DESIGN AND ACCESS STATEMENT ADDENDUM (OCTOBER 2022)

Bridge Point, Weybridge

Design and Access Statement

Document Prepared for:

BRIDGE

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Revision E MT 22.04.2022
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Revision M MT 24.10.2022

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01 INTRODUCTION

01 INTRODUCTION

01.1 STATEMENT OVERVIEW

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

The proposal will seek permission for:-

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

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

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

This document is an Addendum report to support a revised design. The revised design supersedes the original scheme design as shown in the original DAS, submitted May 2022.

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 explains the scheme design development post-submission stage.
- Section 4.0 outlines the development proposals setting out the key design principles, the evolution of the site layout and arrangement considerations.
- Section 5.0 addresses access and summarises the proposed pedestrian, cycle and vehicular access and surrounding site movements.
- Section 6.0 outlines the development proposals setting out the design intent for the architectural treatment, covering use, scale, layout and appearance.
- Section 7.0 presents a series of Indicative Visuals.
- Section 8.0 sets out the landscaping design.
- Section 9.0 addresses Crime Prevention discussing access and movement., surveillance and physical protection. sustainability, waste management and recycling strategies.
- Section 10.0 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

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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 extents 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

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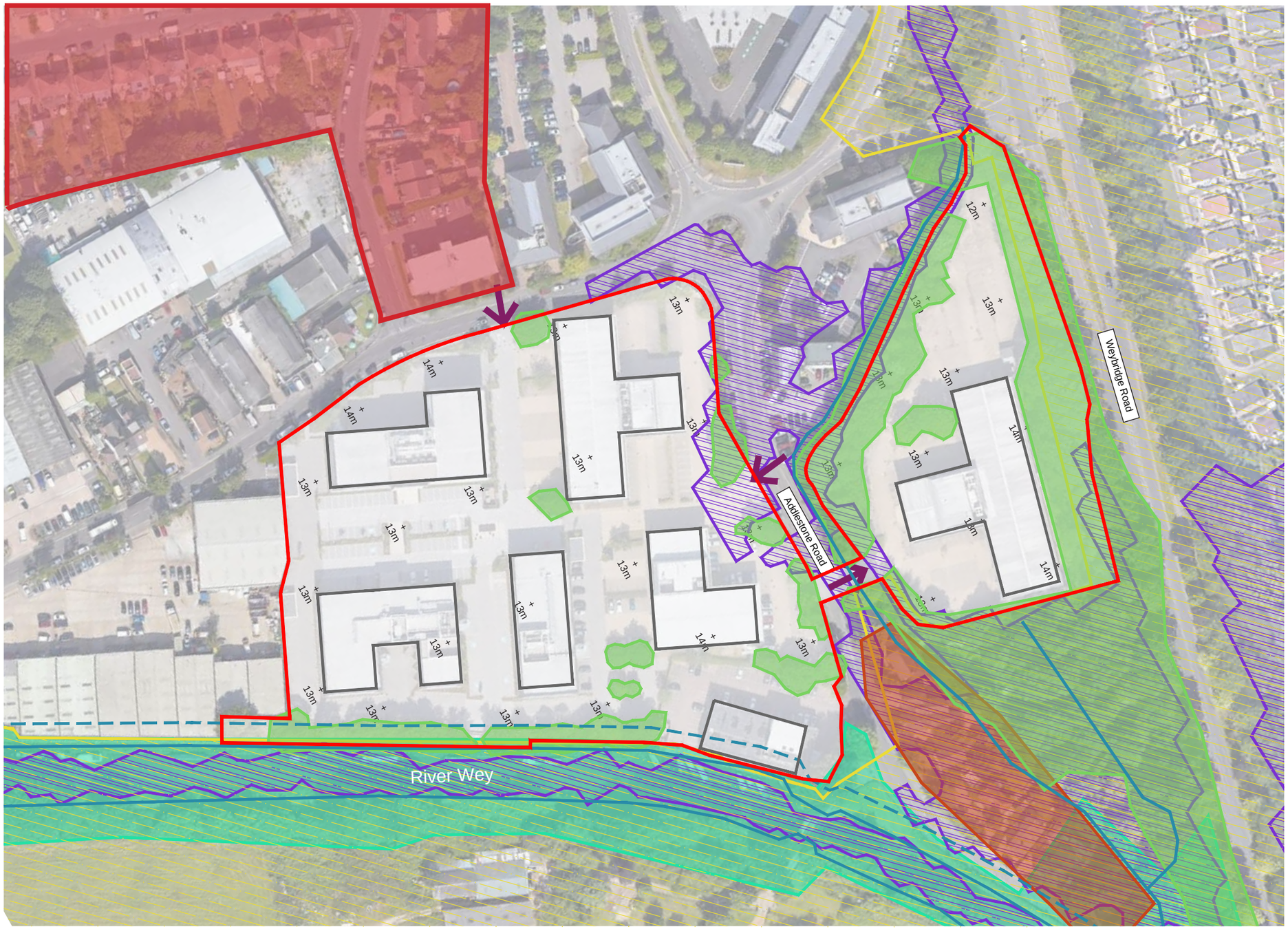
01 CONSTRAINTS AND OPPORTUNITIES



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01 BUILDING HEIGHTS

01.4 BUILDING HEIGHTS

- 0-5m Tall Building
- 5-9m Tall Building
- 10-14m Tall Building
- 15-20m Tall Building

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02 FACILITATING B8 OCCUPIERS

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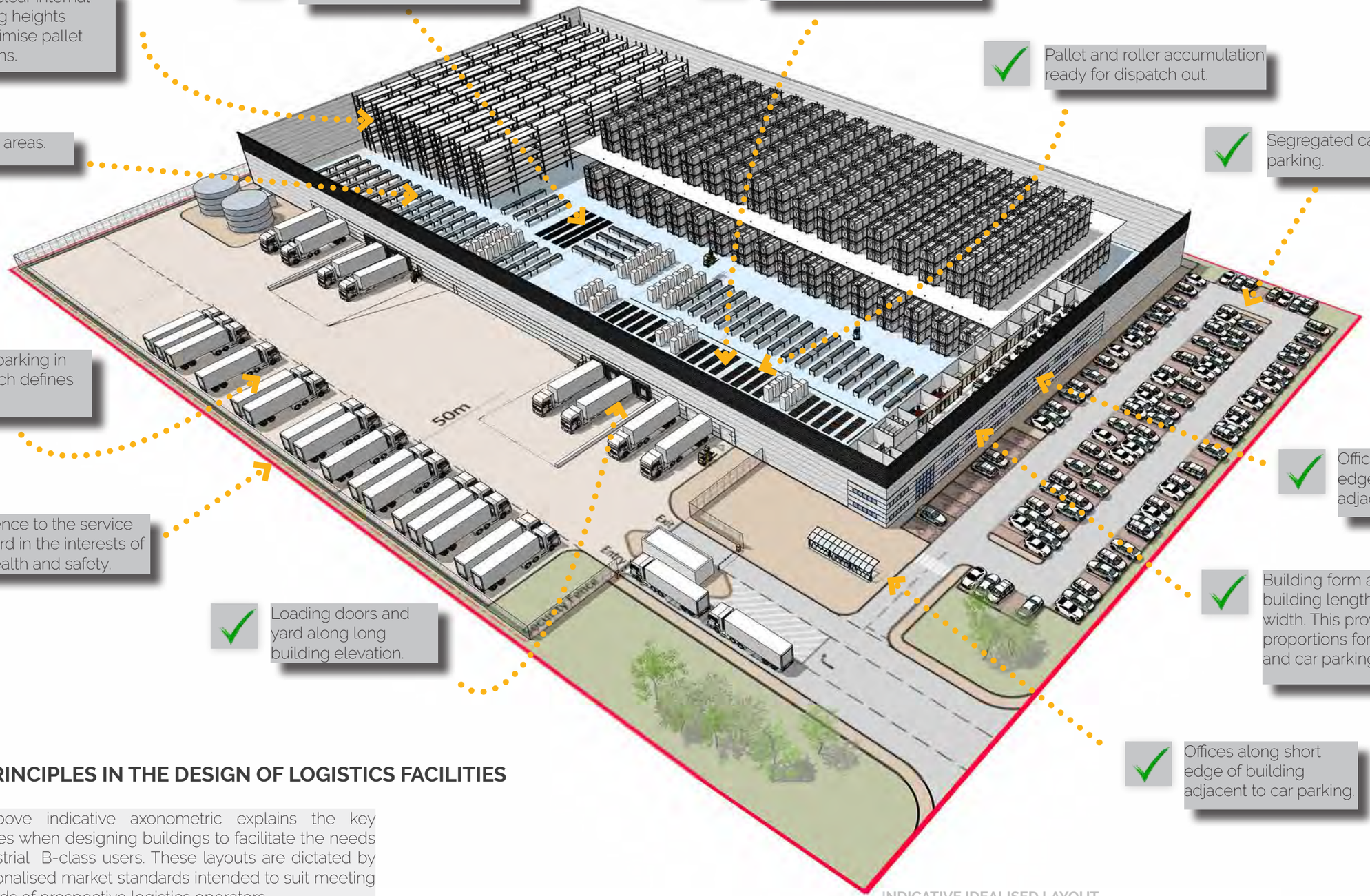


- Large clear internal building heights to maximise pallet locations.
- Sorting and packing areas behind marshalling zone..
- Incoming pallet and roller accumulation from HGV.
- Pallet and roller accumulation ready for dispatch out.
- Segregated car parking.
- Bulk storage areas.
- HGV and trailer parking in service yard which defines yard depths..
- Fence to the service yard in the interests of health and safety.
- Loading doors and yard along long building elevation.
- Offices along short edge of building adjacent to car parking.
- Building form at 2;1 ratio with building length double the width. This provides the correct proportions for the service yard and car parking areas.
- Offices along short edge of building adjacent to car parking.

INDICATIVE IDEALISED LAYOUT

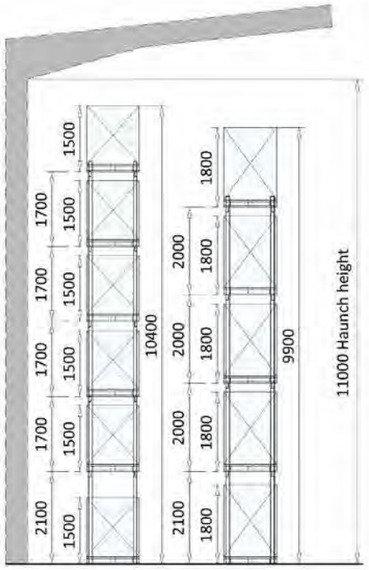
02.1 KEY PRINCIPLES IN THE DESIGN OF LOGISTICS FACILITIES

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.

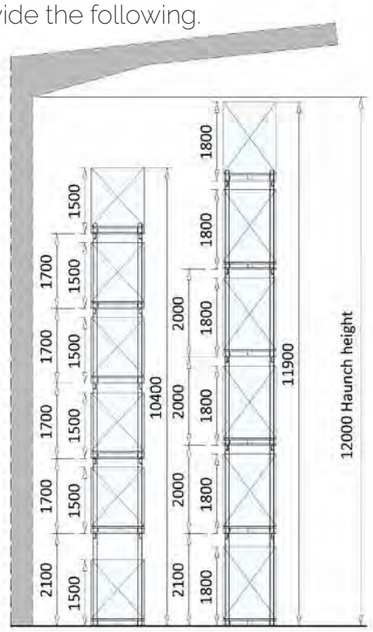
02 FACILITATING B8 OCCUPIERS

02.2 FACILITATING B8 OCCUPIERS: BUILDING REQUIREMENTS

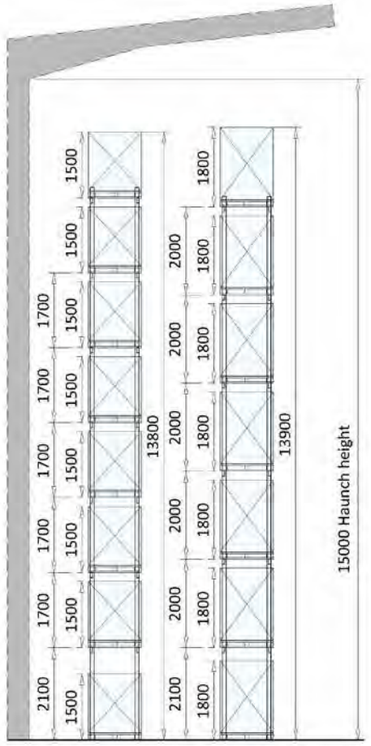
In order to appeal to B2/ B8 occupiers and provide users with productive and quality developments, buildings should provide the following.



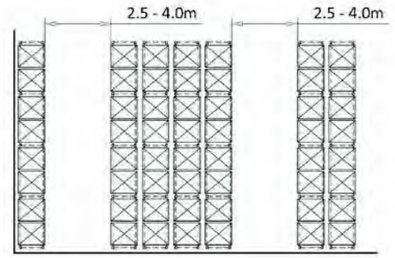
6 x 1500mm pallet height (non food)
5 X 1800mm pallet height (food)



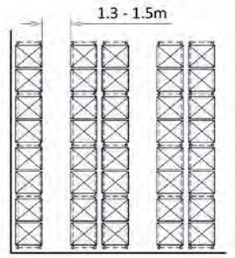
6 x 1500mm pallet height (non food)
6 X 1800mm pallet height (food)



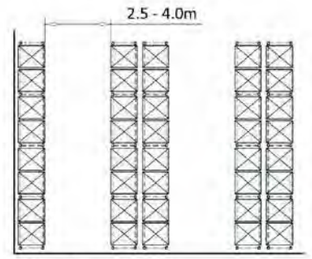
8 x 1500mm pallet height (non food)
7 X 1800mm pallet height (food)



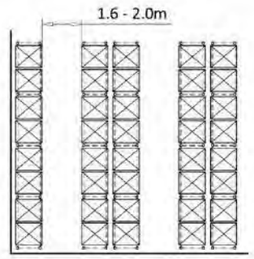
Double deep pallet racking
Aisle width 2.5 - 4.0 metres
50% space utilisation



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

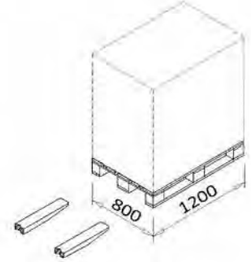


Wide aisle pallet racking
Aisle width 2.5 - 4.0 metres
40% space utilisation

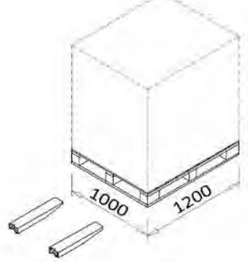


Narrow aisle pallet racking
Aisle width 1.6 - 2.0 metres
45% space utilisation

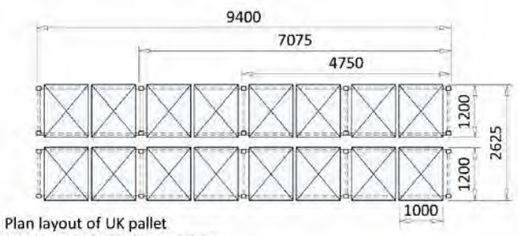
Larger Clear Internal Heights offer building volume which can facilitate the optimum number of pallet locations. CIH requirements are generally informed by institutional market standards based on end user requirements and building marketability.



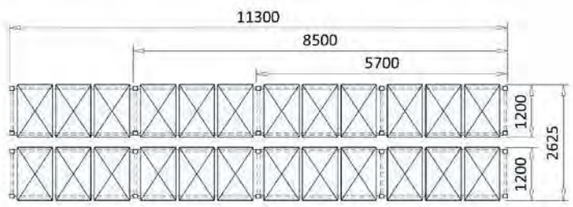
Standard Euro pallet



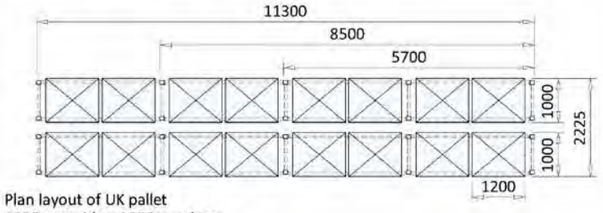
Standard UK pallet



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



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



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

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

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Structurally steel portals spaced at 8m provide maximum material efficiency in terms of steel sizing and structural tonnage. 8m grids also work most efficiently with industrial door coursing which is spaced at 4m.

03 SCHEME DEVELOPMENT

On the 08.08.2022 a meeting took place discussing the submitted scheme design. Following this meeting the design team reevaluated and amended the the design again based on the feedback received.

03 SEPARATION FROM CONSERVATION AREA

Previously Submitted Site Layout

Proposed Site Layout

The building form of Unit 100 has been moved back from the canal /conservation area to minimise the impact on designated heritage asset.

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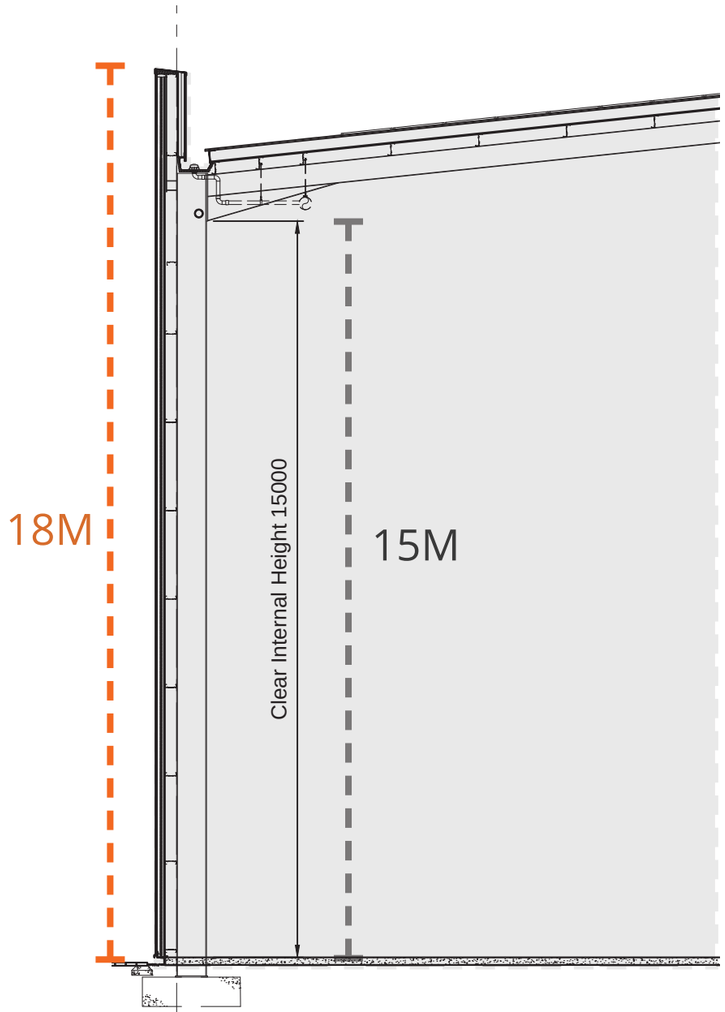
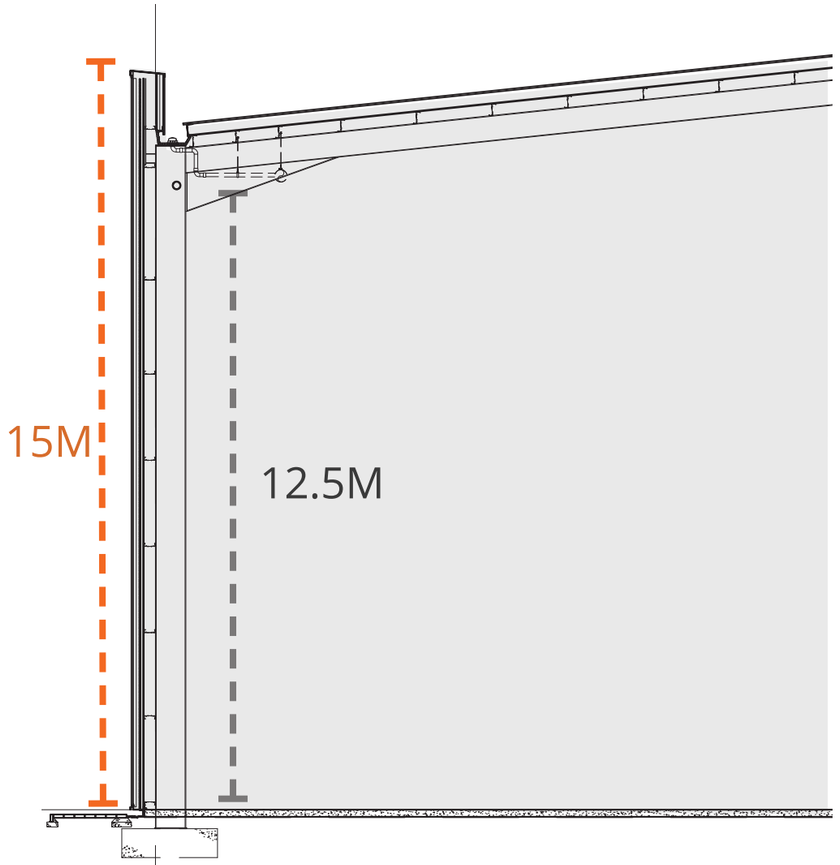
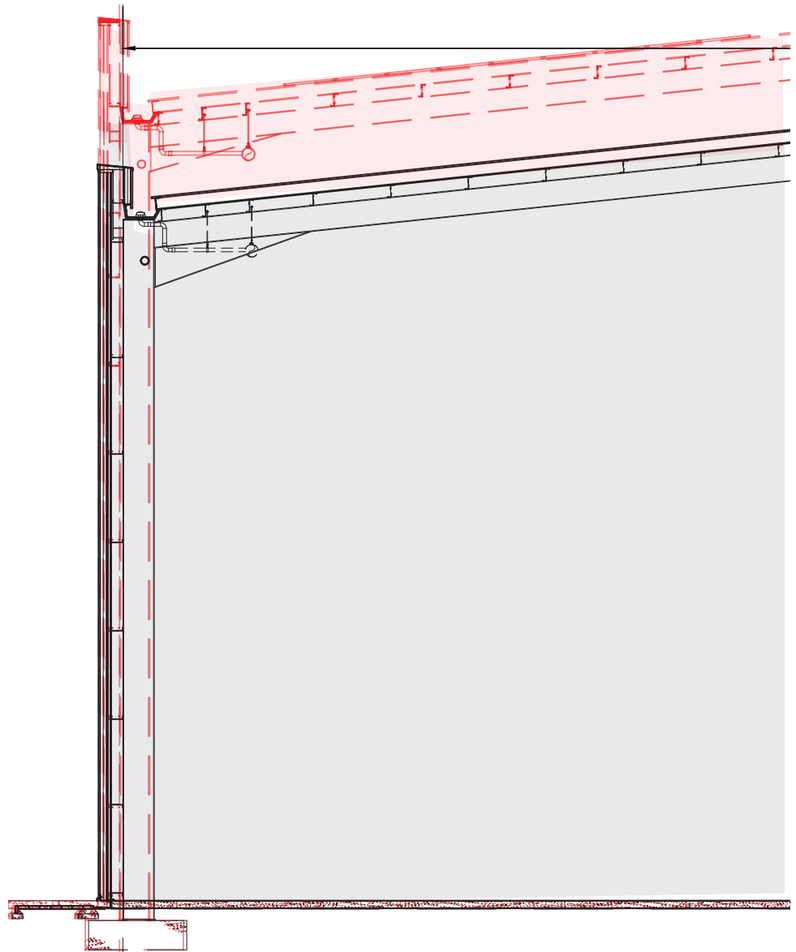
03 REDUCTION OF BUILDING HEIGHT



Previous Submitted Section



Proposed Section



Section Comparison

The height of building 100 has been reduced by decreasing the clear internal height by 2.5m and by lowering the building parapet by 3m.

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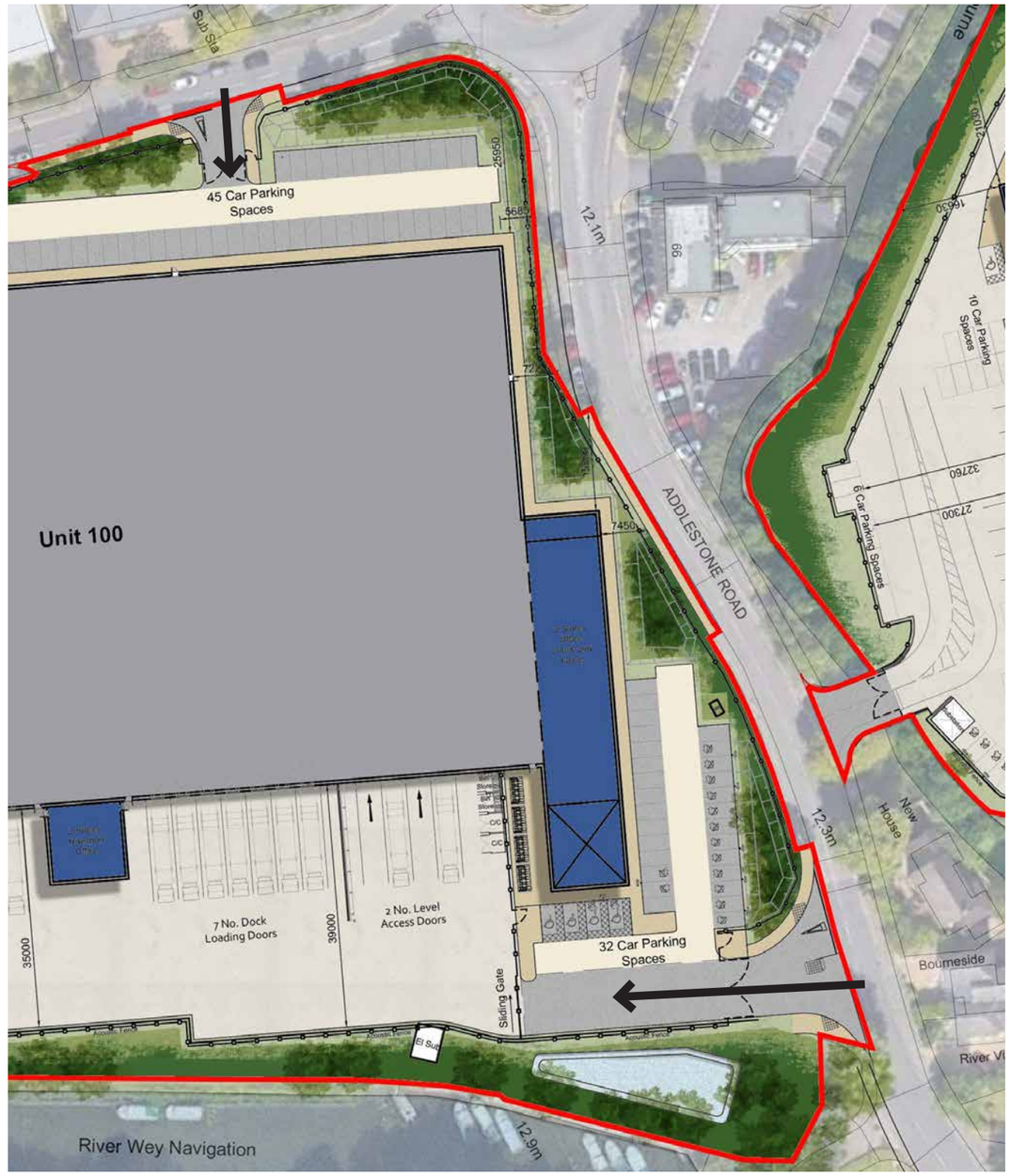
03 RETAINING THE ADDLESTONE ROAD ACCESS



As per the previous scheme HGV access has been proposed from Addlestone Road.

The new layout aims to avoid excessive operational noise, HGV use and other issues along Hamm Moor Lane. An access for private car parking is proposed along Hamm Moor Lane.

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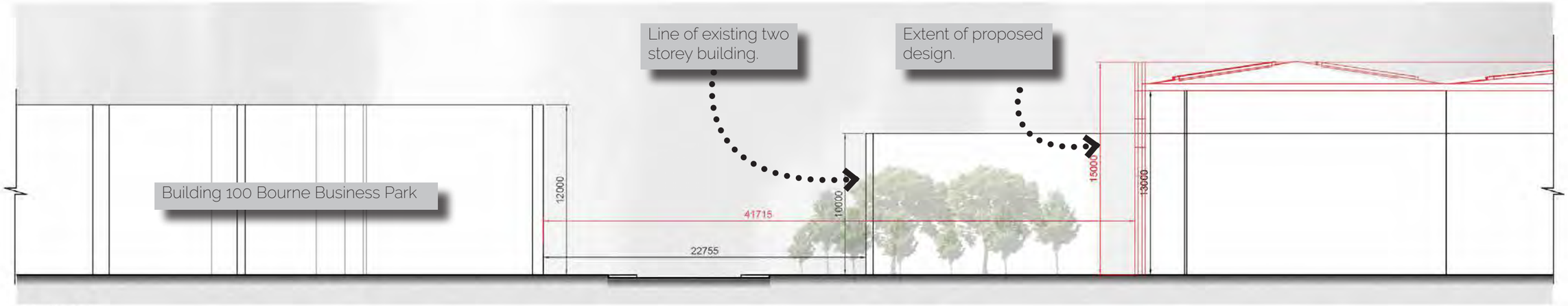
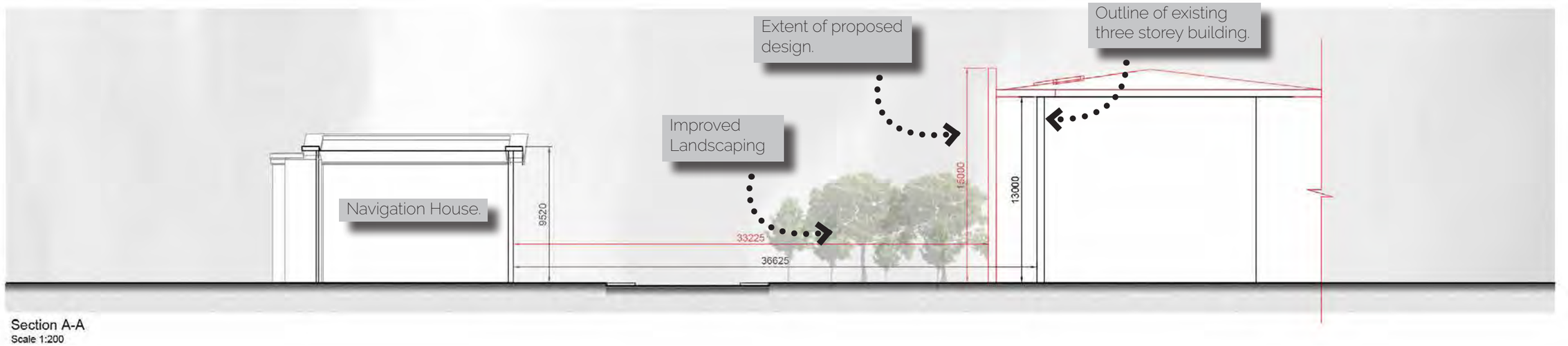
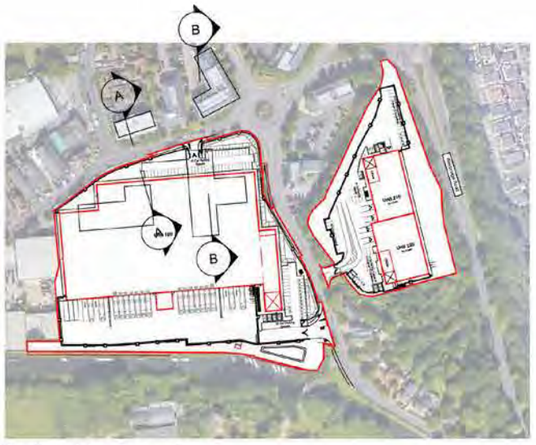


Section B-B
Scale 1:200



Section A-A
Scale 1:200



Key Plan Existing - Proposed Layout
Scale 1:2000

Proposed Unit 100

Existing Buildings

The western façade of Unit 100 has been purposefully moved away from Building 100, Bourne Business Park in comparison to the existing built form.

Although marginally closer to Navigation House than the existing office building, there has been significant landscaping improvements to Hamm Moor Lane in order to provide screening.

04 DEVELOPMENT PROPOSALS

04 DEVELOPMENT PROPOSALS

04.1 KEY DESIGN PRINCIPLES

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

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

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

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

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

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

04.2 LAYOUT & USE

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

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

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

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04 DEVELOPMENT PROPOSALS

Design at Planning Submission Stage (May 2022)

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

Revised Planning Design (October 2022)

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

DESIGN AT PLANNING SUBMISSION STAGE (MAY 2022)

Single unit scheme with service yard access off Addlestone Road.

Improved landscaping opportunities to western boundary.

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

Building largely screened by established landscaping.

Gateway feel to park entrance with landscaping and block paving.

Service yard along long edge of building.

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

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

Established landscape buffer retained along towpath.

Offices along short edge of building adjacent to car parking.

Existing landscaping and connection onto towpath retained.

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

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

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

Block Plan
Scale 1:500

Dimensions are in millimeters, unless stated otherwise.
Scaling of this drawing is not recommended.
It is the recipients responsibility to print this document to the correct scale.
All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	139,980 ft²	13,004 m²
Ground Floor Core	1,109 ft²	103 m²
First Floor Office	8,659 ft²	804 m²
Second Floor Office	8,659 ft²	804 m²
Escape Stair	389 ft²	36 m²
Total GIA Area	**158,795 ft²**	**14,752 m²**

UNIT 100 GEA		
Warehouse Area	142,371 ft²	13,227 m²
Ground Floor Core	1,221 ft²	113 m²
First Floor Office	9,430 ft²	876 m²
Second Floor Office	9,430 ft²	876 m²
Escape Stair	465 ft²	43 m²
Total GEA Area	**162,916 ft²**	**15,135 m²**

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

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

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

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

Total Area GIA	**191,812 ft²**	**17,820 m²**
Total Area GEA	**197,741 ft²**	**18,371 m²**
North		
South		
Application Boundary		

rev	amendments	by	ckd	date
G	Drawing updated to suit materials	LAH	MT	22.04.22
F	Drawing revised inline with topographical survey.	LAH	MT	12.04.22
E	Drawing revised inline with planning comments.	LAH	MT	05.04.22
D	Drawing revised inline with Mode Transport drawing 326431_PS-002	LAH	MT	24.03.22
C	Mode transport planning coordinated.	LAH	MT	22.03.22
B	Mode transport planning coordinated.	LAH	MT	21.03.22
A	Initial issue	LAH	MT	10.03.22

Weybridge Business Park, Weybridge

Proposed Block Plan

BRIDGE

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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	LAH / MT
Date:	09.03.22
Scale:	1:500 A1
UMC Project Number:	21490
Document Reference:	Drawing no: Revision
21490 - UMC - ZZZZ - SI - DR - A	0602 H

PLANNING

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

10m SCALE 1:500

REVISED PLANNING DESIGN (OCTOBER 2022)

Single unit scheme with service yard access off Addlestone Road and the building mass stepped away from the canal.

- Separation of units from flats on Hamm Court Lane.
- Units designed to achieve 2:1 ratio.
- Landscape opportunities on Addlestone road and Hamm Court Lane.
- Office space in a location that fronts the residential uses and more sensitive road.
- HGV entrance off Addlestone Road
- Landscaping opportunity to canal to help mitigate height and industrial appearance of scheme.
- Separation of the units from the canal /conservation area. Less mass directly on the sensitive receptor.

Block Plan
Scale 1:500

10m SCALE 1:500

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	128,043 ft²	11,895 m²
Ground Floor Core	2,476 ft²	230 m²
Escape Core	459 ft²	43 m²
First Floor Office	7,538 ft²	700 m²
Second Floor Office	7,538 ft²	700 m²
Transport Office First Floor	1,563 ft²	145 m²
Transport Office Second Floor	1,563 ft²	145 m²
Total GIA Area	**149,180 ft²**	**13,859 m²**
UNIT 100 GEA		
Warehouse Area	130,573 ft²	12,131 m²
Ground Floor Core	2,758 ft²	256 m²
Escape Core	546 ft²	51 m²
First Floor Office	8,099 ft²	752 m²
Second Floor Office	8,099 ft²	752 m²
Transport Office First Floor	1,697 ft²	158 m²
Transport Office Second Floor	1,697 ft²	158 m²
Total GEA Area	**153,470 ft²**	**14,258 m²**
UNIT 210 GIA		
Warehouse Area	12,901 ft²	1,199 m²
Ground Floor Core	689 ft²	64 m²
First Floor Office	1,601 ft²	149 m²
Total GIA Area	**15,192 ft²**	**1,411 m²**
UNIT 210 GEA		
Warehouse Area	13,547 ft²	1,259 m²
Ground Floor Core	778 ft²	72 m²
First Floor Office	1,747 ft²	162 m²
Total GEA Area	**16,072 ft²**	**1,493 m²**
UNIT 220 GIA		
Warehouse Area	15,055 ft²	1,399 m²
Ground Floor Core	689 ft²	64 m²
First Floor Office	2,066 ft²	192 m²
Total GIA Area	**17,810 ft²**	**1,655 m²**
UNIT 220 GEA		
Warehouse Area	15,739 ft²	1,462 m²
Ground Floor Core	778 ft²	72 m²
First Floor Office	2,242 ft²	208 m²
Total GEA Area	**18,759 ft²**	**1,743 m²**
Total Area GIA	**182,182 ft²**	**16,925 m²**
Total Area GEA	**188,300 ft²**	**17,493 m²**

rev	amendments	by	ckd	date
V	Boundary line re-profiled.	LAH	AJL	13.10.22
U	Mode Transport coordinated / Boundary line re-profiled.	LAH	AJL	12.10.22
T	Substation and parking relocated to suit easement.	LAH	AJL	07.10.22
S	Mode Transport & AAC coordinated.	LAH	AJL	30.09.22

Weybridge Business Park, Weybridge

Proposed Block Plan

PLANNING

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RIBA PoW Stage:	2 - Concept Design
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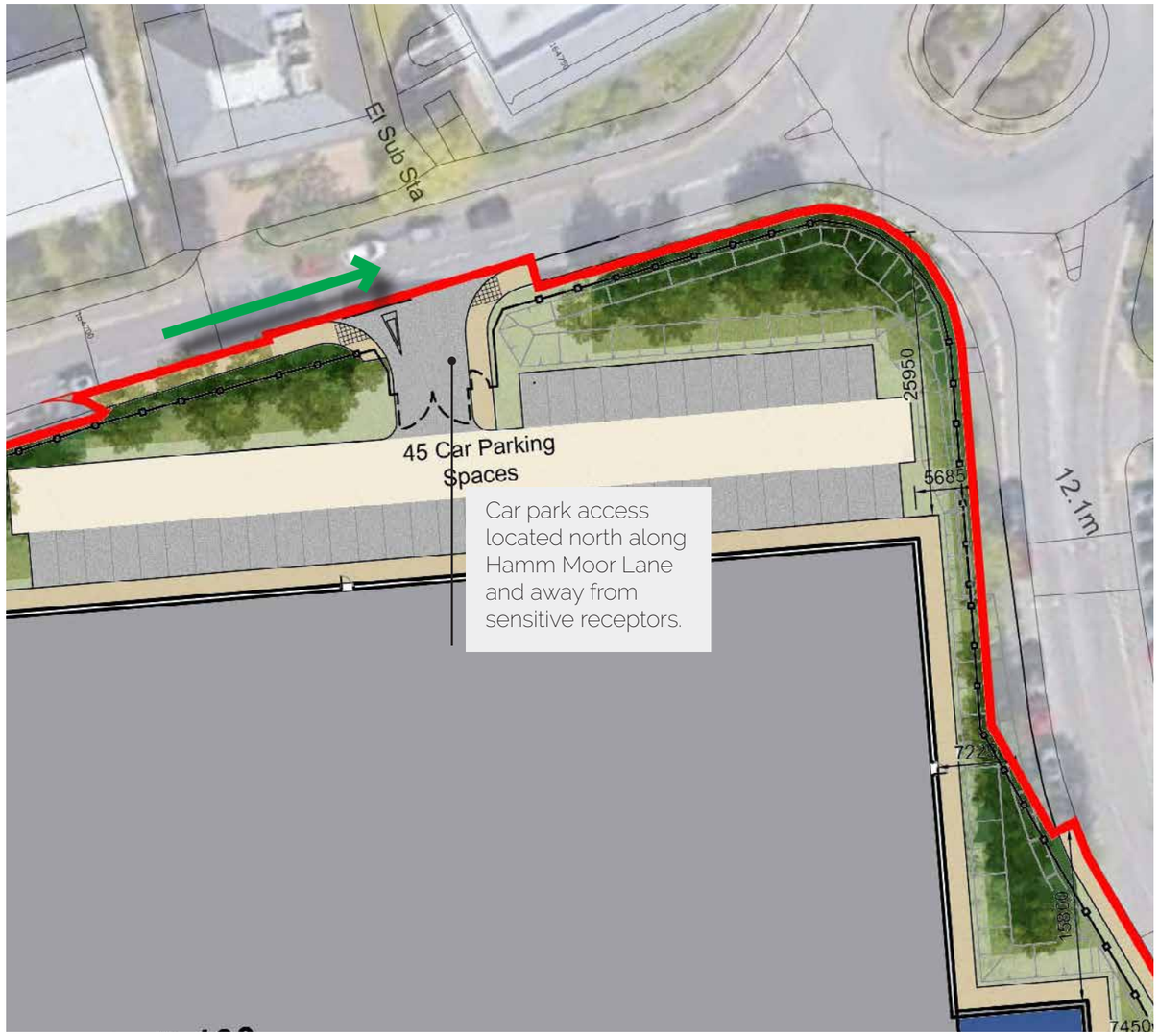
Date:	30.09.22
Scale:	1:500 A1
UMC Project Number:	21490
Document Reference:	Drawing no: Revision:
21490 - UMC - ZZZZ - SI - DR - A	0602 V

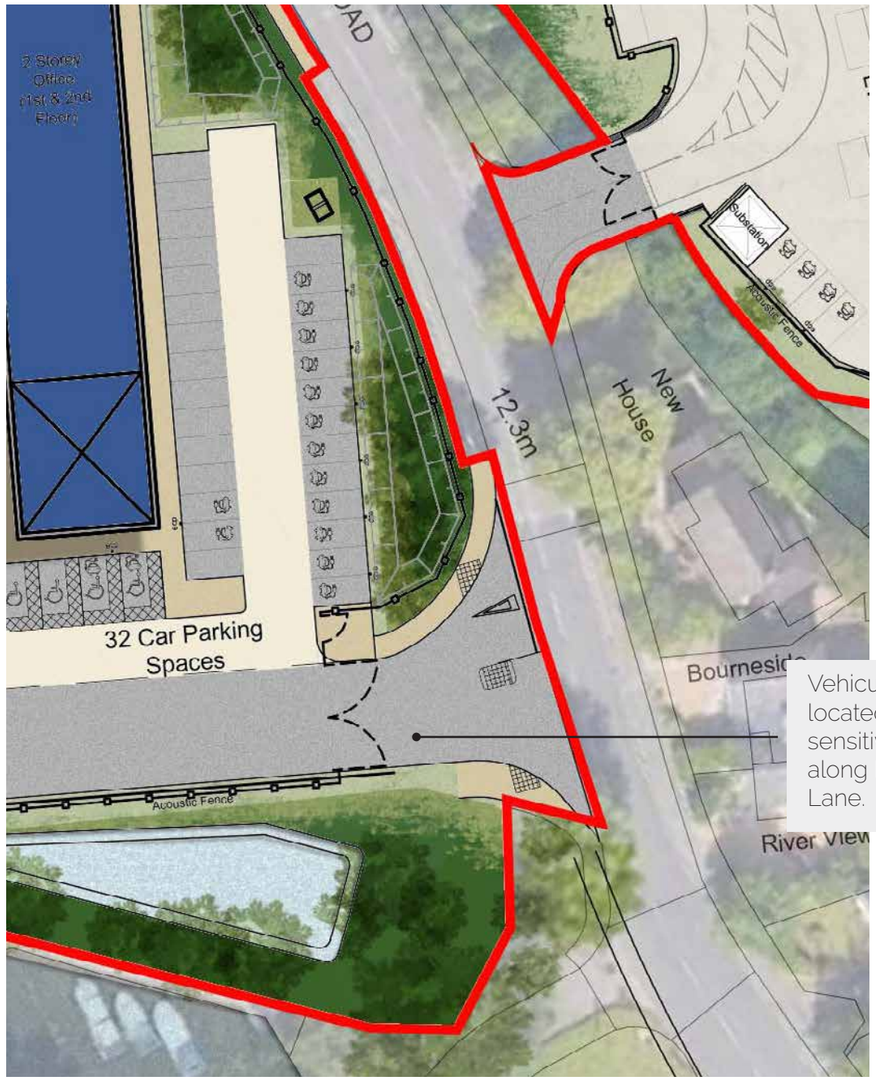
05 ACCESS

05 YARD ACCESS PROPOSALS

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



Layout Option with Access off Hamm Moor Lane.



Layout Option 03 with Access off Addlestone Road.

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05 ACCESS

05.1 VEHICULAR ACCESS

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

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

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

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

05.2 PEDESTRIAN AND CYCLE ACCESS

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

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

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

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

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

05.3 PEDESTRIAN ACCESS - INTERNAL

Reception

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

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

Horizontal circulation

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

Vertical circulation

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

Employment Space

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

Toilets

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

Finishes

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

06 ELEVATIONAL DESIGN

06 ELEVATIONAL DESIGN

Typical Elevational Treatment

Black

Dark Grey

Mid Grey

Light Grey

Blue

06.1 UNIT APPEARANCE

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

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

06.2 SCALE, HEIGHT & MASSING

The proposed building heights are similar to the existing building heights on each plot with a clear internal height of 12.5m for both Unit 100 and 12m CIH for Unit 200 between the finished floor level and the underside of structure. The building mass of Unit 100 has been positioned in the south-west corner of the southern plot to make efficient use of the site and provide the correct proportions of service yard and car park. Both buildings are parapeted which offers a slick box aesthetic with the internal height of the parapet offering the neccessary edge protection for individuals working at height. Behind the parapet, the roofs will be pitched with a shallow pitch of approximately 6 degrees with rooflights to bring natural light within the buildings and PV on the roofs.

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06 DESIGN PROPOSALS

Proposed Indicative View from Link Road looking south.

06.3 AMOUNT

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

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

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

The following ancillary functions will be provided for each unit:

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

06.4 FUNCTIONALITY

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

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06 ELEVATIONAL DESIGN PRECEDENCE

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

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

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

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

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

West Elevation Scale 1:250

East Elevation Scale 1:250

North Elevation Scale 1:250

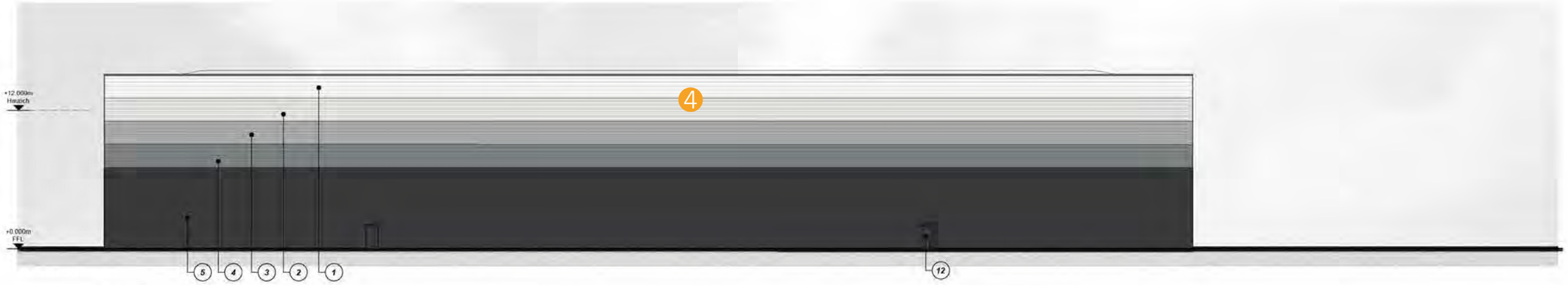
South Elevation Scale 1:250

- Dimensions are in millimeters, unless stated otherwise.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

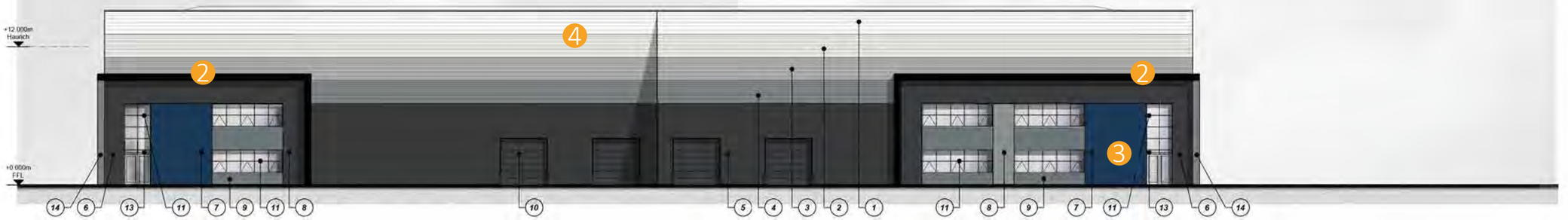
External Finishes

1. Horizontally laid trapezoidal built up cladding system
   Finish: Tata Steel Colorcoat HPS200 Ultra
   Colour: White (RAL 9003)
2. Horizontally laid trapezoidal built up cladding system
   Finish: Tata Steel Colorcoat HPS200 Ultra
   Colour: Hamlet (RAL 9002)
3. Horizontally laid trapezoidal built up cladding system
   Finish: Tata Steel HPS200 Ultra
   Colour: Goosewing Grey (RAL 7038)
4. Horizontally laid trapezoidal built up cladding system
   Finish: Tata Steel Colorcoat HPS200 Ultra
   Colour: Pure Grey (RAL 000 55 00)
5. Horizontally laid trapezoidal built up cladding system
   Finish: Tata Steel Colorcoat HPS200 Ultra
   Colour: Anthracite (RAL 7016)
6. Horizontally laid micro rib cladding panel
   Finish: Tata Steel Prisma
   Colour: Anthracite (RAL 7016)
7. Horizontally laid micro rib cladding panel feature wall
   Finish: Tata Steel Prisma
   Colour: Blue
8. Horizontally laid micro rib cladding panel
   Finish: Tata Steel Prisma
   Colour: Sirius Silver
9. Horizontally laid micro rib cladding panel
   Finish: Tata Steel Prisma
   Colour: Zeus Matt
10. Horizontally laid micro rib cladding panel
    Finish: Tata Steel Prisma
    Colour: White
11. Overhead sectional door with level access
    Finish: Polyester powder coated
    Colour: Anthracite (RAL 7016)
12. Teledock dock levellers with sectional overhead doors with dock door access (Euro Dock)
    Colour: Anthracite (RAL 7016)
13. Precast concrete pro-wall
14. Thermally broken aluminium curtain wall/window system with spandrel panel to 4th face.
    Finish: Polyester powder coated
    Colour: Anthracite (RAL 7016)
15. Steel insulated security door & frame
    Finish: Polyester powder coated
    Colour: to match adjacent cladding colour
16. Canopy projecting 1.2m from curtain walling system supported from tie rods with toughened (glazed) sheets
    Finish: Polyester powder coated
    Colour: Anthracite (RAL 7016)
17. Aluminum Glazed door
    Colour: Anthracite (RAL 7016)
18. Projecting 3.0mm aluminum office feature frame / portico.
    Colour: Black
19. Polycarbonate Wall Lite System
    Colour: Opal

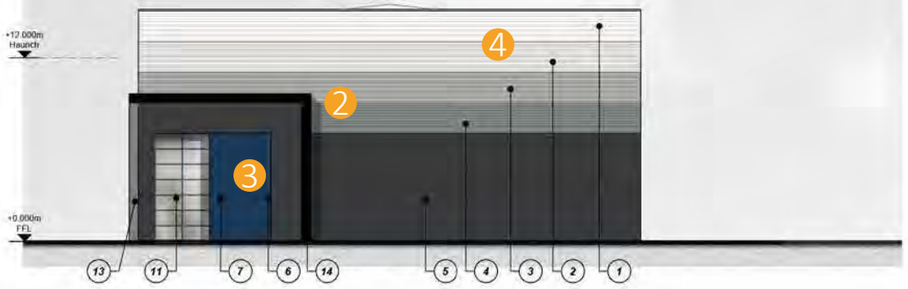
1. Large areas of fenestration add transparency to the façade creating a high quality aesthetic
2. Projecting portico/ feature bands help to create depth and shadow to elevations
3. Microrib to office elevations to contrast against trapezoidal warehouse cladding
4. Use of elevational gradation with high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



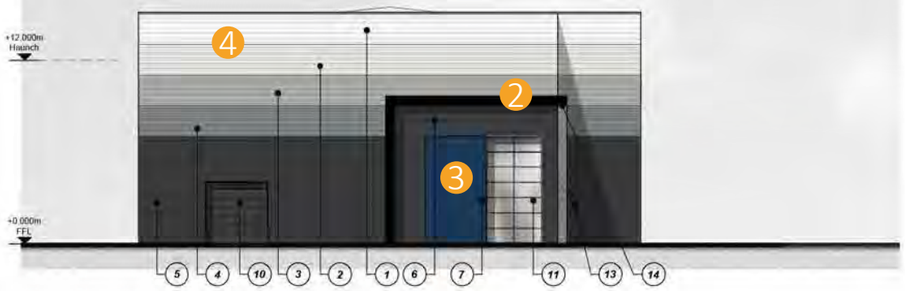
North Elevation Scale 1:200



South Elevation Scale 1:200



East Elevation Scale 1:200



West Elevation Scale 1:200

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   Finish: Tata Steel Prisma
   Colour: Anthracite (RAL 7016)
7. Horizontally laid micro rib cladding panel feature wall
   Finish: Tata Steel Prisma
   Colour: Sargasso (RAL 5003)
8. Horizontally laid micro rib cladding panel
   Finish: Tata Steel Prisma
   Colour: Sirius Silver
9. Horizontally laid micro rib cladding panel
   Finish: Tata Steel Prisma
   Colour: Zeus Matt
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    Finish: Polyester powder coated
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12. Steel insulated security door & frame
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    Colour: to match adjacent cladding colour
13. Canopy projecting 1.2m from curtain walling system supported from tie rods with toughened (glazed) sheets
    Finish: Polyester powder coated
    Colour: Anthracite (RAL 7016)
14. Projecting 3.0mm aluminum office feature frame / portico.
    Colour: Black

Key Plan Scale 1:1000

PLANNING

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rev	amendments	by	ckd	date

Weybridge Business Park, Weybridge

Unit 210 220 - Elevations

BRIDGE

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1m SCALE 1:200

07 INDICATIVE VISUALS

07 INDICATIVE EYE- LEVEL VISUALS

Existing View from River Wey Towpath looking north

Existing View from Black Boy Bridge looking south

Proposed Indicative View from River Wey Towpath looking north

Proposed Indicative View from Black Boy Bridge looking south

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Indicative Views Key Plan

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07 INDICATIVE EYE- LEVEL VISUALS

Proposed Indicative View from Link Road looking south.

Indicative View
Key Plan

08 LANDSCAPING

08 LANDSCAPING

08.1 WIDER CONTEXT

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

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

08.2 LANDSCAPE CHARACTER

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

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

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

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

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

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

08.3 WIDER CONNECTIONS

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

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

Site Location

08.4 LANDSCAPE VISION

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

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

The landscape vision provides for

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

08.5 DEVELOPMENT OF THE

LANDSCAPE

PRINCIPLES

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

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

08.6 THE LANDSCAPE PRINCIPLES

A.SENSITIVELY INTEGRATE NEW DEVELOPMENT:

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

B. PROTECT AND CONSERVE EXISTING LANDSCAPE ASSETS:

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

C. IMPROVE ECOLOGY AND BIODIVERSITY VALUE:

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

D. PROVIDE RECREATION AND AMENITY FOR LOCAL PEOPLE:

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

E. A LANDSCAPE FOR ALL SEASONS:

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

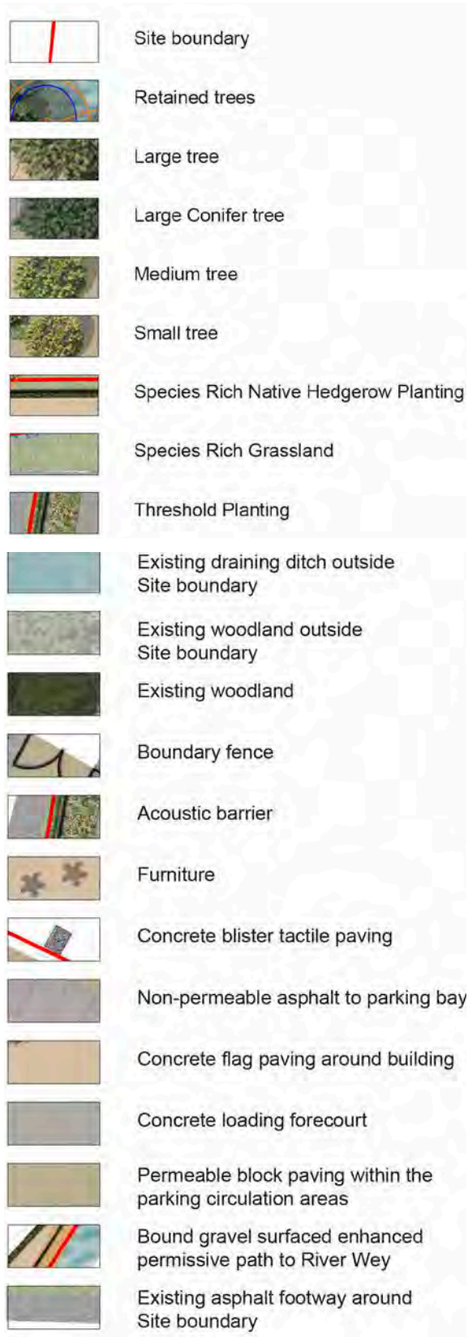
08.7 THE LANDSCAPE STRATEGY:

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

The landscape strategy for Weybridge Business Park

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

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



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Landscape Masterplan

08.8 PLANTING PRINCIPLES

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

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

B)BE VALUABLE FOR BIODIVERSITY AND WILDLIFE
Planting proposals will enhance biodiversity through selection of appropriate species, habitat creation and management strategies. Species mixes will reflect recommendations from the project ecologist.

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

D) MITIGATION OF VISUAL IMPACT

Planting proposals will filter views.

08.9 PLANTING TYPOLOGIES

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

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

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

Soft Landscape Plan

09 SUSTAINABILITY AND CRIME PREVENTION

09 SUSTAINABILITY AND CRIME PREVENTION

09.1 CRIME PREVENTION

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

09.2 SURVEILLANCE

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

Indicative Office Informal Natural Surveillance

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Formal Surveillance

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

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

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

Examples of good practice include:

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

Informal Surveillance

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

Examples of good practice include:

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

09 SUSTAINABILITY AND CRIME PREVENTION

09.3 LIGHTING

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

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

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

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

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

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

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

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

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

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

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

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

09.4 PHYSICAL PROTECTION

General

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

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

09.5 GENERAL MAINTENANCE

General

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

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

Plot Frontages

Security Fencing

09 WASTE MANAGEMENT

09.6 SUSTAINABILITY

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

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

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

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

Energy Efficiency:

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

Building Regulations which stipulate an improvement on the CO_2 emissions of an aggregated 9% against 2010 standards. The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Water Efficiency

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

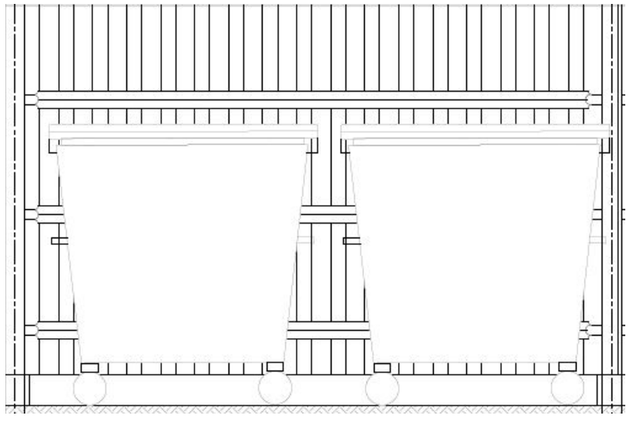
Further considerations would include:

Waste Strategy

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

Waste Management

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

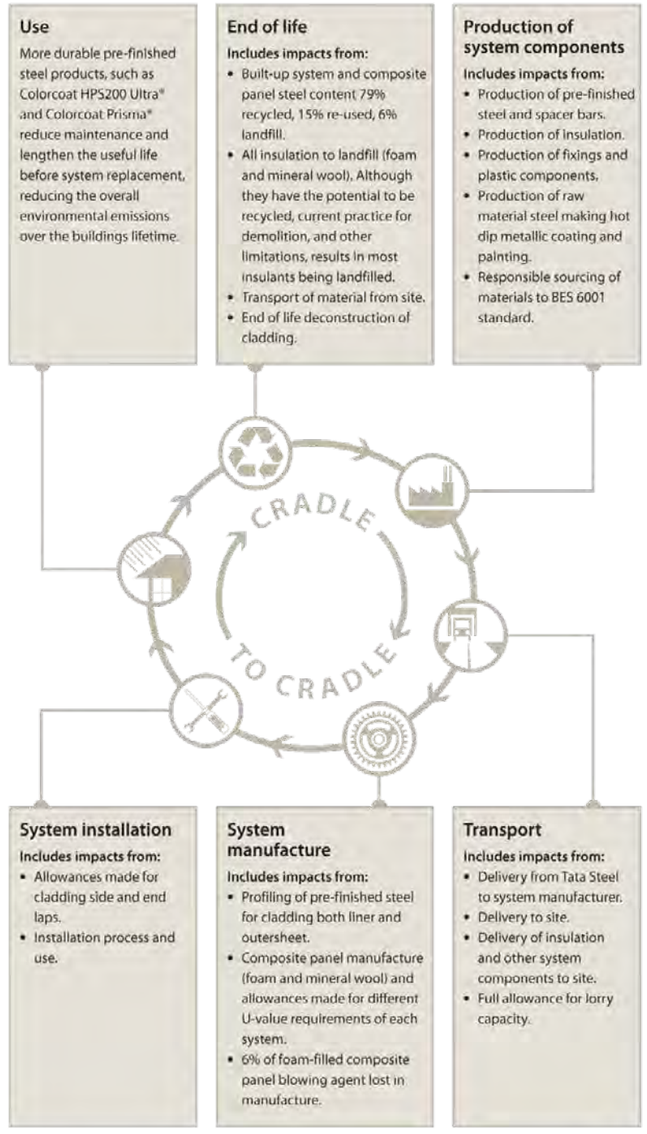


09.7 WASTE AND RECYCLING

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

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

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



10 SUMMARY

10 SUMMARY

10.1 SUMMARY

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

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

Through consultation and reevaluation of the design proposal, further landscaping opportunities have been developed. The unit has been further separated from the conservation area, sensitive office location and frontages have been incorporated, and the elevational design has been amended to reflect comments received.

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

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