Wey Navigation Conservation Area
-  Green Belt
-  Residential units
-  8m buffer zone



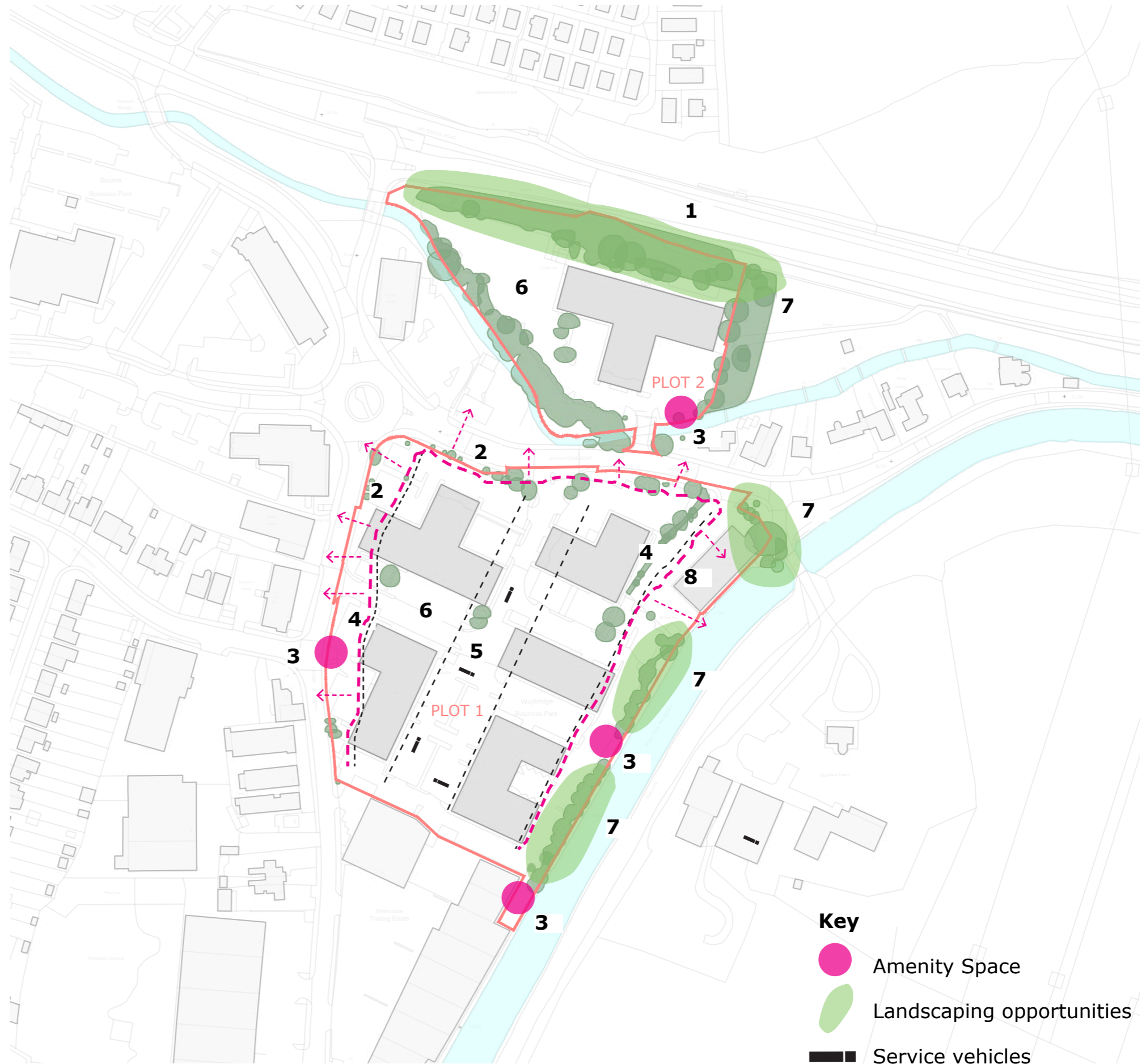
## 2.07 Opportunities Plan

Based on our understanding of the site and surrounding context we have identified the following design opportunities:

- Maintain existing north-south sight lines through the site and increase visual connectivity.
- Orientating offices and car parks toward the street provides active frontages that face Hamm Moor Lane, Addlestone Road and River Wey.
- Consider key views onto the site from the canal path and also from the roundabout to the north.
- Provide new attractive employment spaces to generate new jobs.
- Improve the site's contribution to the setting of the adjacent Wey Navigation Conservation Area.
- Deliver much needed industrial floorspace that will contribute to Runnymede's local economy.
- Create distinct urban and river built frontages to respond to surrounding area.

### Key

1. Maintain landscaping to screen development from road
2. Orient car park and offices toward street to create active frontages
3. Opportunity for staff amenity space
4. Setback building line to improve daylighting
5. Goods traffic at centre of site to provide noise attenuation
6. Opportunity to bring brownfield site back into productive use
7. Opportunity to increase biodiversity
8. Opportunity to improve contribution to setting of Conservation Area



## 2.08 Site Visit

These photos taken on 15/05/2023 and 14/06/2023 show site entrances and the boundary conditions along Hamm Moor Lane and the River Wey Navigation. There is one vehicular entrance to the site on Hamm More Lane (Image 1) and three on Addlestone Road (Images 2,3 and 4). Image 4 shows the entrance to Plot 2. Image 5 captures the former Toshiba unit and its vacant plot. Image 6 is a close-up capture of Bridge House. Views of the Wey Navigation frontage showing the greenery and soft landscaping condition are represented in pictures 7, 8, and 9 and are taken from the River Wey footpath and from the site looking at the river. A few additional pictures (Images 10 to 12) were captured inside Plot 1 and along Hamm Moor Lane and showcase the portion of the site that was most recently refurbished.



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6



Image 7



Image 8



Image 9



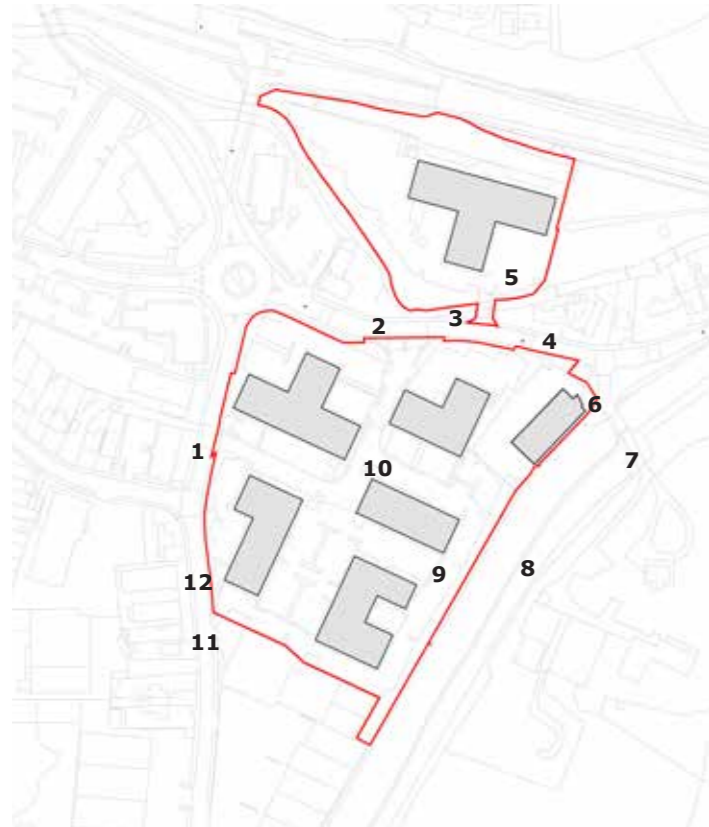
Image 10



Image 11



Image 12





## 2.09 Pedestrian Routes

### Pedestrian Routes

The application considers the accessibility of the existing site and explores the benefits, if any, of pedestrian routes through Plot 1.

The layout of the existing buildings and the vacant nature of the site with no cars parked or moving through the site has resulted in people using the site as a "short cut" through the site.

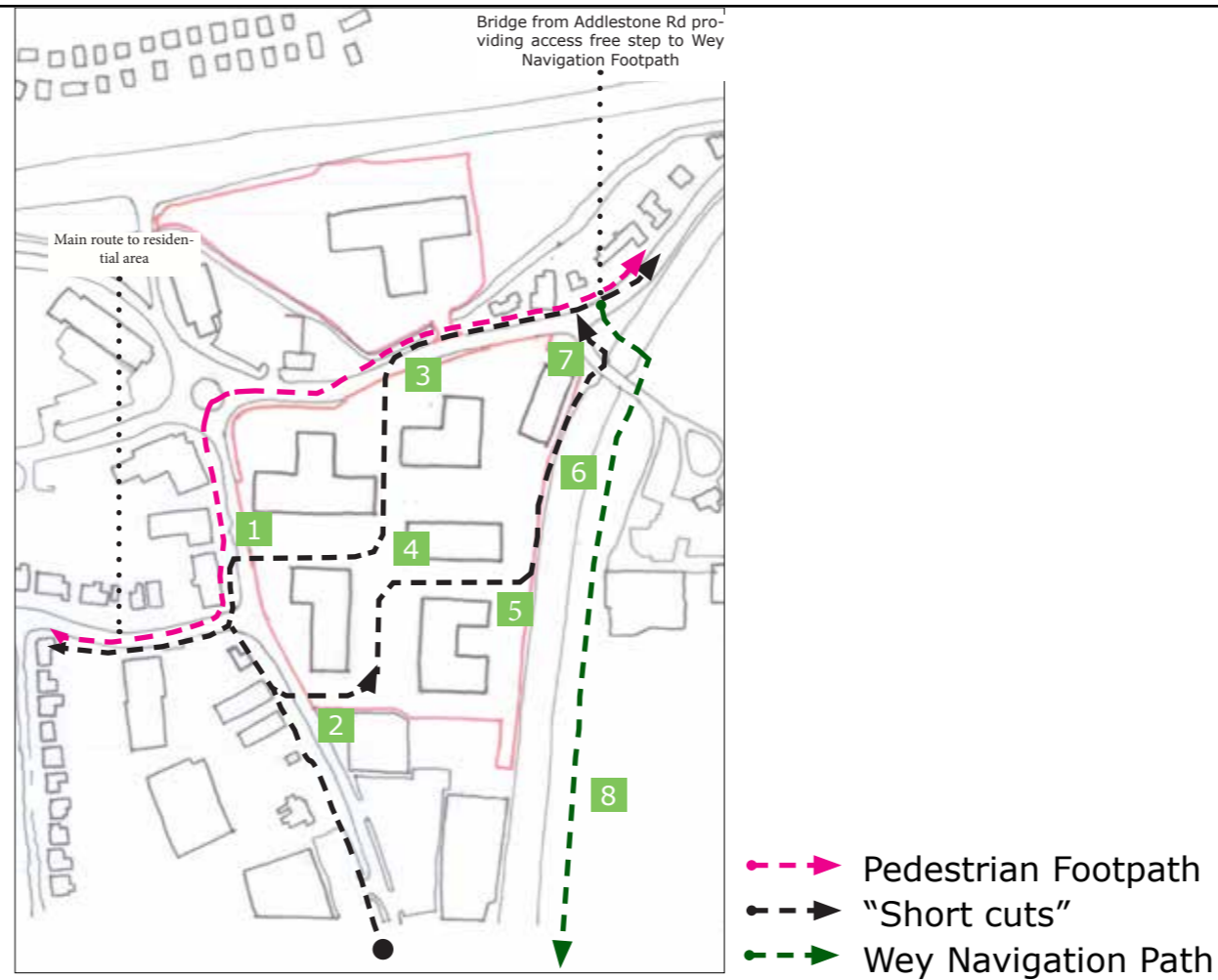
As photos demonstrate, there are no public amenities or landscape features that make this space recognizable as civic space and excluding some variations of the hard landscaping, it is clear that these areas were intended as a car park, as confirmed within the landscaping statement for the office refurbishment application.

### Public "short-cuts"

The existing site allows pedestrians from Hamm Moor Lane to reach Addlestone Road via short-cuts within the site. However, the map opposite demonstrates that pedestrians don't save time by walking through the site. Moreover, these alternative routes through the site are a consequence of the lack of security and activity due to the fact that the site has sat vacant for a number of years, which is a reason for concern about the likelihood of increased crime or vandalism. A degree of litter is present on site, which suggests unwanted activity perhaps favoured by the vacant appearance of the site.

### Pedestrian Footpaths

Addlestone Road is a single-carriageway road with a speed limit of 30 mph. There are footpaths on either side with minimum widths of 1.6m which makes it a good pedestrian route adjacent to the site and the River Wey Navigation.



## 2.10 Building Form Local Precedents

This aerial view shows that the site is within a wider business area which gives this application a precedent for the intended use classes, which are Classes E(g)ii, E(g)iii, B2 and B8.

The form of the units within the business area varies with some featuring exposed gable ends such as those facing Hamm Moor Lane.

Industrial units are also present in the wider context of the site that have curved roofs as well as individual buildings such as the Travis Perkins Builders Merchants building facing Byron Road.

Across the River Wey Navigation, the industrial units are oriented so that the ridges and eaves of the buildings run perpendicular with the river.



## 2.11 Building Form Historical Precedents

The industrial nature of the site and its relationship with the surroundings and in particular with the frontage of the Wey Navigation is made evident by the proximity of buildings to the riverbanks (Image 1).

This is due to the River Wey being considered an active part, if not fundamental, of the commercial traffic in and out of London, until this ceased in 1983.

As shown in image 1 and 3, The site previously contained dense buildings that directly abutted the Wey Navigation.

As previously stated during the first half of the 20th century and well into the second half, the site was used to produce aeronautical components and wooden products.

At the time, the architecture of the buildings present on-site is that of long building forms with dual-pitched roofs and no parapets.

The application was keen on paying homage to the history of the site demonstrating how the site's historical connection with aeroplanes has been incorporated into the design, and the message was conveyed in the form of the proposed roof shapes (as shown in image 5). The proposals will refer to the historical images but also to the conventional shape of an hangar building, as it will be further discussed in the design development portion of this Statement.



Image 1 - Historic England Aerofilms Collection: The Airscrew Company and Jicwood Ltd Works on Hamm Moor Lane, Hamm Moor 1950



Image 2 - Extract Google Earth 2023



Image 3 - Aerial photograph of site 1950



Image 4 - Conventional aeroplane hangar precedent



Image 5 - Initial concept sketch

## 2.12 Neighbouring Facades and Material Use

As part of the site analysis and with the purpose of positively responding to the site, the application has considered the existing built form and elevation treatment of surrounding precedents. This Statement analyses the built form of employment units existing in the wider context. In analysing the material palette this Statement identifies some common themes and materials which provide inspiration and opportunities to be considered as suitable for the proposed buildings.

### Commercial

The use of the materials creates a horizontal banding that reduces the scale of the buildings and breaks up the facade so that it appears smaller. This also adds interest to the street scene and creates more opportunities for variances between properties.

### Industrial

These industrial units use pitched roofs, inset gutters and brick piers to subdivide the overall mass and delineate between users, however, signage is heavily used to aid users due to the busy and muddled facade.

Image 1. Nearby Commercial Units



Bronze metal cladding



Silver spandrel panels

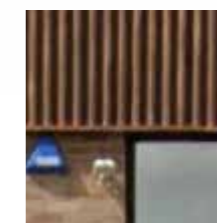


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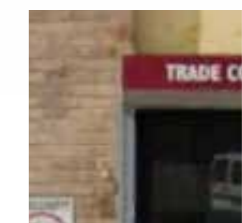
Image 2. Nearby Industrial Units



Facing brickwork



Corrugated metal cladding



Rendered facades



## 2.13 Sustainability Opportunities

### Embodied Carbon / WLCA statement

Measuring embodied carbon will create a number of opportunities for this development:

- It will assist in the selection of low carbon materials.
- It will help the development become compliant with other optional standards and guidelines, such as LETI.
- The application will reflect the latest technological and material advancements around low carbon design.
- Evaluating whether certain features need to be built.
- Offsetting could be pursued, with accurate data being provided on to what degree is required.

Undertaking a Circular Economy Statement will help the application reduce and measure waste generation throughout the project's lifetime. This creates the opportunity to impact the end-of-life of the development and ensure material is reused and recycled effectively.

Given the current condition of the buildings on site we will look to re-use and recycle materials where possible. Our development could utilise the existing concrete elements as crushed sub-base, the granite block pavers could be re-used as well as bollards and street furniture where possible.

More detailed internal elements, like suspended ceilings and raised access floors could be upcycled on other developments, like refurbishment projects, where the provision of product warranties is not as onerous as with new build schemes.

### Operational Carbon

The application will maximise opportunities for passive solar gain and passive cooling through the building orientation, glazing, and fabric.

Efficient energy systems will be installed, creating the opportunity to utilise the latest technology and techniques to maximise energy use reduction. Solar PV is specified on the roof of the buildings. This will reduce operational carbon as there will be less reliance on the grid to supply energy to the development.

The design team can use this opportunity to create a fossil fuel free building, thereby complying with the Future Buildings Standard.

### Occupant Comfort and Wellbeing Features

The application has the opportunity to utilise and enhance the local environment by creating views out over the canal, creating access to the canal walkway, creating green spaces and utilising green walls, creating external social spaces and providing sustainable transport facilities, bike sheds and EV charging points.

Internal spaces can also be enhanced through the use of daylighting, external brise soleil to reduce glare, openable windows, incorporating natural ventilation and installing efficient internal climate and lighting controls. Additionally, the site offers a unique opportunity to incorporate balconies facing the River Wey so that occupants can enjoy the views over the Conservation Area and the Green Belt on the opposite bank.

## 2.14 Other Consultant Information

### Heritage

Turley were instructed to provide initial analysis and advice with regard to the likely built heritage constraints and opportunities, significance and sensitivities, in relation to the emerging proposed use and redevelopment of the Weybridge Business Park at Hamm Moor, Addlestone.

Any proposed development of the Site has the potential to indirectly affect the significance of heritage asset(s) through change to their landscape and or townscape setting and shared views. Such built heritage impacts are both statutory and planning policy considerations at application stage, in light of the Planning (Listed Buildings & Conservation Areas) Act 1990 for the protection of listed buildings and conservation areas, and also the National Planning Policy Framework (NPPF) 2021 for all designated and non-designated heritage assets.

The heritage asset considerations that we have identified through our process of initial desktop research and then subsequent on-site survey and analysis is considered to be the Wey Navigation Conservation Area, Grade II listed building group of the Eastern, Western and Southern blocks of Coxes Lock Mills and a group of locally listed buildings, Coxes Railway Bridge, Lock and Weir through change to their respective settings.

### Landscape

Weybridge Business Park is accessed from Weybridge Road, between Weybridge and Addlestone in Surrey. The site sits on allocated employment land at Weybridge Business Park, a small established business park with some mature planting to its boundaries and close to the River Bourne and Wey Navigation. The site consists of two plots, lying across Addlestone Road. Weybridge Business Park is referenced as Character Area 4 in Runnymede Design Guide 2021 and is described as being 'off the main Weybridge Road between Addlestone and Weybridge' and as 'a small industrial and trading estate'. Waterside Trading Estate lies adjacent to the site to the south and also sits between the Wey Navigation and Hamm Moor. Bourne Business Park lying to the west of the site is also accessed from Weybridge Road.

Hamm Moor residential area lies in close proximity to the west of the site. Therefore, there is a mix of built form character within the immediate context of the site including offices, trade counters and small businesses, local business such as café and car wash and residential.

The site sits adjacent westwards to Wey Navigation Conservation Area. This is a linear conservation area running along the length of Wey Navigation and connecting to other Navigations for a total of 20 miles. It is assigned this designation due to the historical nature of the Navigation, with its many locks, bridges and historical buildings associated with the waterway.

Land at the site lies adjacent to greenbelt land that lies in mostly undeveloped land between Weybridge and Addlestone. There is a long distance path, (European Long Distance path E2), following the tow path of the Wey Navigation, but there are no public rights of way across the site itself.

An existing mature landscape buffer surrounds the northern parcel of the site, the mainly tree lined buffer

is within the green belt and contains development visually and separates it physically from the surrounding area. The vegetation on the north western edge of the Wey Navigation, on the site boundary of the southern parcel comprises of a mixture of low grade trees and shrubs and some B category individual specimens trees which form a green screen to the existing site along this edge. The buildings are set back from the edge of the Navigation, except the more northerly building which faces directly onto waterway and has a dominant glass façade, forming a hard edge to the Wey Navigation.

### Civils and Flood Risk

**Flood Risk:** The Environment Agency mapping shows the majority (about 95%) of the site lies within Flood Zone 2. A small area along the northern edge of the southern part of the site is indicated to lie within flood zone 3. These flood zones relate to the possibility of fluvial flooding from the nearby River Wey and Addlestone Bourne watercourses. Detailed flood modelling has allowed the actual extent of flooding from these watercourses to be determined. In summary, in its present-day layout (i.e. pre redevelopment), and in the event of a severe 1 in 100 year plus climate change flood event, flooding is modelled to enter the main southern part of the site from the Addlestone Road boundary. The lateral extent and depth of this flooding is presented on the drawings in the FRA.

**Drainage:** At present, all surface water runoff from the site is discharged at an unrestricted rate, via either a pumped rising main or by gravity sewer, into the Addlestone Bourne watercourse. All foul drainage is directed into the local Thames Water public sewerage network.

## Ecology

MKA Ecology have undertaken ecological surveys across the site from 2021 to 2023, including habitat surveys, protected species scoping surveys, preliminary roost assessments, biodiversity condition assessments and desktop studies of protected and notable sites and species in the area.

The survey work undertaken to date has confirmed that the site is dominated by existing infrastructure, including buildings and associated hardstanding, with small areas of amenity grassland, scattered trees, non-native hedgerows, scrub and areas of introduced shrubs present throughout, all of which are considered to be of limited ecological value.

A small number of features of ecological interest are also present within / directly adjacent to the site, with such features being largely limited to site boundaries. These features include an area of lowland mixed deciduous woodland and the Addlestone Bourne watercourse, both of which are considered to be priority habitats. In addition, Jersey cudweed, a Schedule 8 species of the Wildlife and Countryside Act 1981 (as amended) has been confirmed to be present on site. The Site also holds limited potential to support protected fauna, including invertebrates, amphibians, reptiles, breeding birds, badger and hedgehog.

Ecological input has been provided from the outset of the project to ensure all protected habitats, flora and fauna has been considered at each stage of the development design. Indeed, appropriate working practices and mitigation measures have been recommended and will be implemented to protect all ecological receptors present within the site, all of which have been detailed within the Construction and Ecological Management Plan (CEMP).

## Noise and Air Quality

Air and Acoustic Consultants have been instructed to provide the noise and air quality services for the proposed development, including providing advice and guidance to the design team on the environmental constraints and opportunities as a result of the proposed development, and how to consider these within the design.

Any proposed development has the potential to impact sensitive receptors in the surrounding area of the site as a result of the operational activities, mainly associated with the traffic that will be generated as a result of the development, but also from the operational activities such as loading and unloading.

The proposed site is located within the boundaries of an existing commercial site but has sensitive receptors located close to the site boundaries and access routes.

The application site is not located within or adjacent to an Air Quality Management Area (AQMA); however, operational traffic could pass through the Addlestone and Weybridge AQMAs, considered areas of poor air quality.

The assessment work conducted has included detailed monitoring surveys of the noise element of the assessment and has included modelling assessments for both noise and air quality, which have been conducted to determine the potential for adverse impacts on the surrounding sensitive receptors and has used this information to determine any appropriate mitigation strategy where significant impacts are predicted.

## Transport

The development site benefits from vehicular access being provided off Addlestone Road to the northern site and off Addlestone Road and Hamm Moor Lane for the southern site.

Addlestone Road is a single-carriageway road subject to a speed limit of 30mph. Addlestone Road has traffic calming measures in the form of speed humps within proximity of the site accesses.

Addlestone Road runs from the Addlestone Road/Link Road/Hamm Moor Lane roundabout to the west to the Heath Road/Addlestone Road priority junction to the east.

Addlestone Road benefits from a pedestrian footway on both sides of the carriageway. The northern side has a footway which extends the entire length of the road, whereas the southern side of the carriageway becomes a riverside track to the east of the proposed site. Addlestone Road is subject to restrictions approximately 550m to the east of the Addlestone Road/Link Road/Hamm Moor Lane roundabout. The restrictions comprise of a maximum weight of 7.5tonnes and a width of 7'0".

Hamm Moor Lane runs southwards from the Addlestone Road/Link Road/Hamm Moor Lane roundabout and ends to the north of the railway line. Hamm Moor Lane provides access to further industrial units located to the west including Borne Business Park. Hamm Moor Lane is a single-carriageway which is subject to a 30mph speed limit, and benefits from a footway on both sides of the carriageway.

# 3.00

## Planning Policy Context

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### 3.01 Planning Policy Statement

#### Key site planning policy designations

1.1. The Site is subject to the following key planning policy designations:

Within the Runnymede Borough Council Local Plan 2030.

- With a designated 'Urban Area'.

Local Policy SD1 states that the Local Plan "supports the principle of developing appropriately located brownfield sites and making the best use of regeneration opportunities" within designated Urban Areas.

- Within a designated 'Strategic Employment Area' (Weybridge and Bourne Business Park and Waterside Trading Estate).

Local Policy IE2 protects existing employment uses within designated Strategic Employment Areas; local policies go further to say that proposals for intensification of sites for employment use will be permitted where they accord with other policies in the plan.

- Partially within the Green Belt.

A slim strip of land along the northern boundary of the northern plot is located within the Green Belt. Green Belt land is protected from 'inappropriate' development. The existing boundary fencing within the application marks the edge of the Green Belt, and this will be retained. There is no development proposed within the Green Belt.

#### Other material considerations

- A minor section of the site is within Flood Zones 3 (high-risk) and partially within Flood Zone 2 (medium-risk).

Industrial uses are considered appropriate within Flood Zones 2 and 3. A sequential test has been prepared as part of this planning application.

- Adjacent to the River Wey Navigation Conservation Area.

The site forms part of the setting of the River Wey Navigation Conservation Area. RBC has confirmed that there is no Conservation Area Appraisal for the Wey Navigation Conservation Area. In the absence of a Conservation Area Appraisal, and assessment of the significance of this asset has been made in the Heritage Statement which supports this application.

- Adjacent to the Green Belt (running along the northern and eastern boundaries of the application site).

Green Belt land is protected from 'inappropriate' development. A visual impact assessment has been prepared as part of this planning application.

The Runnymede Design SPD. Whilst this SPD is primarily targeted at the design of new residential developments, there are design principles that also apply to new industrial schemes.

Refer to the Planning Statement for full details of planning policies and context.



Planning Policy Map from Runnymede Borough Council Website

### 3.02 Types of Users

The proposed use classes for this development are E(g)ii, E(g)iii, B2, B8. Based on this classification, the anticipated types of users are listed below. Bridge UK Properties intend to manage this site as a long-term landlord and will put in place an operational management strategy that is respectful of its neighbours.

**Conventional:**

- Trade-Counter Occupiers – Screwfix / Tile Giant etc
- Direct and 3rd Party Logistics – Next / DHL / Amazon / Yusen etc
- Storage and Distribution – Could be any business - typically in lower rent locations
- Manufacturing – Various (automotive / engineering / electronics etc) Rolls Royce / Apple etc
- Builders Merchants – Travis Perkins / Jewson / Selco etc
- Data Centres – Microsoft / Veridion / Virtus etc
- Film & Media – Netflix / Sky etc
- Cold Storage Operators – Tesco / Bestway etc
- Last Mile Food and Drink Distribution – Getir / Deliveroo / Uber Eats etc
- Vertical Farming – Harvest Farms / Aero Farms etc

**Miscellaneous:**

- R&D space for tech businesses (subject to attractiveness of campus environment / power etc)
- Life Sciences lab space (subject to attractiveness of campus environment / power etc)



Trade-Counter Occupiers



Cold Storage



Manufacturing



Builders Merchants



Assembly and Light Industrial



Storage and Distribution



Research and Development (R&D) Space



Vertical Farming



Data Centres