



- To the south of the site the principle is for the existing bungalow to retain independent access, provide car parking while retaining existing trees and create a safe environments for camping and activities.
- 33 Existing concrete structure to be made safe
 - 34 Gateway feature
 - 35 Orchard
 - 36 2m high greened acoustic barrier
 - 37 Existing bund retained
 - 38 Camping and activities area
 - 39 Woodland activities
 - 40 Caving
 - 41 Wildlife refuge
 - 42 Bird hide
 - 43 Trail
 - 44 Shelter
 - 45 B-Category woodland
 - 46 Vehicle access
 - 47 Main activity shelter
 - 48 WC / changing
 - 49 Controlled vehicle access
 - 50 Car parking
 - 51 Lagoon
 - 52 Coach reversing area
 - 53 Coach drop-off
 - 54 Car parking
 - 55 Charging bays
 - 56 Boat wash
 - 57 Angler's store and WC
 - 58 Existing weighbridge
 - 59 Buffer planting to bungalow and lagoon
 - 60 Existing bungalow and private residence
 - 61 5.0m wide site entrance gate
 - 62 Inlet
 - 63 Invertebrates habitat
 - 64 4m high big swing
 - 65 Zip line



The proposed active waterfront and supporting infrastructure is primarily located on reclaimed land so as to minimise disturbance of important existing habitats on the peninsula.

- 66. Access to bungalow
- 67. 3.0m wide gate to access track towards former sailing club
- 68. Car drop-off
- 69. Pedestrian crossing
- 70. Existing site access from Moorhall Road to be refurbished. To include traffic calming chicanes and pedestrian footpath along eastern side



Refer to drawing HWSFAC-COL-00-XX-DR-L-6240



-  Red line boundary
Total site area: 783,903 m²
-  Wetland or open water (incl. ponds)
603,019 m²
-  Sealed surfaces (incl. buildings)
14,535 m²
-  Permeable paving (incl. beach)
4,047 m²
-  Woodland / semi natural vegetation
158,002 m²
-  Native shrub planting
7,411 m²
-  Amenity grassland
6,567 m²
-  2.0m high living acoustic barrier
180 m length
720 m²
-  Native hedge planting
233lin m²
-  Native tree planting
2,568 m²

The Urban Greening Factor of the scheme is 0.98.

A score of 1 relates to a fully natural environment. This is in line with the London Plan (2021) requirement of 0.3 for commercial development. Clearly the Proposed Development is predominantly 'natural' and green.

Total site area (m²) (include all land within the red line boundary)	783903
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Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m ²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	158002	158002	
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1	603019	603019	
Hedges (line of mature shrubs one or two shrubs wide).	0.6	233	139.8	
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	2568	1540.8	
Green wall –modular system or climbers rooted in soil.	0.6	720	432	
Groundcover planting.	0.5	7434	3717	
Amenity grassland (species-poor, regularly mown lawn).	0.4	6,567	2626.8	
Permeable paving.	0.1	4084	408.4	
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0	14535	0	
Total contribution			769885.8	
Urban Greening Factor				0.98



Refer to drawing HWSFAC-COL-00-XX-DR-L-6362



Lake bed level	Winter water depth	Summer water depth
36.5m	0.96m	0.64m
36.0m	1.46m	1.14m
35.5m	1.96m	1.64m
<35m	>2.46m	>2.14m

Note:

- Calculations are based on an average winter/summer water level provided by the surveyor (refer dwg 32578BWLS-01-05)
- Minimum 1.5m water depth is referable for sailing and water activities to minimise algal blooms in summer
- It was not possible to carry out a depth survey around the islands, but it is assumed that the water level is less than half a meter
- Island 06 cut material identified as Giant Knotweed. Cut material to be disposed of safely using a suitably licensed landfill site or incineration facility.

Extent of dredging

Existing land mass to be removed

Note: Cut and fill exercise has been carried out using 3rd party data and calculations given are an approximate total.

Further detailed analysis for costing or construction should be carried out by a Qualified Civil Engineer.

To make the lake suitable for sailing and mitigate against potential ecological impacts, minor modification of the lake bed and shore is required.

Proposals have been shaped by the overarching requirement to minimise ecological, landscape and visual impacts through reducing engineering requirements to the bare minimum so as to provide maximum benefit. Civil engineering is being undertaken by others

Avoiding the export of materials offsite, the strategy is to balance cut with fill for dredging, reclamation and on site. Works can be summarised as:

- Remove island 7 to enable creation of the western refuge. The island is formed of dumped construction waste
- Dredging within the screened eastern channel so as to ensure a minimum of 1.5m water depth for sailing in the Eastern Channel
- Reclaimed land for access to the water, boat storage and avoidance of ecological impacts
- Shallow scrapes to create bays and habitats currently not present on site
- Floating reedbed 'islands'

Summary of Open Water Area and Volumes

CUT/DREDGING	Cut Material Volume (m ³)	Open Water Area (m ² Increase)
Island 02	2,359m ³	2,171m ²
Island 06	2644m ³	1,141m ²
Island 07	649m ³	296m ²
Transit Channel	7,094m ³	0m ²
Total Cut	12,746m³	3,608m²

FILL	Fill Material Volume (m ³)	Open Water Area (m ² loss)
Beach, Shelf & Buffer	7,965m ³	2,892m ²
Island 08 link buffer	325m ³	0m ²
Total Fill	8,290m³	2,892m²

Existing Open Water Area	639,654m ²
Land Added	2,892m ²
Land Removed	3,608m ²
Proposed Open Water Area	640,370m²

Net Increase of Open Water	716m²
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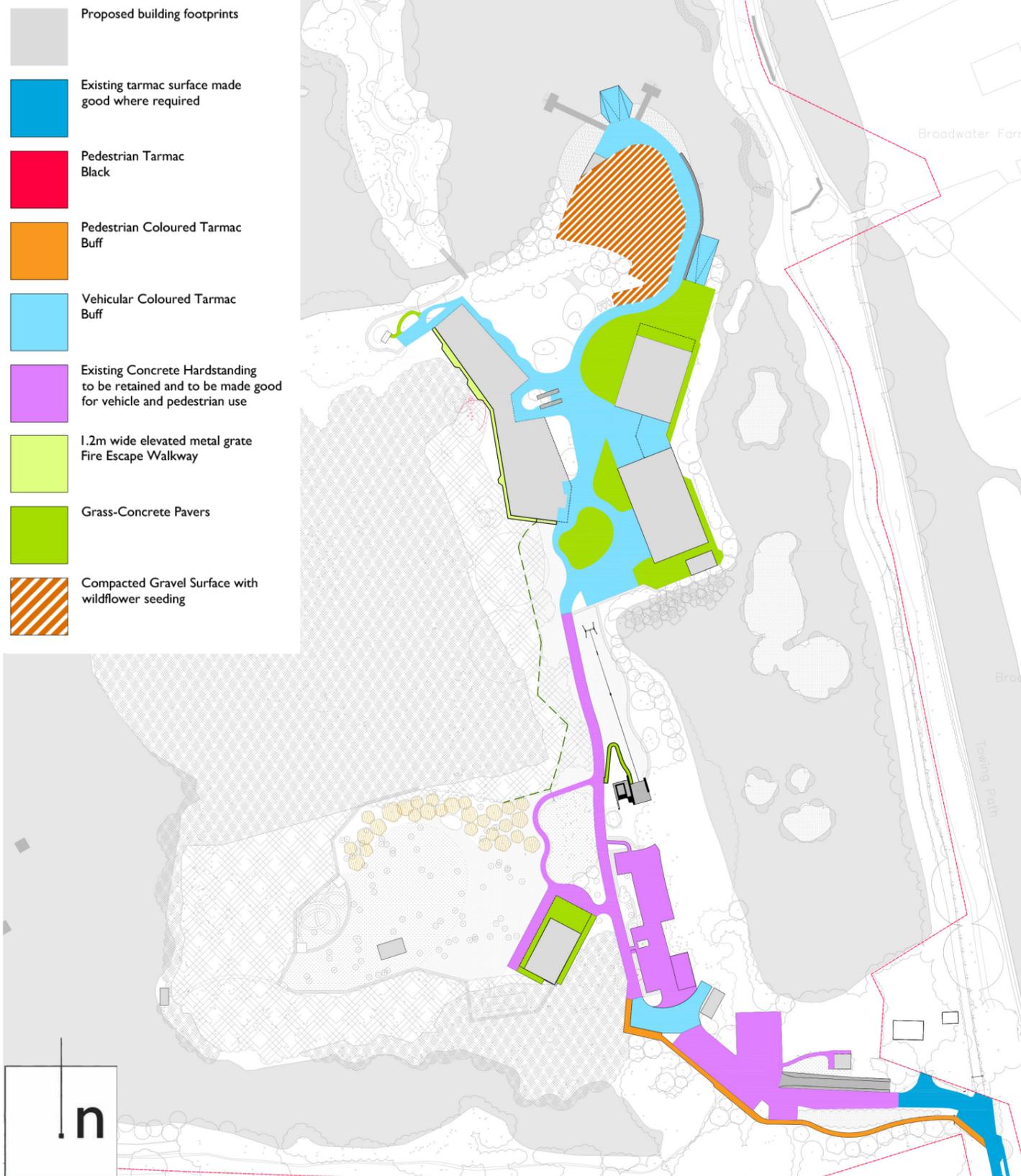


MATERIALS & BOUNDARY STRATEGIES



Refer to drawing HWSFAC-COL-00-XX-DR-L-6420

-  Proposed building footprints
-  Existing tarmac surface made good where required
-  Pedestrian Tarmac Black
-  Pedestrian Coloured Tarmac Buff
-  Vehicular Coloured Tarmac Buff
-  Existing Concrete Hardstanding to be retained and to be made good for vehicle and pedestrian use
-  1.2m wide elevated metal grate Fire Escape Walkway
-  Grass-Concrete Pavers
-  Compacted Gravel Surface with wildflower seeding



The strategy is to reuse and repurpose existing surfaces wherever possible so as to reduce ecological impact, environmental impact, carbon footprint, transport impacts and cost.

A further benefit will be the sense of history to the scheme. It is fully recognised that localised making good of condition and levels will be required.

Wherever possible, hard surfaces will incorporate wildflower and ecologically useful grass so that the ecological integrity and low key biophilic character of the Site is maintained and enhanced.

Details will be developed and controlled by Planning Condition, developing the indicative details provided.

Proposals to date have been coordinated with highways and drainage engineers.