

APPLICATION NUMBER	RU/22/0776
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Bridge UK Properties 7 LP

Location: Weybridge Business Park Addlestone Road Addlestone Surrey KT15 2UP

Development: Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, 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 following the demolition of existing buildings

Contact Officer	██████████	Consultation Date	23 May 2022	Response Date	9 February 2023
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

To secure the Travel Plan auditing fee of £6,150 (indexed linked to RPIx, from date of signing the S106).

Conditions

- 1) No part of the development shall be first opened for trading unless and until the proposed modified vehicular accesses to Addlestone Road and Hamm Moor Lane have been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- 2) The development hereby approved shall not be first opened for trading unless and until the existing accesses from the site to Addlestone Road and Hamm Moor Lane have been permanently closed and any kerbs, verge, footway, fully reinstated.
- 3) The development hereby approved shall not be first opened for trading as a Parcel Distribution site unless and until space has been laid out within the site in accordance with the approved plans for an additional 27 vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
- 4) The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the

parking and turning areas shall be retained and maintained for their designated purposes.

5) The development hereby approved shall not be occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

6) No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in nearby roads during these times
- (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

7) Prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document. And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

8) The development hereby approved shall not be first opened for trading unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure parking of bicycles within the development site,
- (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
- (c) Facilities within the development site for cyclists to store cyclist equipment,
- (d) Information to be provided to staff regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

9) The development hereby approved shall not be first opened for trading unless and until the proposed parking restrictions on Addlestone Road and Hamm Moor Lane and the associated Traffic Regulation Orders have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

10) The development shall not be occupied unless and until a Delivery And Servicing Management Plan has been submitted to and approved in writing with the Local Planning, Authority, approved details shall be implemented upon first occupation of the site.

Reasons

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

The above conditions are required in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021.

Policy

The above conditions are required to satisfy the Runnymede Local Plan (2030) policies:

- Policy SD3: Active & Sustainable Travel
- Policy SD4: Highway Design Considerations
- Policy SD5: Infrastructure Provision & Timing
- Policy SD7: Sustainable Design.

The above conditions are required in order that the development should meet the objectives of National Planning Policy Framework.

Highway Informatives

1) The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

2) The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

3) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

4) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle

and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

5) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

6) The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.

7) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

8) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

Note to Case Officer

The applicant has undertaken external Stage 1 Road Safety Audit's for the accesses. As part of the S278 process internal Stage 2 and 3 RSA's will be undertaken.

The Highway Authority requested that the single yellow line be upgraded to a double yellow line on the north side of Addlestone Road from the roundabout continuing along in front of the Mazda car showroom eastwards up to the railings on the bridge. This would help the movement of HGV's. Also, new lines will now be added to Hamm Moor Lane too to aid vehicles turning into and out of this access. These works will be included as part of the S278 works, and the relevant TRO progressed at this stage.

As the end user of the site is not known at this stage, the Highway Authority requested that the worst case scenario be assessed for trip generation purposes, in terms of cars and HGV's. A TRICS assessment of Commercial Warehousing covering the B8 land use and across the entirety of the site was originally undertaken, and compared with the Industrial Estate. Further, the trip generation sensitivity test was converted into Passenger Car Units with an HGV conversion factor of 2.5 PCUs. This provides a worst case scenario as converting to PCUs more accurately compares the existing and proposed land uses, by giving more weight to the HGV numbers which are more prevalent for the proposed land uses. The total vehicular trip rates and associated PCU movements for the AM peak (08:00- 09:00) and the PM peak (17:00-18:00) periods are shown. This shows there would be a net reduction in PCUs as a result of the development proposals. In terms of the surrounding road network, a reduction in PCUs means that congestion would be expected to be lessened. Following this, and further discussions, the applicant then undertook another TRICS assessment using Parcel Distribution, rather than Commercial Warehousing. Overall, this shows a reduction in PCUs in the peak hours, and therefore the Highway Authority have no further comments on this. The Parking Accumulation Survey provided for this land use does show that these sites require more parking, and this has been added as a condition above.

There have been a lot of local concerns about pedestrian and HGV conflict. The Highway Authority therefore requested that tracking of HGV's be shown at all local crossing points, and routes for pedestrians to demonstrate that any additional HGV's will not have any highways safety impacts

for pedestrians. The later submitted plans show that all HGV's can be accommodated on the local roads/junctions without causing any harm to pedestrians.