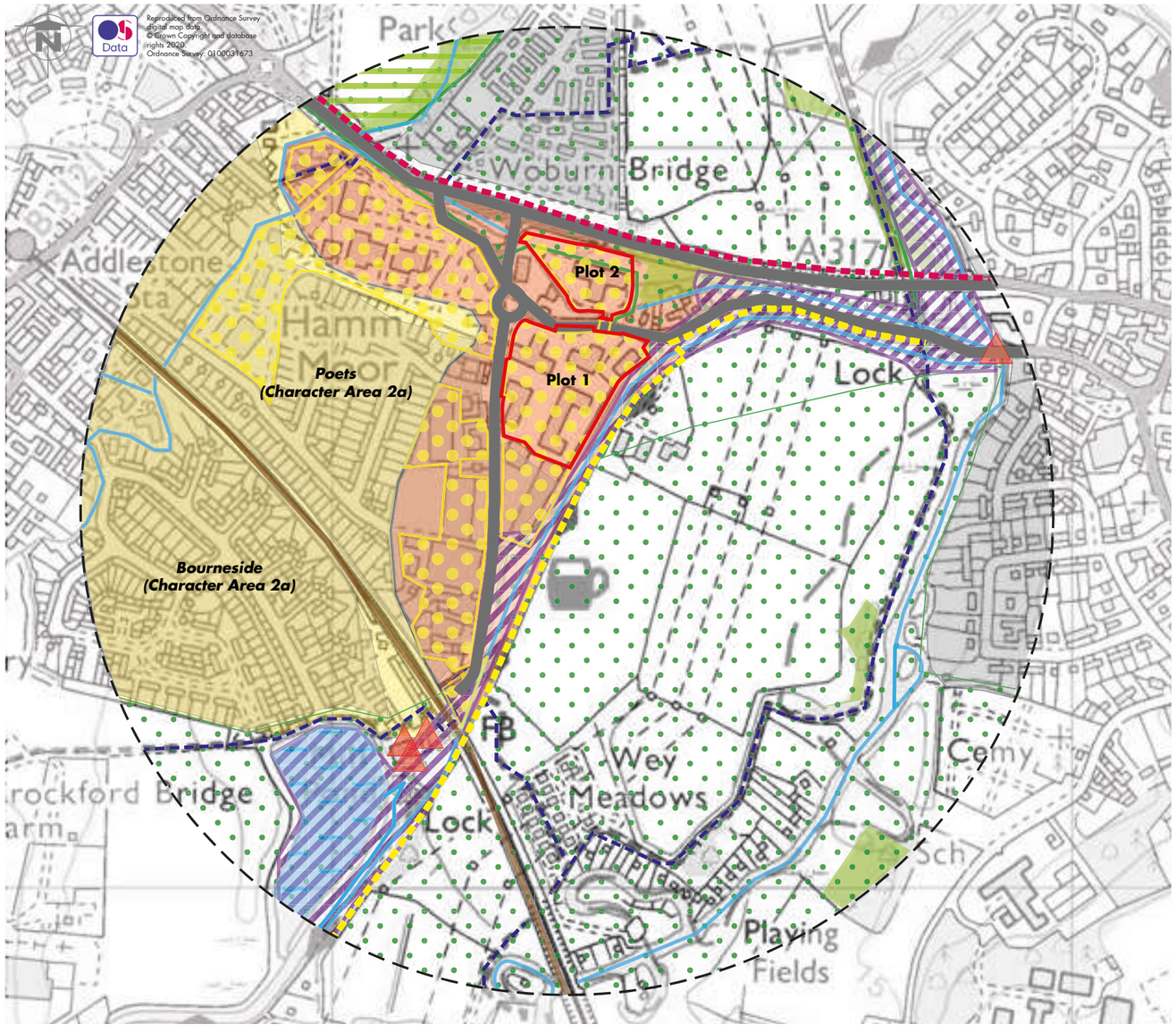
site, but there are no public rights of way across the site itself or alongside it.

48hr moorings are available along the Wey, adjacent to the site.

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

The landscape character assessments that cover the study area outline guidance and recommendations in relation to future development. The key consideration as outlined in the Surrey County Council Landscape Character Assessment is to enhance the natural waterway corridor particularly in urban areas and to provide mature boundary tree belts next to built form, thereby enhancing the immediate landscape setting.



5.09 Landscape Vision

The key vision of the Landscape Masterplan narrative for the proposed development is the consideration of the Wey landscape boundary, the provision of amenity spaces for the employees and the planting which provides a framework for the built form and seeks to assimilate the scheme into its surroundings and provides a landscape framework for the built form.

The site requires a landscape response which is functional, aesthetic and benefits wildlife, forming a continuous loop around the site so the landscape is joined up as it leads into the Wey.

Key

- **Proposed Site Area**
- **Retained Existing Trees, Woodland and Hedgerow** To be retained.
- **Removed Trees and Hedgerow** Approx 50 trees to be removed and group H1, H3, G2 and G4
- **Root Protection Area of Retained Trees and Shrubs**
- **Proposed Bituminous Roads** Surfacing to Access Roads
- **Proposed Secondary Roads Shared Space** Permeable Blocks
- **Proposed Service Yard Shared Space** Concrete
- **Proposed Bituminous Pedestrian Footways** Highway Footpath
- **Proposed Permeable Blocks to Parking** Permeable Blocks
- **Proposed Pedestrian Block Paving** Paving slabs on Pedestrian Footways
- **Proposed Non-Permeable Blocks for Parking**
- **Concrete Sub-base for Bin and CC Stores** Concrete C20 slab to sheds and bin stores.
- **Proposed Secure Boundary Fencing 2.1m** Euroguard EXTRA Welded mesh panel fencing
- **Proposed Timber Acoustic Fencing at heights indicated in metres**
- **Proposed Knee Rail Birdsmouth Fencing at 600mm high**
- **Proposed Timber Boardwalk** Larch decking with upstands TheWilddeckcompany.co.uk or similar approved
- **Benches - Different for each Amenity Area**
  A - Type 2 backless bench, Woodscape, 2000x400x450mm
  B - Mixed Cube Seat, Woodscape, 500x500mm FSC Hardwood, Freestanding
  C - Eleven Backless Bench FSC Hardwood, 1800x420mm, Surface Fixed
  D - Modular Cube, FSC Hardwood, 560x420mm, Surface Fixed

Areas for Amenity Seating
Type A Wildflower meadow with informal seating
Type B Raised area and visual link to Wey Navigation
Type C Planted courtyard typology
Type D Boardwalk and start of connecting route to Wey Navigation

- **Cycle Stores**
- **Bin and CC Stores**
- **Steps** 2000m width x 280mm depth
- **Proposed Hoggin Path** Breedon Self Compacting Gravel
- **Wildflower Grass Mix for Dry Attenuation - swales** N5 Long Season Meadow Grass Mix Approx 578.9m2
- **Wildflowers - riverway corridoor** EH1 Hedgerow mix Approx 2354.8m2
- **Amenity Grass Mix** WF620 Eco Species Rich Lawn, can be close cut Approx 1039.3m2
- **Proposed Trees** Proposed native and street suitable semi mature, 44 Proposed Trees
- **Native Hedgerow** Native species hedgerow Approx 197.3m
- **Ornamental Shrub Planting of Mainly Native Species** Low maintenance native or pollinator friendly planting Approx 18m2
- **Native Shrub Planting** Approx 385.6m2
- **Dry Swale Planting Mix** Approx 101.1m2
- **Ornamental Grass Planting Mix** Approx 28.4m2
- **Green Roof** Evermat Sea Hardened Sedum Blanket - Approx 178m2 www.greenroofs direct.com or similar and supplied
- **Relcoated and Retained Cudweed Zone**

Notes:

See Drawing Numbers N1048(96)001-003 for details of soft palette and N1048(90)001-003 for hard details

Drawings to be read in conjunction with:
The Tree Survey (Ligna Tree Consultants Report No P2063)
and HDR drainage plans
REF:10334617-HDR-XX-XX-DR-C-092002-P03

Retained trees: for tree reference number, species, colour coded category and management recommendations refer to Ligna Consultants Arboricultural Report Ref No 2063.

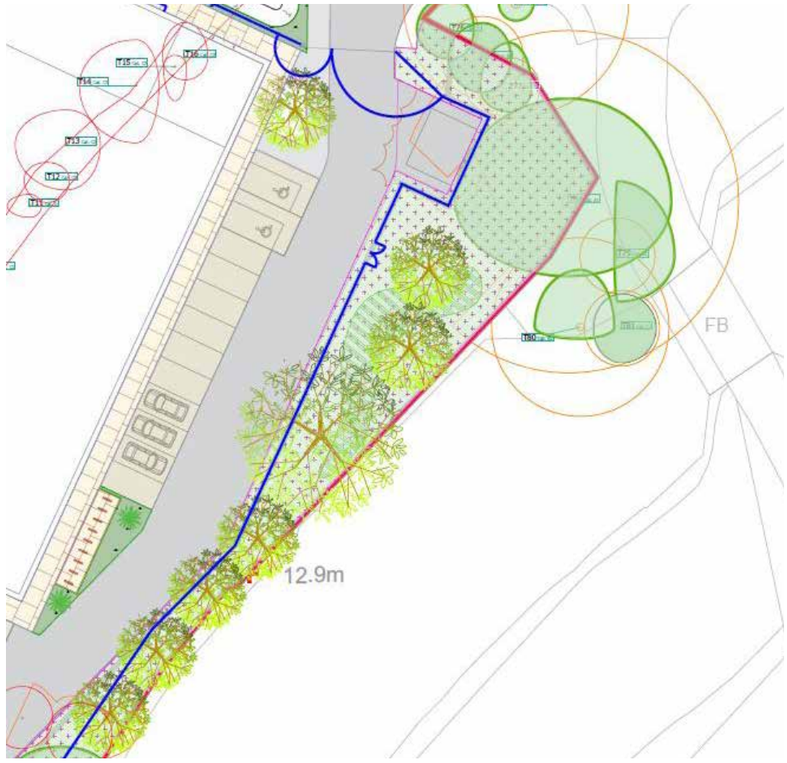
5.10 Landscape Proposals

The design of the landscape is founded in the existing landscape character of the site and its immediate environs, the existing 'soft' influences on the site, improving biodiversity and natural habitats and providing a functional and inspiring landscape for the users and visitors.

The proposals respond to the scale and massing of nearby commercial and industrial buildings, with careful design to ensure that the proposals blend into the existing context of the Wey Navigation. Units to the southern parcel are set back from the eastern boundary, allowing for sufficient space for soft landscaping providing an increased buffer to the Wey Navigation Conservation Area.

The wooded landscape buffer to the northern parcel of the site is retained, with some infill tree and shrub planting to enhance this buffer.

The green buffer to the Wey Navigation is part retained, in that trees that have landscape amenity value and longevity are retained and there is new planting along this edge to ensure a robust green buffer in the future. A gap is retained for amenity/ break out space along this edge, and three other amenity areas for employment users are gained within the scheme. Other boundaries to the southern parcel are to be replaced with native trees and hedgerow species and overall contributing to biodiversity targets.



Proposed landscape buffer to the Wey (northern end of buffer)

Proposed landscape buffer to the Wey (southern end of buffer)

Proposed northern corner of Plot 1

Proposed entrances

5.11 Landscape Amenity Areas (Type A to B)

The Illustrative Landscape Masterplan provides for several types of landscape amenity provision. Areas where site users can seek opportunities for informal leisure within the context of the business park form whilst also being mindful of the navigable route, a recreational passage for users of the Wey.

The scheme provides for 4 types of amenity space as demonstrated by the following precedent images. All are intended to provide a uniform narrative of materials whilst creating a hierarchy of form and function responsive to their location within the site plan and their immediate context.

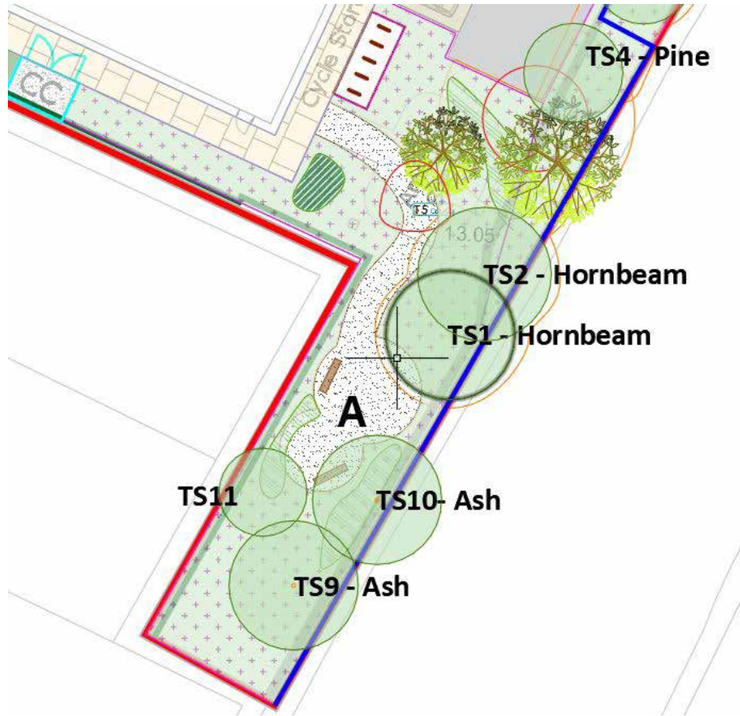
Type A: Wey Navigation corridor

Amenity type A provides the least formal response, fronting the Wey Navigation. Hoggin paths, flanked by wildflower meadow species and incidental seating very simple in form which provides simple resting places. These spaces will be accessible for the employees of the future development, however the wider improved landscape buffer along the waterway will be for the immediate benefit of the users of the non designated, informal path and visitors mooring boats.

Type B: Semi formal frontage to the Wey

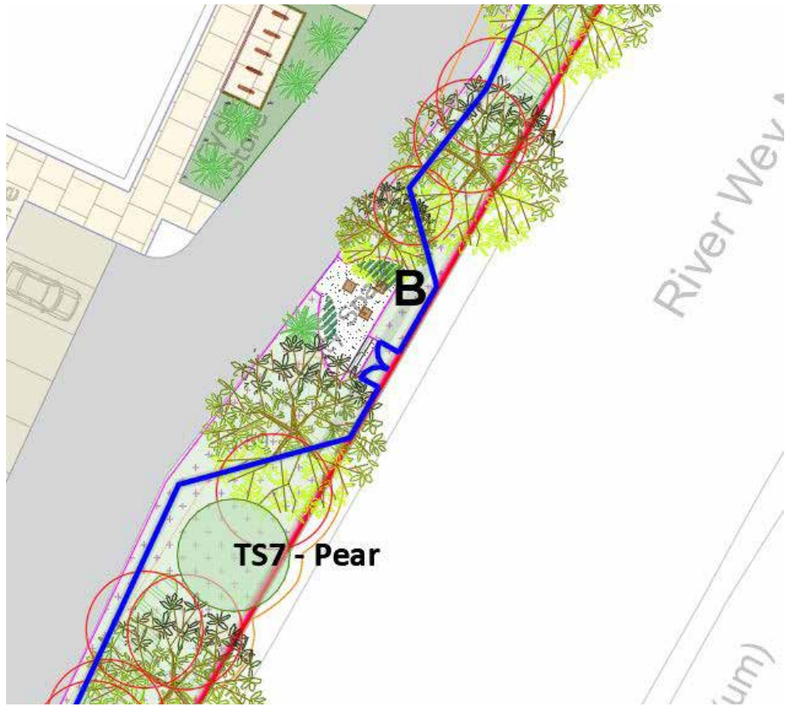
Sits within the periphery of the business park but adjacent to the Wey Navigation. It's semi formal typology bringing more informal paving, small form but still natural seating elements with visual link to the Wey Navigation.

Precedent Image of Type A



Type A Landscape Proposal

Precedent Image of Type B



Type B Landscape Proposal

5.12 Landscape Amenity Areas (Type C to D)

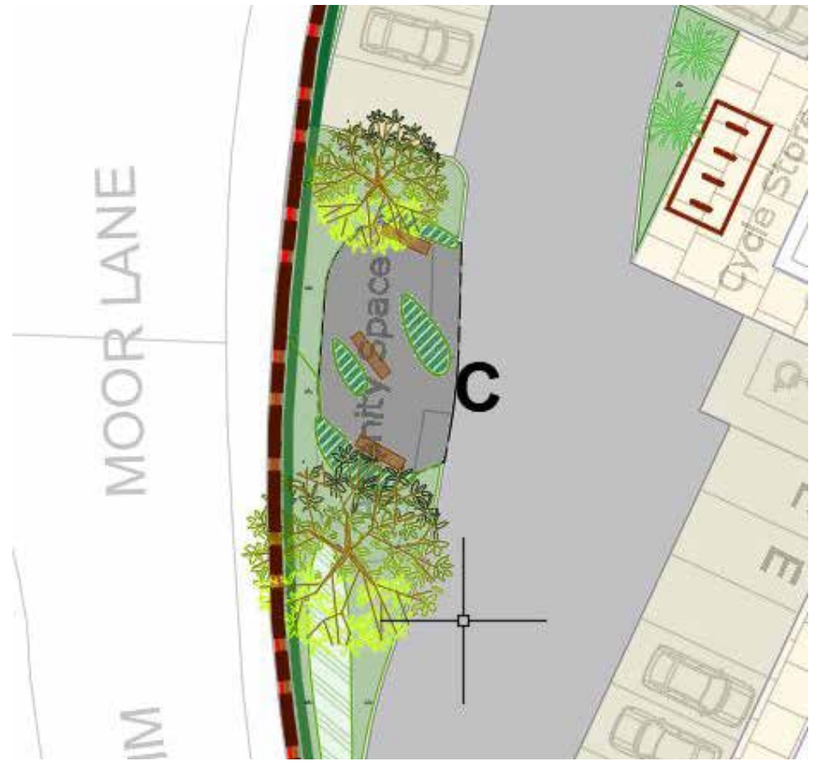
Type C: Transitional Frontages

Sits within the periphery of the business park but adjacent to active frontage of Hamm Moor Lane. It's semi formal typology bringing more formal paving, large form but still natural seating elements and more formal but still native planting into the design. Type D: Formal frontage

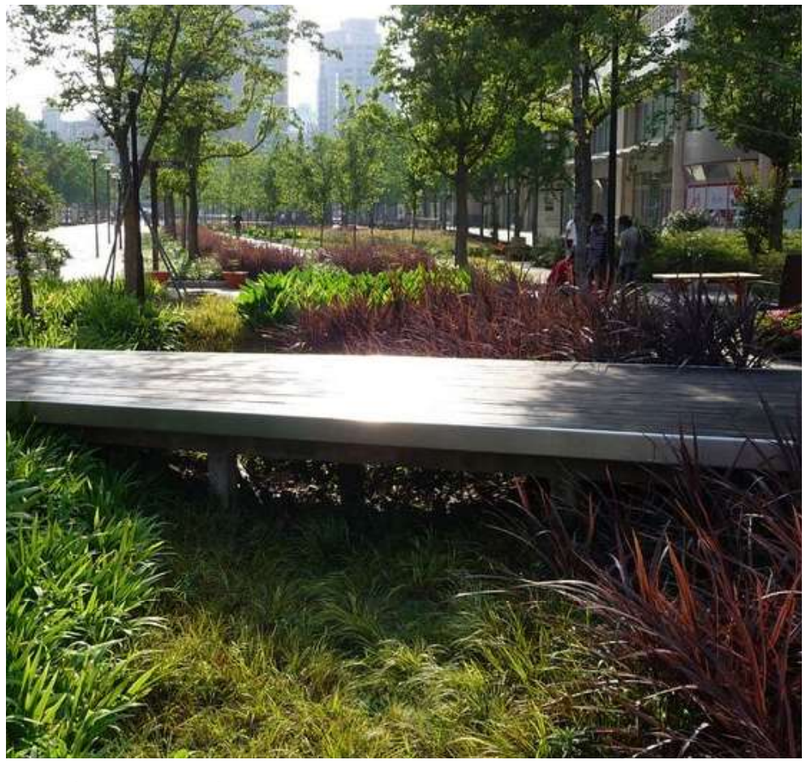
Type D: Formal Frontage

Type D straddles the boundary of public / private and the more formal landscaping of the entranceway into the business park. The space is defined by large form detention basins for the on-site flood alleviation. These depression forms have been used to provide additional amenity provision along Addlestone Road edge, using the level changes to create interest in bridge and seating forms. These formal shapes both compliment and provide a counterpoint to the green / blue infrastructure narrative of the site.

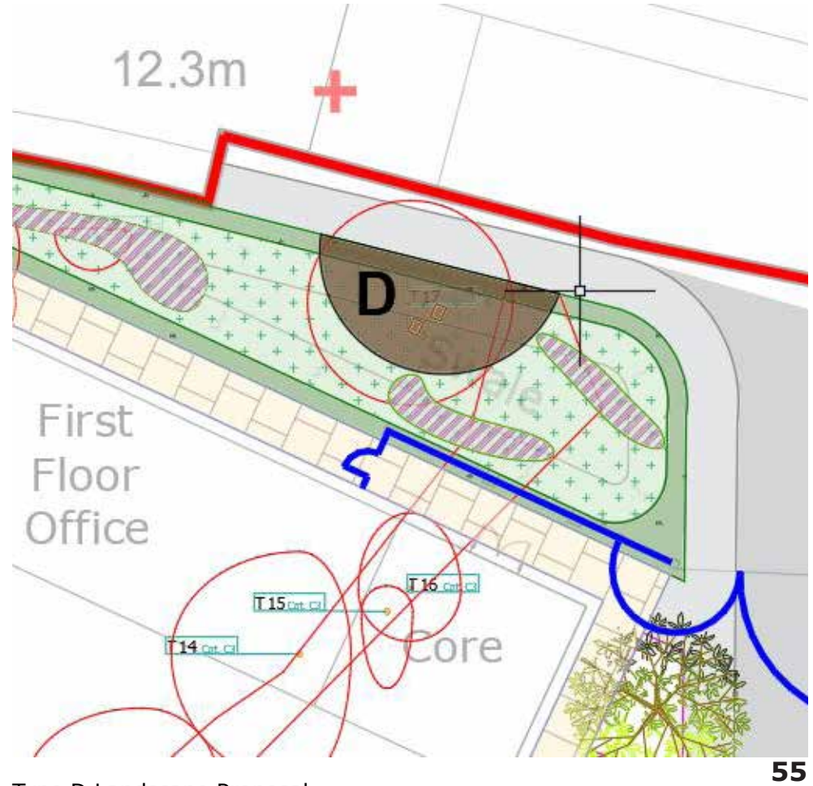
Precedent Image of Type C



Type C Landscape Proposal



Precedent Image of Type D



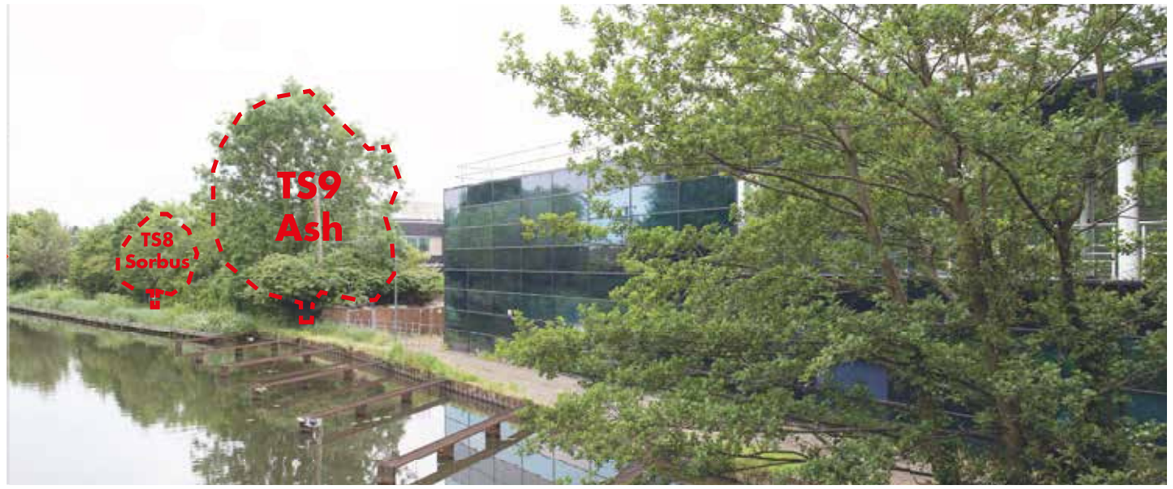
Type D Landscape Proposal

5.13 Landscape Tree Removal

The primary consideration in the landscape strategy has been the retention of trees in good health with amenity value and the greatest degree of longevity, coupled with replacement planting of trees which will provide suitable amenity value, arboricultural longevity and permanency in the landscape.

The Wey Navigation buffer at present provides limited presence of species with longevity, yet the buffer in its entirety provides a degree of landscape amenity to the site boundary and buffer edge to the River Wey. Acknowledging the amenity value of this buffer we have sought to retain trees within it (that under BS5837 would fall within a group) by interrogating their individual amenity value further and assessing their individual arboricultural merit for retention. Several evergreen and deciduous trees with good form and vigour were chosen to allow incremental change along this boundary.

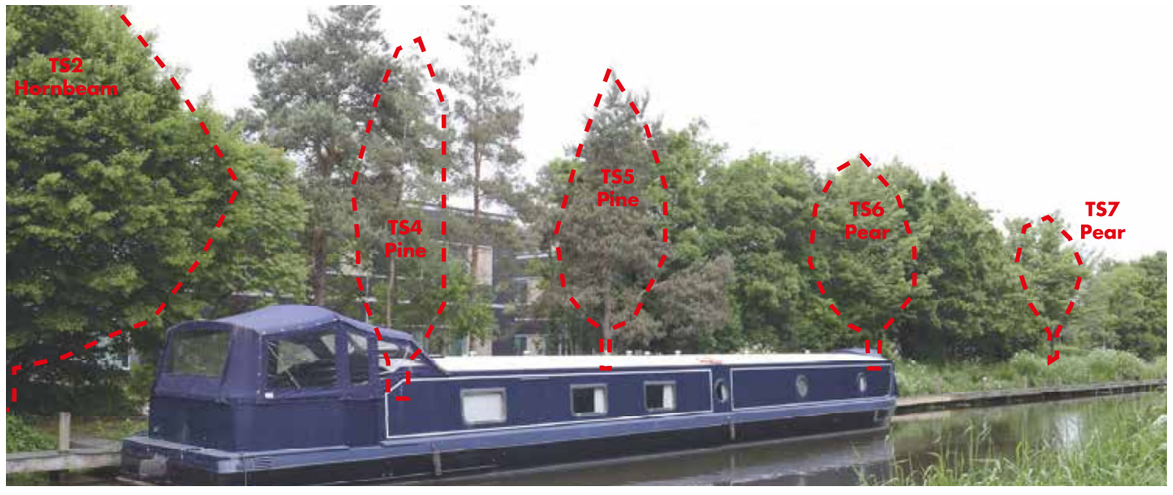
Trees removed along this edge are of mixed species and are considered in the arboriculture report to be of relatively small size, and have poor future growth potential. It is recommended that a higher quality buffer planting could be established quickly and be a superior landscape feature along this edge.



Viewpoint 09

TS8 Sorbus: Semi mature tree with good structure and vitality.

T7 Ash: Mature tree with high visual amenity.



Viewpoint 12

TS2 Hornbeam: Early mature tree with good structure and vitality.

TS4 Pine: Semi mature tree with good structure and vitality.

TS5 Pine: Semi mature tree with good structure and vitality.

TS6 Pear: Semi mature tree with good structure and vitality.

TS7 Pear: Semi mature tree with good structure and vitality.

Viewpoint 21

TS2 Hornbeam: Early mature tree with good structure and vitality.

TS4 Pine: Semi mature tree with good structure and vitality.

TS5 Pine: Semi mature tree with good structure and vitality.

TS6 Pear: Semi mature tree with good structure and vitality.

TS7 Pear: Semi mature tree with good structure and vitality.

5.14 Landscape Planting Strategy

A mix of species have been retained that provide presence along the boundary whilst allowing the scrubbier buffer to be replaced and infilled with trees of permanency, longevity and allowing an increase in evergreen provision. The new trees will be semi mature and have been chosen for their individual form and potential prominence.

The retained trees as identified with the Arboriculture Impact Assessment are:

T7 Ash
T26 Apple
T27 Rowan
T28 Ash
T29 Rowan
T30 Rowan
T31 Rowan
T42 Horse Chestnut
T43 Horse Chestnut
T48 Alder
T49 Field Maple
T52 Willow
T53 Alder
T54 Willow
T55 Oak
T56 Ash
T57 Ash
T60 Oak
T61 Oak
T63 Oak
T64 Willow
T65 Ash
T66 Poplar
T74 Oak
T75 Birch
T76 Birch
T77 Birch
T78 Willow
T79 Oak
T80 Alder
T81 Alder
G2 Mixed group of trees
G3, G5 G6 G7 Mixed group of trees, removed small sections but mostly retained
TS1 Hornbeam
TS2 Hornbeam
TS4 Pinus
TS5 Scots Pine
TS6 Pear
TS7 Pear
TS8 Rowan
TS9 Ash
TS10 Ash

5.15 Landscape Planting Types

The planting palettes have been created because they use species which are derived from the existing landscape character, that of the riparian corridor of the River Wey and for their sympathies in relation to a business park usage as well as balancing the need to provide for wildlife corridors and biodiversity benefits and enhancements.

The planting provides for a natural gradation from tree canopy to shrubby and then ground flora. The palettes show native deciduous and evergreen trees species, flowering and fruiting native shrubs and shade and wetland tolerant wildflower mixes.

All planting will be native and of UK provenance.

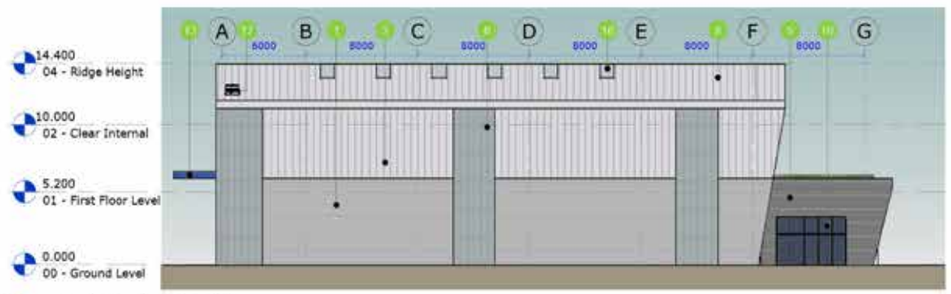
5.16 Building Envelope Design

The façade design is a response to the historical and contemporary context, local stakeholder concerns, and planning objectives. The elevation demonstrate the application of the key design principles that have been used across the proposed development with subtle added variation in building form and appearance, bringing cohesion to the scheme as a whole.

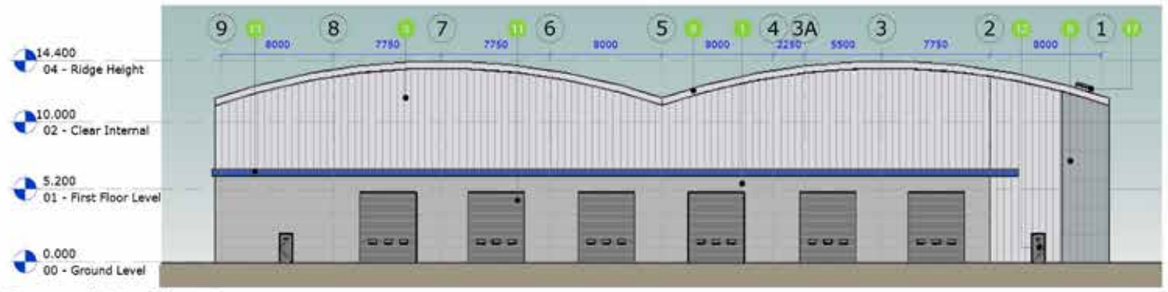
The placement of the offices along the north, eastern and western elevations of the units serve two purposes. Firstly, it creates greater visual connectivity between the development and urban context and secondly, it acts as a basis of subdividing the façade into smaller components. These components are expressed by combining conventional warehousing materials such as profiled metal sheeting with higher value commercial materials such as glazed curtain walling, translucent panels, window louvres, and composite cladding panels. The standard cladding materials are positioned at high level to minimise cost. Whereas the premium finishes are utilised from ground to first floor level where the tactile qualities will be more visible to the building's occupants and passers-by. The colour palette consists of neutral hues with accent colours above the cores and reception areas to create interest and help with wayfinding.

The design proposal looked for opportunities to maximise the integration of the landscape and greenery as part of the building envelope. Green walls were added to the main facades which face south, climbing plants are proposed to the elevations which face North and green roofs are proposed over Unit B1 outboard office's roof and cycle shelters throughout the site.

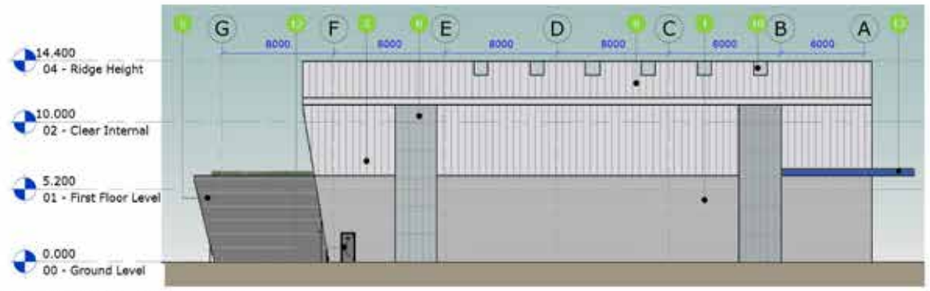
A suitable area for the installation of Solar PV is specified on the roof of each unit with appropriate orientation with the incorporation of rooflights spilling natural light into the warehouse spaces, reducing the need for electrical lighting during daylight hours.



Proposed North Elevation
Scale 1 : 200



Proposed East Elevation
Scale 1 : 200



Proposed South Elevation
Scale 1 : 200

Proposed West Elevation
Scale 1 : 200

Schedule of Materials:

1. Trapezoidal horizontally laid cladding
2. Trapazodal vertically laid cladding
3. Trisobuild seam vertically laid cladding
4. Flat horizontally laid feature cladding 1
5. Flat horizontally laid feature cladding 2
6. Rodeca cladding
7. Vertical creepers
8. Profiled roof cladding system
9. Brise soleil
10. Curtain wall system
11. Level access
12. Personnel door
13. Level access door canopy
14. Canopy projection over office area
15. Cantilevered balcony
16. Translucent rooflight - 10%
17. Roof access hatch
18. Unit signage

5.17 Visualisations (Hamm Moor Lane)

1 Vertical planting softens the boundary with Hamm Moor Lane and contributes to improve occupant and local pedestrian wellbeing.

2 Staggered forms reduce visual impact and matches individual unit footprints similar with neighbouring buildings.

3 Canopies provide additional solar shading and help to break up the mass of the units.

5.18 Visualisations (River Wey Navigation)

1 Balconies overlooking the River Wey Navigation improve occupant wellbeing and the desirability of the proposal to future tenants.

2 Translucent cladding to the warehousing permits light into these spaces which will help to reduce operational energy demand.

3 Mixture of cladding profiles and types help to break up facade and reduce appearance of height.

5.19 Visualisations (Plot 2)

1 Brise soleil adds visual interest and reduces glare and overheating to the offices which improves occupant comfort and operational energy demand.

2 Green walls respond to the existing soft landscaping and increase biodiversity.

3 Large scale unit signage improves wayfinding.

5.20 Material Selection

Metal Cladding

Several types of metal cladding have been specified to help break up the elevations and address the concerns relating to scale and massing.
Metal cladding is typically used in industrial developments because it is robust, requires little maintenance in comparison to timber or brick and maintains its appearance long into the future.

New materials forming buildings' envelopes were chosen with consideration for their sustainability credentials and their durability. The design combines typical materials used in industrial development with some accent colour cladding and green walls. Feature elements like brise soleil and solar shading devices were added to the glazed portion of the facade to help minimise glare and provide internal visual comfort.

The result provides a high-quality addition to the local built environment and an attractive addition to the economic offering in the area.

Sinusoidal Cladding
Application: Horizontal & vertical
Colour: Orion matt (RAL 9007)
Units: A & B

Composite Feature Panel 1 - Microrib
Application: Horizontal
Colour: Copenhagen (RAL 5003)
Units: All units

Green Wall
Units: C, D & E

Trapezoidal Cladding
Application: Horizontal & vertical
Colour: Orion matt (RAL 9007)
Units: C, D & E

Composite Feature Panel 2 - Flat
Application: Horizontal
Colour: Lisbon (RAL 7016)
Units: All units

Creeper System
Units: A & B

Trisoseam Cladding
Application: Vertical
Colour: Sirius mass (RAL 9006)
Units: All units

Trapezoidal Roof Cladding
Application: Vertical
Colour: Sirius mass (RAL 9006)
Units: All units

Rodeca Cladding Panel
Application: Vertical
Colour: Diffused silver
Units: All units

Green Roof
Unit: B Office

5.21 Access and Movement

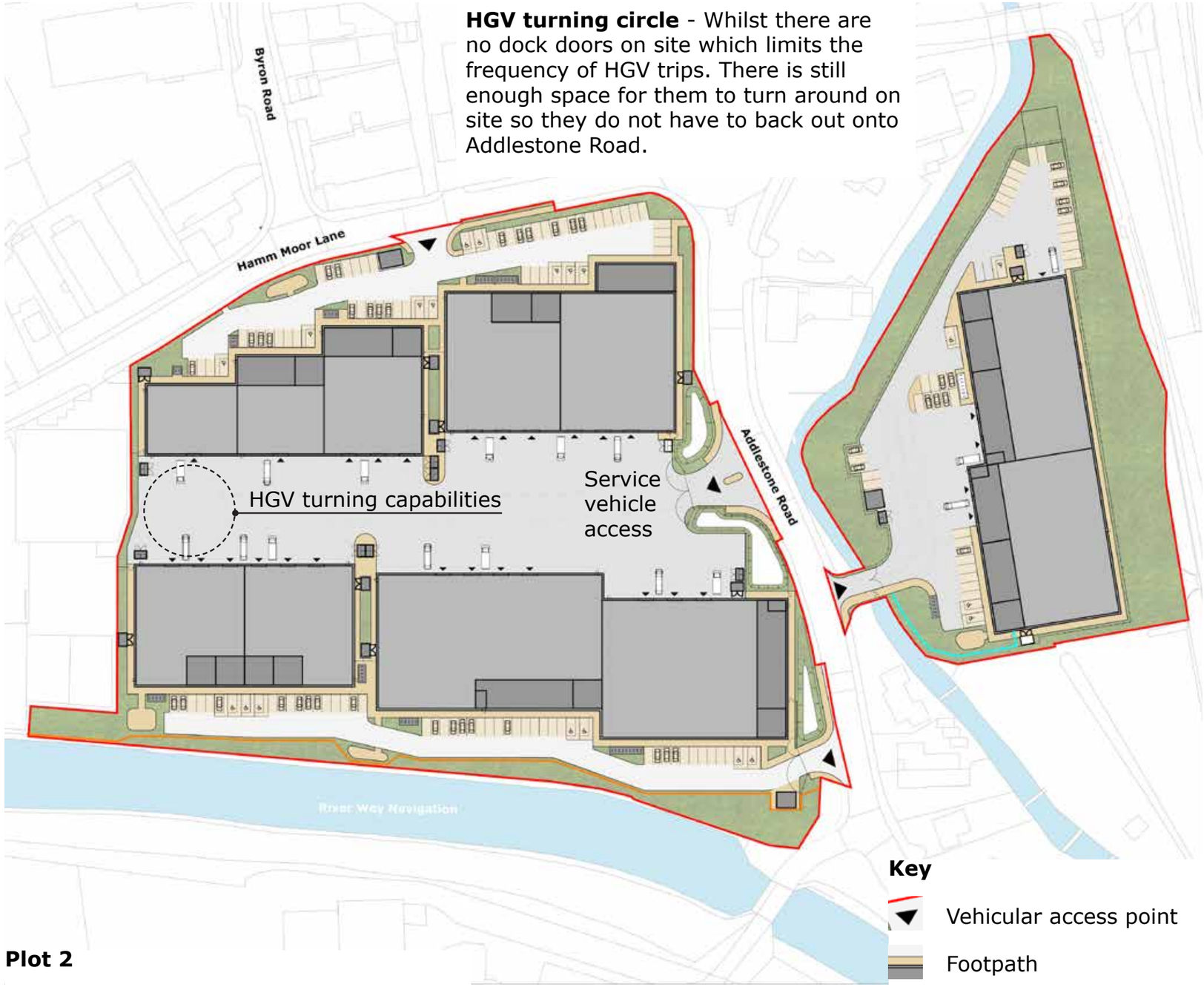
The existing access along Hamm Moor Lane will be retained in-situ with the development proposals tying into the back of the existing bell-mouth arrangement. This is considered a suitable approach on the basis that this access currently serves the existing office use and associated car parking and this access will be exclusively to serve a lesser number of car parking spaces than existing.

The existing accesses via Addlestone Road will also be retained. However, the central access onto Addlestone Road will see minor amendments to the bell-mouth and pedestrian splitter island to ensure the safe crossing of pedestrians as well as better enable use of the access for goods vehicles, where this will provide a dedicated access to the central shared service yard of the southern plot.

Access to plot 2 is via the existing bridge over the Bourne ditch and the existing Bridge House is utilised for the parking that is proposed along the river Wey.

The development proposals will make provision for a total of 155 car parking spaces across both plots, comprising 107 on the southern plot and 48 on the northern plot. This will be inclusive of 21 disabled bays and 20% of spaces being equipped with EV charging points. Overall, the site is to provide 106 cycle parking spaces, designed as sheltered and secured storage spaces located close to the entrance of each unit.

HGV turning circle - Whilst there are no dock doors on site which limits the frequency of HGV trips. There is still enough space for them to turn around on site so they do not have to back out onto Addlestone Road.



Plot 1

107 Car parking spaces (inc 17 acc. & 20% EV)
1 Car access point to Hamm Moor Lane
1 Car access point to Addlestone Road
1 Service vehicle access point to Addlestone Road

Plot 2

48 Car parking spaces (inc 4acc. & 20% EV)
1 Car and Service vehicle access point to Addlestone Road
106 Cycle parking spaces for entire site.

5.22 Sustainability (CE Statement)

BE Design have been instructed to produce a Circular Economy Statement and Whole Life Carbon assessment as part of the planning application of the Weybridge business park development. Although the Runnymede Local Plan 2030 does not require either piece of work to gain planning permission, the applicant is determined to ensure this development incorporates sustainability at all stages of the project.

The London Plan guidance and targets were used for both reports. The London Plan is a leading example of sustainability policy that attempts to infuse a holistic approach to sustainability within the build environment. This voluntary commitment demonstrates the applicant's intent to go above and beyond the environmental requirements laid out in the Runnymede Local Plan 2030, truly making this a sustainably led development. The Circular Economy Statement highlights the applicant's conscious effort to reduce waste and utilise reused or recycled material. An example of this would be the plan to give away or sell most of the internal finishes within the pre-existing structures to divert them from their traditional fate, landfill.

Measuring the embodied carbon of a building's development allows for informed decisions to be made around material selection, specifically low carbon options, and for unnecessary or overly carbon intensive features to be identified and addressed. Embodied carbon is an often-overlooked aspect of our carbon emissions and is not yet subject to defined standards for measuring and reporting. By following the London Plan Guidance, the applicant is doing their part falling in line and contributing to a more uniform approach to measuring their embodied carbon. Widespread adoption of this approach will eventually result in the increased accuracy of data and comparability of results across the UK, leading to a more sustainable future.

Re-use and Recycling Existing Materials

The site has great potential for re-use of materials within new construction.

As part of a sustainable-led approach, the application aspires to utilise the existing concrete elements as crushed sub-base, the granite block pavers could also be re-used as bollards and street furniture where possible.

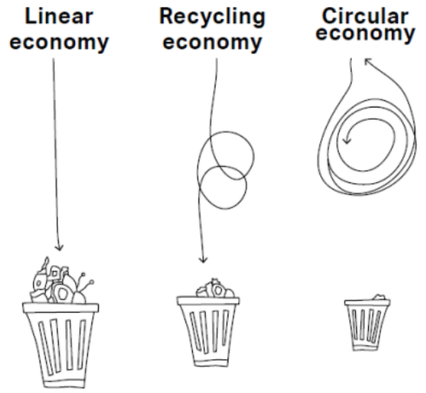
With the aim of minimising waste and maximising reuse and recycling of the existing, an alternative approach has been considered to extend the life cycle of existing and reusable materials and items.

Existing interior finishes and items such as ceiling tiles, raised access floor systems, lighting, sanitary ware, and IPS panels, have the potential to be recycled and/or put on the market for others to benefit from.

Sustainable specification

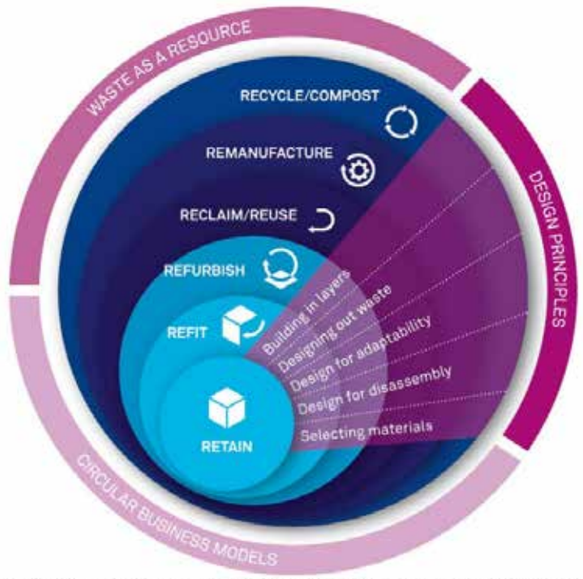
Attention to sustainable construction methods and demolition techniques, as well as the adoption of renewable technologies, are at the heart of this proposal's strategy towards a sustainable design. The installation of Solar PV is specified on the roof of each unit with appropriate orientation; the energy modelling informs more in detail about the adoption of renewable technologies.

The proposal looks at ways to improve and enhance the existing landscape and promote sustainable forms of transport by providing electrical vehicle charging points and adequate cycle parking. There are currently a number of EV charging columns on site which, if found suitable, could be re-used in the scheme.



FROM TAKE • MAKE • USE • DISCARD TO RE-MAKE • USE-AGAIN

Diagram courtesy of Circular Flanders



Source: Building Revolutions (2016), David Cheshire, RIBA Publishing ©

5.23 Operational Carbon, Occupant Comfort and Wellbeing

Operational Carbon

This development complies with Policy SD8 in the Runnymede 2030 Local Plan which lays out the following hierarchy when considering operational energy:

1. Be Lean; use less energy

2. Be Clean; supply energy efficiently

3. Be Green; use renewable energy

SD8 also states that developments of 1,000m² or more will be expected to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies, and in addition:

Developments proposing 10,000m²-50,000 m² of net additional floorspace should consider whether connection to existing renewable, low-carbon or decentralised energy networks is possible. In order to 'be lean', a fabric-first approach was chosen. Specifying quality materials, with improved thermal properties, heat loss will be reduced, but not at the expense of summertime overheating. Natural ventilation will contribute to passive cooling. The development will 'be clean' by installing energy meters and sub meters, specifying highly efficient LED external lighting with photocell and timeclock controls, and including sensors to manage heating and cooling effectively. Efficient fixed building services, such as lighting controls with absence and proximity detection and demand-led ventilation systems with heat recovery will also be included.

To 'be green', solar PVs and air source heat pumps (ASHPs) will be installed on all buildings, with consideration given to the 10% development energy needs requirement of SD8. In terms of water usage flow control devices will be installed in WC areas to minimise water leaks and wastage. The development will include water meters and leak detection systems to ensure required water efficiency is monitored and maintained throughout the life of the building. In addition, only native and hardy plants will be planted, thereby only relying on precipitation, without reliance on a formal irrigation system. Through all these features, the development aims to reduce operational carbon as much as feasibly possible and provide additionality by installing solar PVs.

Occupant Comfort and Wellbeing

Comfort and wellbeing are also important aspects of sustainability that are sometimes ignored. The Weybridge development will incorporate occupant comfort and wellbeing through the following methods:

- An outside amenity space will be created as part of the development, to provide a pleasant seating area for building users. It will include social and green spaces. Additionally, green walls are planned to further enhance the exteriors of the buildings.
- Natural lighting will be provided in the office and warehouse spaces. Curtain wall windows to provide views of the outside from the inside and openable windows will be provided.
- Approximately 160 cycle storage spaces will be provided to promote sustainable transport and the proposed development will benefit from being located next to a canal which provides access to a pleasant canal walk.
- New external brise soleils to office windows to reduce glare and balconies to take advantage of views over the River Wey Conservation Area.

5.24 Other Consultant Information

Heritage

At this stage in the process, it is our overall assessment that the visibility of proposed new built form and scale, in conjunction with the canal, and this conservation area would be limited to only a small part of that designated area and the towpath, and in the context of a large area designation that extends across this part of the Borough from north to south. The large scale of this waterway-based conservation area, and also its changing diversity in character as one travels along its length, is part of our consideration of the likely heritage impacts of the proposed development on site (for further information see the heritage impact assessment). NPPF advises that our assessment of such impacts should be on the basis of the proposed development overall and also the significance of the conservation area as a whole. In summary, the proposals would have a neutral impact on the significance of the conservation area i.e., its significance would be sustained.

Furthermore, the proposals would be experienced in the much wider setting to the north of the designated and non-designated building groups. They also share no incidental views and would visually integrate with the existing buildings along Wey Navigation and form a neutral background element in part of its townscape setting, due to the proposed height and set back of the buildings from the canal. The siting of the emerging proposals would maintain the positively contributing historic and aesthetic relationships between the assets and the surrounding built form and landscape elements. Accordingly, the special interest of both the designated and non-designated heritage assets, and an appreciation of their significance, would be sustained.

Civils and Flood Risk

Flood Risk: HDR Consulting has produced additional flood model drawings to determine the extent of fluvial flooding for the proposed development layout. These identify the flood volumes and locations within the proposed scheme where future flood water would be stored. This has demonstrated that there is no reduction in fluvial flood storage within the site under these proposals. All ponding will be contained within the site as per the existing site (predevelopment scenario), eventually dissipating via the surface water drainage network. There is no impedance of flood water flow and there is no change in either on-site or off-site fluvial flood risk.

Drainage: Detailed surface and foul water drainage networks have been designed for the development proposals. It is proposed that surface runoff be directed into the Addlestone Bourne, replicating existing site arrangements, however in accordance with current sustainable drainage (SuDS) principles, the runoff rate is to be significantly reduced to greenfield rate. This is in accordance with national and local design standards. Foul drainage will discharge into the Thames Water public network, and consultation with Thames Water has confirmed local capacity is available.

Transport

The proposed eleven industrial units total a Gross Internal Area (GIA) of 15,998m2. The site will be formed of five buildings subdivided into eleven units.

The existing access along Hamm Moor Lane will be retained in-situ with the development proposals tying into the back of the existing bell-mouth arrangement. This is considered a suitable approach on the basis that this access currently serves the existing office use and associated car parking and this access will be exclusively to serve a lesser number of car parking spaces than existing.

The existing accesses via Addlestone Road will also be retained. However, the central access onto Addlestone Road will see minor amendments to the bell-mouth and introduction of a pedestrian splitter island to ensure the safe crossing of pedestrians as well as better enable use of the access for goods vehicles, where this will provide a dedicated access to the central shared service yard of the southern plot.

The existing bridge access into the northern plot has no maximum weight limit and has a carriageway width of approximately 5.90m. As part of the development proposals, the access will nevertheless be improved to 6.8m in width with a 1.2m footway along the eastern side of the carriageway.

The development proposals will make provision for a total of 155 car parking spaces across both plots, comprising 107 on the southern plot and 48 on the northern plot. This will be inclusive of 21 disabled bays and 20% of spaces being equipped with EV charging points.

Overall, the site is to provide 106 cycle parking spaces, designed as sheltered and secured storage spaces located close to the entrance of each unit.

Ecology

The proposals have sought to ensure that ecology is integrated into the new development, through the protection and enhancement of the priority woodland and watercourse habitats, and a strategy devised to translocate the Jersey cudweed from its current location into a designated area to ensure its long-term viability.

The proposals have also sought to provide ecological enhancements throughout the site, with a particular focus on the provision of new native planting which will comprise species of high value to pollinators, thereby greatly increasing the value of the site for invertebrates. Moreover, additional new opportunities for bats and birds will be created through the inclusion of specific nest and roost boxes with the development, which will provide a notable enhancement over the existing situation.

The inclusion of enhancement features is in line with National Planning Policy Framework and will also contribute towards a significant net gain in biodiversity onsite and ensure a sustainable development that helps to achieve both local and national biodiversity targets whilst contributing to the existing green network within the area.

Noise and Air Quality

The noise modelling predictions and assessment show that changes in road traffic noise as a result of the development will result in a negligible impact.

Based upon a reasonable worst-case assessment, and without any mitigation, the predicted noise rating levels at some of the closest residential noise sensitive receptors would be greater than the criterion level of +5 dB above the background sound level. Mitigation measures have been proposed that include employing acoustic barriers to ensure that the noise rating level at all the noise sensitive receptors is less than +5 dB above the background sound level and adverse impacts are not likely.

The air quality impacts for the construction phase, which will consist of demolition and construction activities of the proposed development, with the implementation of the suggested mitigation measures, although adverse, will be temporary and ‘not significant’.

The air quality impacts associated with the proposed development, during the operational phase, are negligible on the modelled human receptors and in the Addlestone and Weybridge AQMAs, with specific pollution concentrations remaining within the relevant air quality standards. The air quality for the operational phase is therefore considered to be ‘not significant’.

The proposed development is therefore expected to comply with all relevant national and local policies in terms of noise and air quality.

6.00

Summary

6.01 Conclusions

BE Design were appointed by Bridge UK Properties 7 GP, as GP of Bridge UK Properties 7, LP to prepare an 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, car parking, servicing, external lighting, hard and soft landscaping, infrastructure, and all associated works.

The design and access statement highlights the mixed use, variation in building form and leafy character of the local area that is captured in the design proposal.

The site is in a sensitive location and there is significant local stakeholder interest in any development that takes place here. In response to this interest, the proposal has been designed with respect and consideration of the site history, local stakeholder input, contextual analysis, and the observations of Runnymede Borough Council.

The main local stakeholder concerns related to the detrimental impact any development may have on the character and appearance of the area in terms of layout, position, form, mass, and scale as well as the generation of noise due to the increase in traffic. These concerns relate specifically to Policies EE1 and EE2 of the Runnymede Local Plan 2030.

The proposal demonstrates compliance with the positioning and layout concerns by developing a masterplan that has a significant offset from the boundaries with Hamm Moor Lane and the River Wey Conservation Area. This minimizes the risk of overshadowing to the west and creates more room for soft landscaping to the east which helps to maintain the existing character of the River Wey Conservation area.

Noise concerns have been addressed by positioning the service yard at the centre, using the proposed buildings to attenuate excessive noise with the addition of acoustic barriers where required, and reducing the yard widths to minimize anticipated heavy goods vehicle access and associated noise. These measure ensure that the proposed development is policy compliant.

The form, mass and scale, has been addressed by observing neighboring building heights and footprints and mirroring these as close as possible whilst achieving a viable commercial development. In addition, these elements have been addressed by staggering the units along Hamm Moor Lane, subdividing the facades using a combination of cladding treatments and using different building orientations to respond to sensitive receptors such as the Conservation Area.

The proposal has also been designed with local stakeholder consideration at the forefront of decision making, the proposal has been intrinsically shaped by extensive public consultation and pre-application design workshops with Runnymede Borough Council. As a result, the proposal is considered to reflect the positive aspirations of the local community, boasting an improvement on visual engagement with Hamm Moor Lane, Addlestone Road and the River Wey Navigation, a generous soft landscaping strategy and amenity provision that enhances the existing assets with new seating and social spaces, additional planted green space along the River Wey and new native trees and hedgerow species to meet ambitious biodiversity net gain targets.

This sustainability led scheme will bring employment to the area and provide the modern attractive environment required for a successful development.

BE

sustainable placemaking

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