Appendix 2

Existing employment area:	Reference	Area (ha)
WEYBRIDGE AND BOURNE BUSINESS PARK (NORTH), DASHWOOD LANG ROAD, ADDLESTONE	**A1**	**6.3**

Criteria	Comment	Score (out of 5)
Current Use	Office use – Business Park comprises 6 modern office buildings and one site currently being redeveloped to provide a new Grade A office building of 8447sq.m.	
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station is between 0.25km and 1km from different parts of the employment area. Bus stops are located on Weybridge Road and Station Road. Roads surrounding the area also provide designated cycle paths. Area is close to the nearby town of Addlestone giving access to a large local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill. Around 3km to J11 of M25 via good A-roads some of which is dual carriageway. Access also to Weybridge and A3 into London. Ample on-site parking available.	4
Quality of Environment of site and site characteristics	Range of modern purpose built 2 and partly 3 storey office buildings set in attractive and reasonably well landscaped grounds. Ample parking available, some with barrier controlled access. External lighting and CCTV. The business park is actively managed. Completion of the Delta site and nearby units 4-9 on the adjacent Weybridge Business Park will help to raise the profile of this employment area.	4
Compatibility of adjoining uses	Majority of surrounding land is in residential use. No compatibility issues. Industrial/warehouse units on Hamm Moor Road are not visible from the Park.	5
Market Attractiveness	Ocean House and part of the ground floor of No. 6 is vacant giving an overall vacancy rate of 14%. The Delta site is currently being developed (estimated completion Autumn 2016). Buildings are slightly older than Aviator Park, but still of high quality with good accessibility. Current occupiers include Thales, Misco, Michael Page and Cochlear.	4
Floorspace/Vacancy/Vacant sites	Total Floorspace: 9977sqm / Vacancy Rate: 14%	No land remains for development now that the approved office building on the Delta site is under construction.
Potential Uses and scope for intensification and/or redevelopment	Some opportunity for expansion, although this could result in loss of parking. The Delta site has planning permission for 9410sqm of office floorspace.	
Planning and Deliverability Factors	The employment area is located in the Urban Area but part of the area abuts the Green Belt. A large part of the employment area is located is located in flood zone 2 although parts of the employment area on its western side are also located in flood zones 3a and 3b.	
	TOTAL SCORE:	**21**

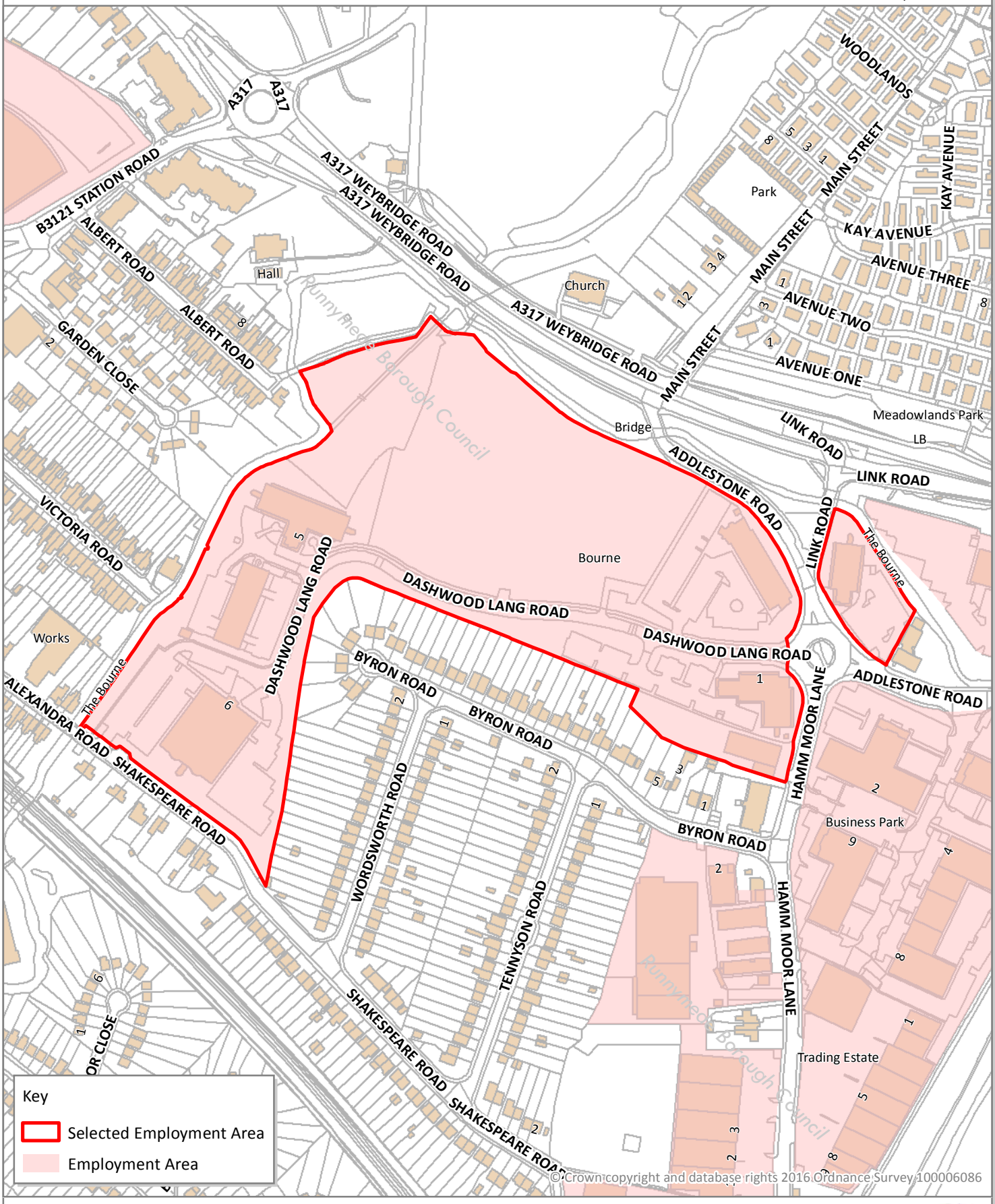
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A1

Weybridge and Bourne (North), Addlestone



Scale: 1:3,000
0 25 50 100 m

Area: 6.3 ha

Existing employment area:	Reference	Area (ha)
WEYBRIDGE BUSINESS PARK (WEST), HAMM MOOR LANE, ADDLESTONE	**A2**	**3.08**

Criteria	Comment	Score (out of 5)
Current Use	Mixed industrial and office area - predominantly in industrial use with more limited office use.	
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station and town centre are approximately 800m (around 10 minute walk). Bus stops on Weybridge Road and Station Road. Roads surrounding site have designated cycle paths. Site close to the nearby town of Addlestone giving access to large local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill, around 3km to J11 of M25. Also access to Weybridge and A3 to London. The access road serving the employment area is reasonably good but is affected by significant on street parking due to parking shortages.	3
Quality of Environment of site and site characteristics	Informal employment area comprising a number of individual sites. Variety of buildings of varying ages: modern small office units by canal; larger older mainly industrial (pre-1960s) buildings; some smaller single storey buildings; and a range of purpose built industrial/warehouse units circa 1980s. Many buildings lack landscaping and formal parking. The small office units at the far end of Hamm Moor Road are of better quality and overlook the canal. There is considerable on street parking exacerbated by customer parking at the Pelican Public House.	3
Compatibility of adjoining uses	Older style industrial area comprising a variety of employment uses in a wide range of buildings. Residential units in close proximity to some units but due to long established nature of industrial units and long rear gardens unlikely to result in significant conflicts.	4
Market Attractiveness	The vacancy rate for the area is 11%, with both office and light industrial space to let. Many of the buildings in this area cater for smaller businesses or those that need an accessible location but are less concerned about the quality/appearance of the building.	4
Floorspace/Vacancy/Vacant sites	Total Floorspace: 15113sqm | Vacancy Rate: 11% | No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Could be some opportunities within the area for redevelopment and intensification.	
Planning and Deliverability Factors	The employment area is located in the Urban Area and is in flood zone 2. The area is adjacent to the River Wey Navigation which is designated as a Conservation Area.	
	TOTAL SCORE:	**18**

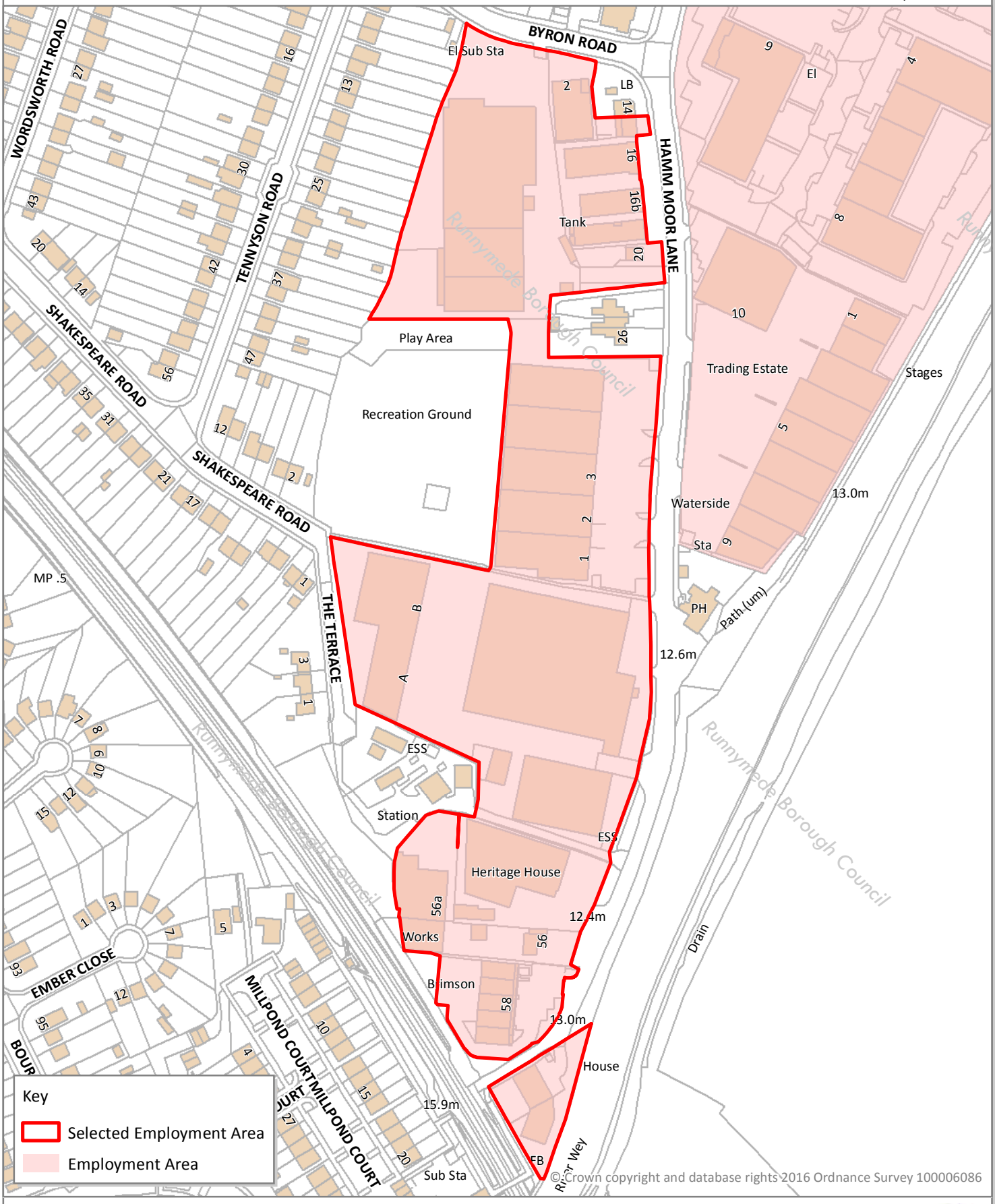
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A2

Weybridge and Bourne (West), Addlestone



Scale: 1:2,000
0 15 30 60 m

Area: 3.08 ha

Existing employment area:	Reference	Area (ha)
WEYBRIDGE BUSINESS PARK (EAST), ADDLESTONE	**A3**	**3.36**

Criteria	Comment	Score (out of 5)
Current Use	Office – Business Park comprising 10 units – 6 of which are currently being demolished. Remaining 4 units to the north of the site are large office units. Demolished units to be redeveloped to provide modern office units.	
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station and town centre approximately 800m (around 10 minute walk). Bus stops on Weybridge Road and Station Road. Roads surrounding area have designated cycle paths. Site close to the nearby town of Addlestone giving access to large local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill. Around 3km to J11 of M25 via good A-roads some of which is dual carriageways. Access to Weybridge and A3. Formal parking provision on-site.	4
Quality of Environment of site and site characteristics	Remaining offices are large purpose built office buildings which are older (early 1980s) and visually less pleasing than those in Dashwood Lang Road. Formal parking areas benefit from some landscaping and external lighting. Significant investment is being made by the landlord, Standard Life Investments, which will improve the overall environmental quality. Area benefits from canal side setting. Score is based on current situation.	3
Compatibility of adjoining uses	Canal adjacent to eastern boundary and mostly commercial uses to north, west and south. No significant compatibility issues. There are a few industrial units to the west of Hamm Moor Road which may detract slightly from the very southern units but the outlook is mainly to the north and to the canal.	4
Market Attractiveness	No vacancies in remaining units, despite buildings being older. Current occupiers include Toshiba, Chep and BroadwayMalyan. Good public and private accessibility coupled with quality of neighbouring Bourne Business Park results in reasonably good market visibility. Investment in this area will improve market attractiveness significantly. Score is based on current situation.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 9048sqm | Vacancy Rate: 0% | No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Units 4-9 Weybridge Business Park are currently being redeveloped following the grant of planning permission RU.15/0798 to provide modern large office accommodation with a slightly increased floor area.	
Planning and Deliverability Factors	The employment area is located in the Urban Rea and within flood zone 2. The Wey Navigation to the east is designated as a Conservation Area. The part of the employment area to the south of Addlestone Road is designated as an area of High Archaeological Potential.	
	TOTAL SCORE:	**18**

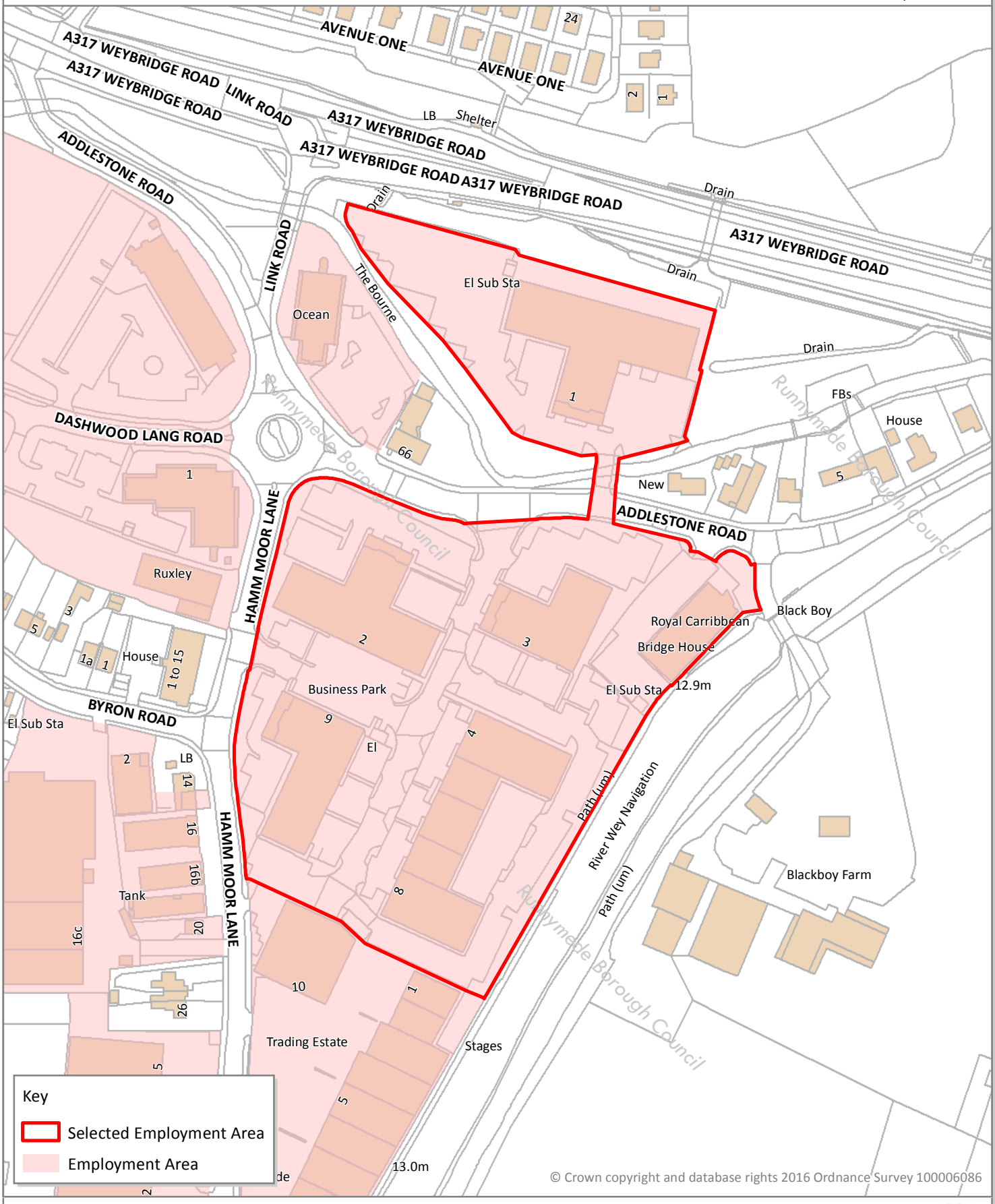
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A3

Weybridge and Bourne (East), Addlestone



Scale: 1:2,000
0 15 30 60 m

Area: 3.36 ha

Existing employment area:	Reference	Area (ha)
WATERSIDE TRADING ESTATE, HAMM MOOR LANE, ADDLESTONE	**A4**	**0.82**

Criteria	Comment	Score (out of 5)
Current Use	Small Trading Estate comprising 10 no. units in industrial and storage and distribution uses located within a wider employment area. Area is managed.	
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station and town centre approximately 800m (around 10 minute walk) away. Bus stops on Weybridge road. Roads surrounding area have designated cycle paths. Close to the nearby town of Addlestone giving access to large local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill. Although area is slightly further from main road, Hamm Moor Lane still provides good access. Around 3km to J11 of M25 via good A-roads some of which is dual carriageway. Also access to Weybridge and A3 link into London.	4
Quality of Environment of site and site characteristics	Area contains 10 industrial/warehouse buildings which are more modern (1980s) than the majority of those on the western side of Hamm Moor Lane. Limited landscaping but large parking areas with spaces formally laid out.	4
Compatibility of adjoining uses	Good location for buildings as area adjoins canal to east (rear). Some residential properties opposite entrance which could result in potential conflict but long established employment area.	4
Market Attractiveness	Area is fully occupied. Industrial/warehouse units are in good c ondition and appear to be well managed. Units considered attractive to the market.	4
Floorspace/Vacancy/Vacant sites	Total Floorspace: 4454sqm | Vacancy Rate: 0% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Limited potential for intensification due t o existing site configuration. Only potential for expansion if use altered to offices, but location adjacent to Conservation Area would impact development potential (e.g. height of development).	
Planning and Deliverability Factors	Whole of the employment area is located in the Urban Area, in flood zone 2 and is designated as an area of high archaeological potential. The Wey Navigation adjacent to the east is designated as a Conservation Area.	
	TOTAL SCORE:	**20**

[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A4

Waterside Trading Estate, Addlestone

Scale: 1:1,250
0 10 20 40 m

Area: 0.82 ha

Existing employment area:	Reference	Area (ha)
AVIATOR PARK, STATION ROAD, ADDLESTONE	**A5**	**1.75**

Criteria	Comment			Score (out of 5)
Current Use	Office – Modern edge-of- centre offices consisting of two, three storey buildings - XIA and XIB. Both buildings are capable of single occupation or multiple let.			
Public Access including access to local labour supply and access to local facilities	Good public accessibility. Offices are less than 250m from Addlestone railway station and town centre (which contains a range of shops and services). Bus stops on Station Road (close to entrance road into site). No designated cycle path on Station Road but the road itself is relatively wide.			5
Private Access including access to strategic road network and also local road access to existing sites.	Good strategic road access, less than 200m from the strategic road network (A-roads), and around 2.5 km to J11 of M25.			4
Quality of Environment of site and site characteristics	Area comprises two modern office buildings with contemporary fully glazed curtain wall facades set in generous landscaping. Barrier controlled access with gatehouse, formal parking layout and external lighting. The employment area under consideration was larger in the 2010 ELR and benefitted from an extant planning permission to develop remainder of the site for offices. However this land is now being developed for approximately 200 dwellings and the ELR employment area boundary has been adjusted accordingly.			4
Compatibility of adjoining uses	Residential properties and some retail/commercial uses located adjacent or opposite the area - unlikely to result in any potential conflicts.			4
Market Attractiveness	Modern purpose built office buildings of a contemporary style offering good accessibility to J11 of M25, and Addlestone town centre (which is undergoing major regeneration). The area currently has reasonably good market visibility and is located a short distance from the Bourne and Weybridge Business Parks. One of the two existing buildings is fully let - current occupiers include Juniper Networks, Akamai Technologies and Mondi Investments. The redevelopment of the remainder of the business park for residential use may impact the market attractiveness of this area to a limited extent, however the profile of these offices in the market should remain reasonably good due to investment in Addlestone and an increasing lack of good quality space available on the market in the Addlestone/Weybridge area.			3
Floorspace/Vacancy/Vacant sites	Total Floorspace 9338sqm	Vacancy Rate: 35%	No land remains for development.	
Potential Uses and scope for intensification and/or redevelopment	No land remains for expansion.			
Planning and Deliverability Factors	The employment area is located in the Urban Area. Part of the area (eastern side) is located in Flood Zone 2.			
			TOTAL SCORE:	**21**

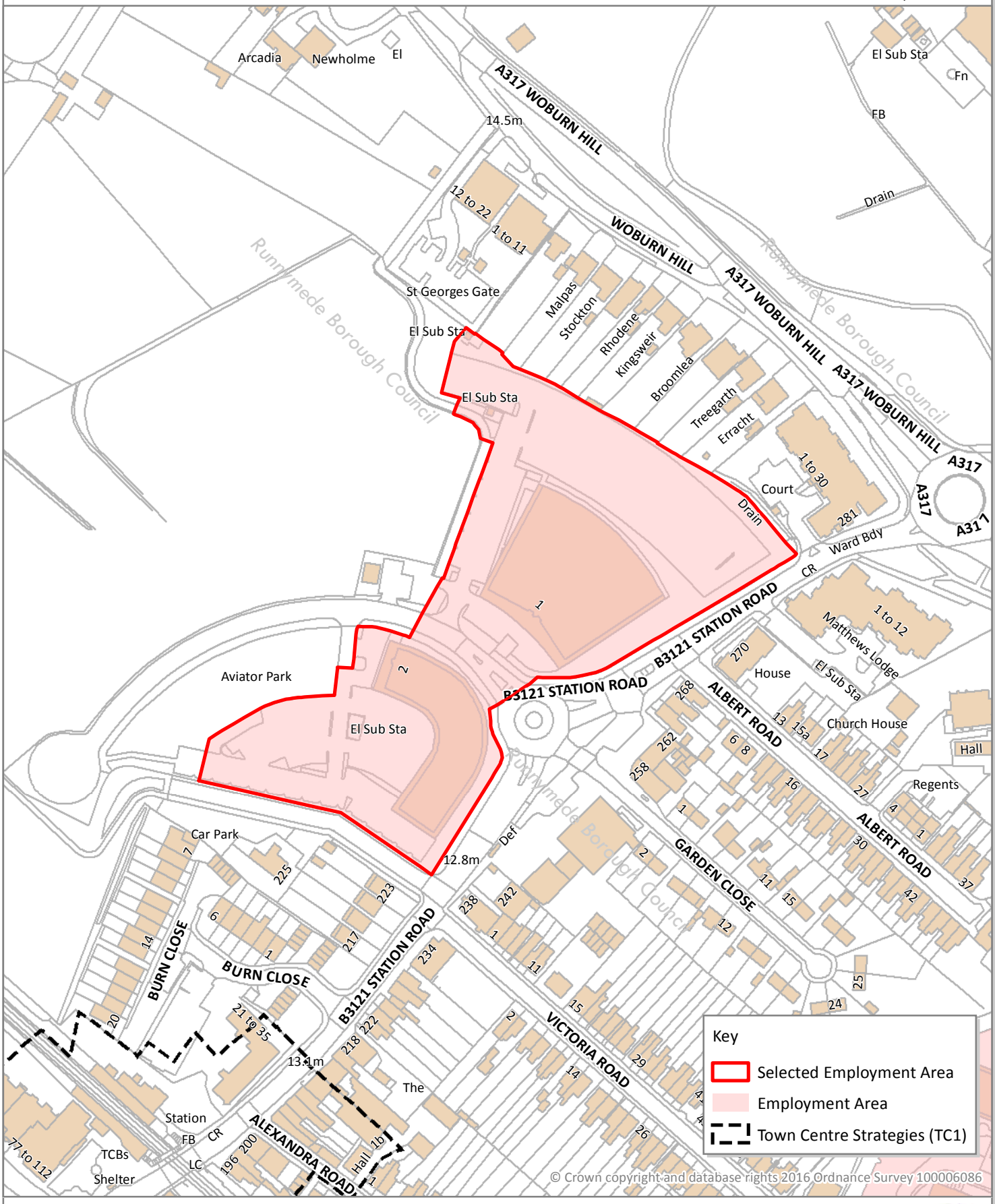
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

ID: A5

Aviator Park, Station Road, Addlestone

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Scale: 1:2,000
0 15 30 60 m

Area: 1.75 ha

Existing employment area:	Reference	Area (ha)
ADDLESTONE TOWN CENTRE	**A6**	**14.18**

Criteria	Comment	Score (out of 5)
Current Use	Addlestone town centre contains mainly office use within its boundary. To the western end of the town centre is the Addlestone Revitalisation Area, designated in the 2001 Local Plan to encourage employment development opportunities (through policies TC4, 5, 6, 7 and 8). These policies continue to be part of the adopted Local Plan for Runnymede, and helped bring forward the office development at Lindsay House on the corner of Station Road and the High Street. The amount of B use floorspace in Addlestone town centre is significantly lower than in Egham and Chertsey town centres.	
Public Access including access to local labour supply and access to local facilities	There are a number of bus stops on Station Road which is the main thoroughfare running through Addlestone town centre. There are also bus stops along the High Street, a small part of which is located within the town centre boundary. Station Road, Corrie Road, Garfield Road and Crouch Oak Lane are all on designated cycle routes (defined as either routes on quieter roads or shared cycle/footways). Good accessibility to local residential areas/labour supply. The town centre offers a range of local shops and services. Redevelopment of the western end of the town centre is currently underway and due for completion in 2017.	5
Private Access including: access to strategic road network, local road access to existing sites and	Station Road runs through the centre from east to west. The High Street is located at the western end of the town centre and provides access to the M25 and Chertsey areas. Some congestion is experienced at the junction of High Street and Station Road. The town centre is approximately 2km from Junction	4

parking.	11 of M25 via the High Street, although the route can be congested at peak times. The A317 is located at the eastern end of the town centre and provides access to Weybridge and beyond. The down time of the level crossing at Addlestone Station can cause delays entering the town centre from the east, especially at peak times. The majority of office provision has dedicated formal parking.	
Quality of Environment of site and site characteristics	A significant majority of office floorspace is provided by two purpose built office buildings - Pandrol House (dates from 1960s/70s) and Lindsey House (the 1990s). Both sites have secure parking but only token landscaping to boundaries as building are built hard up to the footway. Lindsey House has recently been refurbished and occupies a prominent location at the main junction at the western end of the town. Pandrol House is of lower quality. Other buildings in the town centre include: Lyndale House on High Street which provides small office suites and has private parking; and a range of older small buildings some of which have been c onverted to office use in the past and provide lower quality accommodation.	3
Compatibility of adjoining uses	Mixed town centre commercial area includes a range of uses, although the great majority of the B class uses are offices. Office uses generally have no adverse impact on neighbouring land uses.	4
Market Attractiveness	Despite reasonable public and private accessibility, the town centre of Addlestone has less office floorspace and a lower market profile as an employment centre than either Egham or Chertsey. The vacancy rate is high at 43% however this is mainly accounted for by Lindsey House, the largest office building in the town centre, which has been vacant for approximately 12 months. The current investment in the town centre will improve the public realm and increase footfall and should assist in raising the market profile of the town as an employment centre.	3

Floorspace/Vacancy/Vacant sites	Total Floorspace: 3921sqm	Vacancy Rate: 43%	No Land remains for development
Potential Uses and scope for intensification and/or redevelopment	The Addlestone One development is currently under construction. This permission will see a modest loss of B1a floorspace. Further phases of regeneration in Addlestone town centre are under consideration and may offer opportunities for some additional B1a floorspace within the centre.		
Planning and Deliverability Factors	The employment area is located in the Urban Area. The High Street frontage within the designated town centre is within an air quality management area. A very small part of the town centre is located in flood zone 2.		

TOTAL SCORE:	**19**

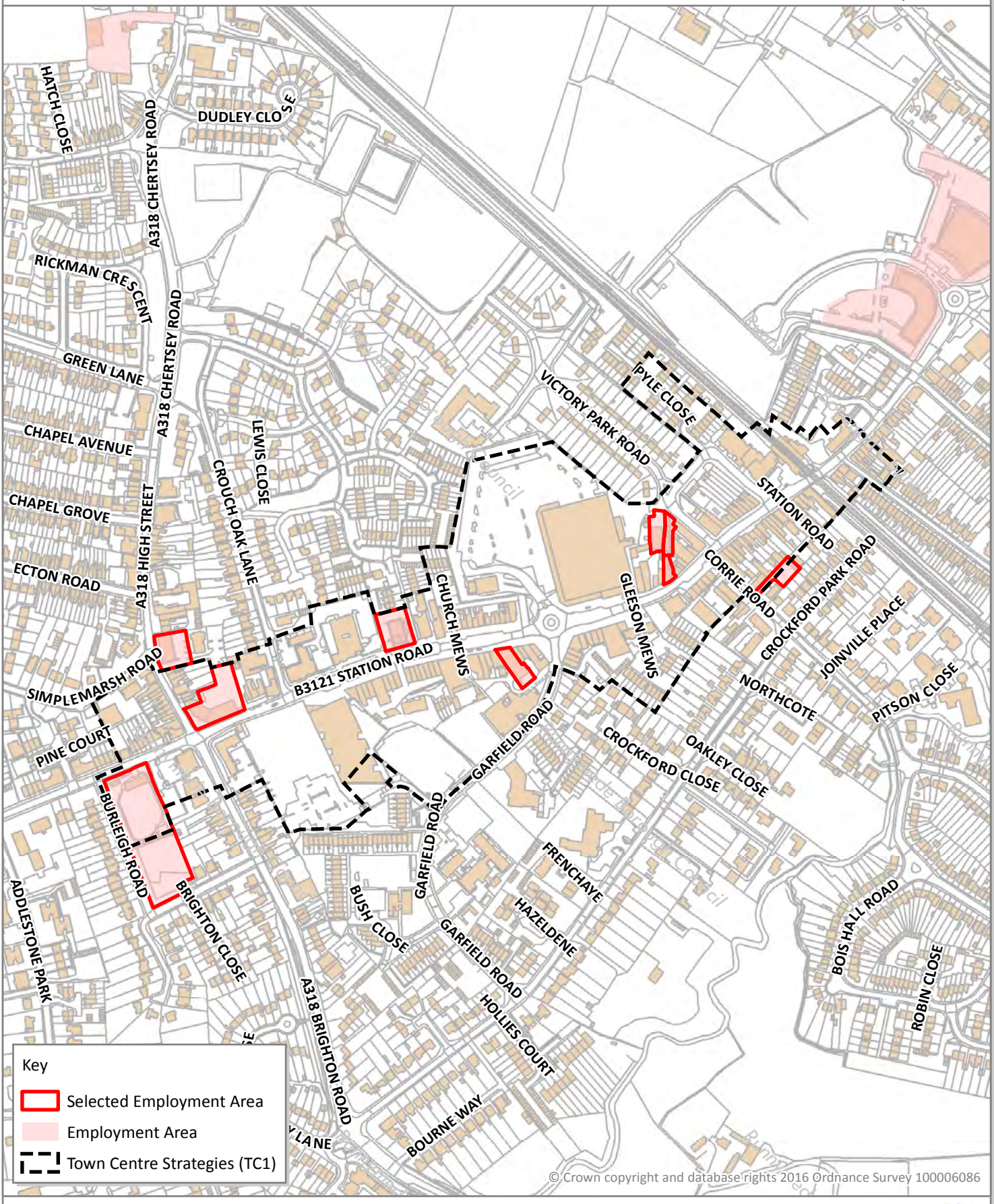
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A6

Addlestone Town Centre



Scale: 1:5,000
0 50 100 200 m

Area: 14.18 ha

Existing employment area:	Reference	Area (ha)
HILLCREST FARM, (Addlestone Commercial Van Hire) CHERTSEY ROAD, ADDLESTONE	**A7**	**0.28**

Criteria	Comment	Score (out of 5)
Current Use	Haulage Yard and garaging of vehicles– single occupier	
Public Access including access to local labour supply and access to local facilities	Employment area is located on the edge of the Addlestone urban area (about 700m from the town centre). No designated cycle path in the vicinity of the site although site in close proximity to a number of cycle routes. Reasonable footpath links to the town centre. Bus stop nearby on Chertsey Road. Addlestone railway station around 1.5km away.	3
Private Access including access to strategic road network and also local road access to existing sites.	Narrow access to site leads directly onto Chertsey Road. Site is around 1.5 km to J11 of M25.	4
Quality of Environment of site and site characteristics	L-shaped single site located largely in a backland position behind buildings fronting Chertsey Road. Narrow access to predominantly hard surfaced yard with one high eaves building located at the rear of the site and a s maller former piggery building closer to the entrance. No landscaping within the area or barrier entry. Vehicles parked in all available space.	1
Compatibility of adjoining uses	Public house is located adjacent to the access. Area also adjoins some residential properties to north and south. Given the nature of the business and the number of vehicles using this employment area, there is potential for conflict, although it is recognised that the use is long established (since 1953).	3
Market Attractiveness	Despite being located on a main road into Addlestone, area has a lower market profile due t o its backland position and narrow access. This may restrict attractiveness for other users.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 2510sqm / Vacancy Rate: 0% / No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Potential scope for intensification/redevelopment for alternative employment use (light industrial/office) but consideration of surrounding uses and access suitability would be required.	
Planning and Deliverability Factors	The employment area is located in the Urban Area but the Green Belt adjoins site to rear and Tree Preservation Order on adjacent site by access. The George Public House located to the south-east is Grade II listed.	
	TOTAL SCORE:	**14**

[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

ID: A7

Hillcrest Farm, Chertsey Road, Addlestone

Runnymede Borough Council
Runnymede Civic Centre
Station Road
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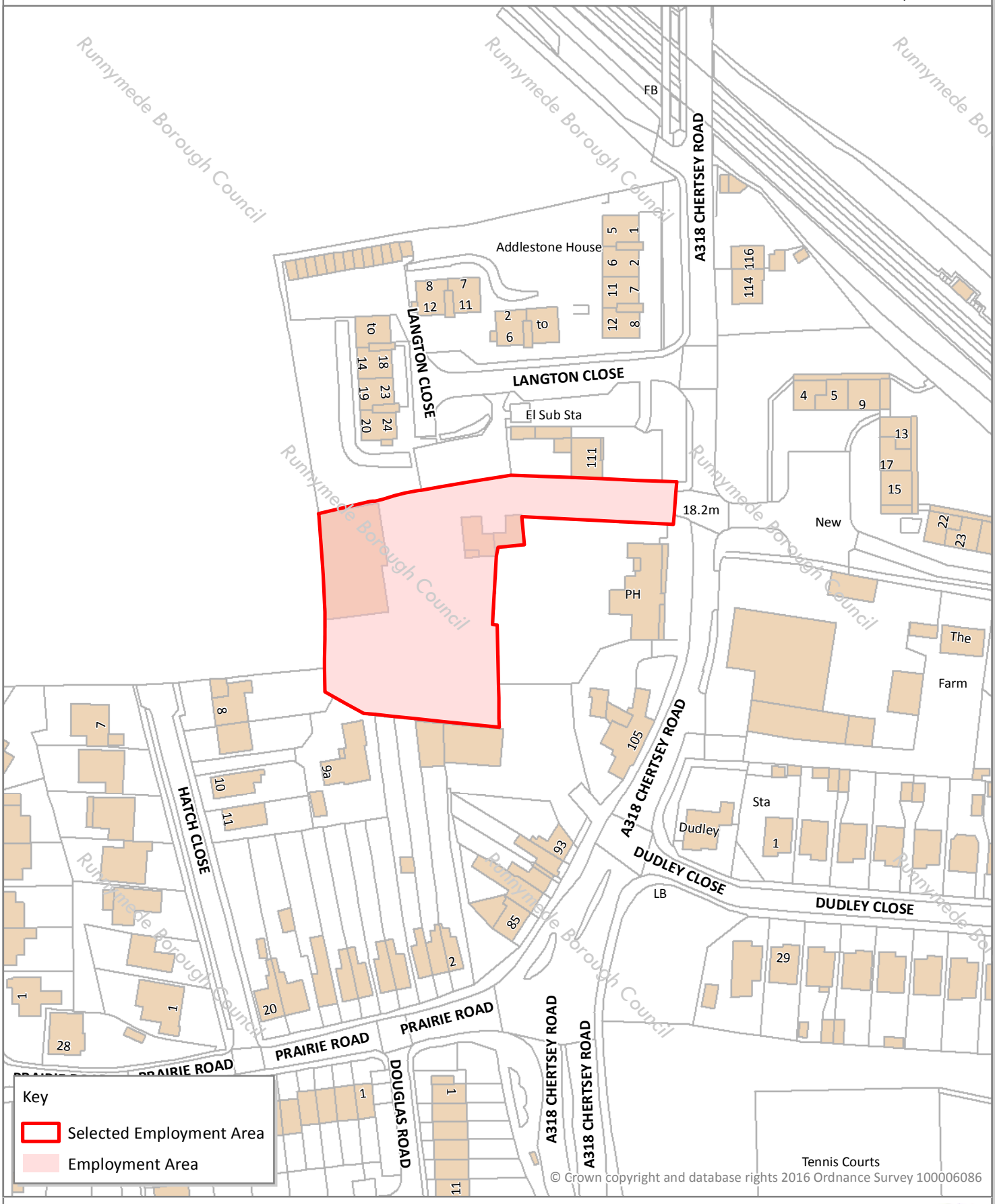
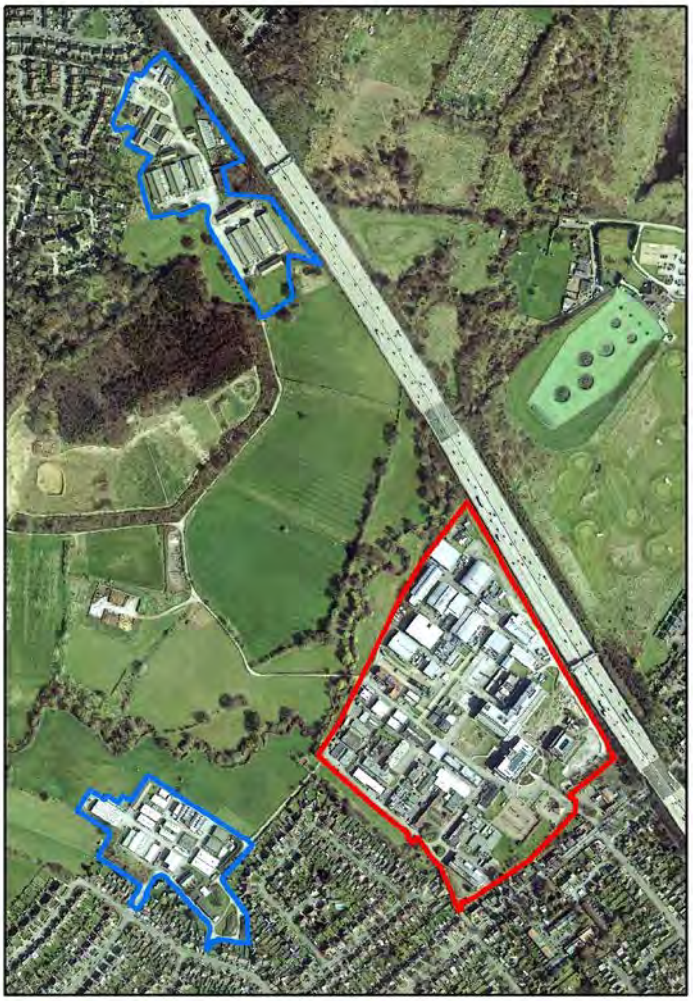
Surrey KT15 2AH



Scale: 1:1,250
0 12.5 25 50 m

Area: 0.28 ha

Existing employment area:	Reference	Area (ha)
CENTRAL VETERINARY LABORATORIES, WOODHAM LANE, NEW HAW, ADDLESTONE	**A8**	**12.83**



Criteria	Comment	Score (out of 5)
Current Use	Research and Development. Headquarters of the Animal and Plant Health Agency (APHA) formed in October 2014. This is an executive agency sponsored by DEFRA. The total research area outlined in red above, includes the research laboratories (occupying approximately12.8 ha). A number of farms (including both buildings and land) are associated with the laboratories giving a total area of approximately 105ha.	
Public Access including access to local labour supply and access to local facilities	Byfleet railway station just under 2km from the main site. Bus stops located close by on Woodham Lane. No designated cycle path on the roads in the vicinity of the main site. Around 1km from shops and services at The Broadway. Close to residential area with local labour available.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Located on Woodham Lane which is a B-road. Some distance from strategic road network and A-roads. Around 4.5 km to J11 of M25 via local roads. Access and parking areas are formally laid out within the site.	2
Quality of Environment of site and site characteristics	The research laboratories are large and comprise a wide range of buildings varying in ages, size and appearance, which are mainly in office and research and development use. A 15 year masterplan was designed in 1997 and the laboratories have been the subject of significant upgrading. Buildings in the central core of the site are not permitted to be higher than 22 metres. The older buildings are utilitarian in appearance with many flat roofed buildings. Even newer buildings are generally prefabricated metal clad flat roof buildings, although of good quality. There is generally token landscaping within the site although boundary landscaping is better. The site is secure and there is a gate house at the access.	3

Compatibility of adjoining uses	Only one of the boundaries of the site directly adjoins the rear garden boundaries of residential properties fronting Woodham Lane. Site otherwise adjoins agricultural land associated with site and M25 embankment. Conflicts are unlikely due to limited boundary with residential properties and nature of occupier.		5
Market Attractiveness	Current use and occupier of the laboratory site is long established, although site is partly under occupied. The market attractiveness of this employment area to another commercial operator is likely to be limited due to niche nature of the buildings and the site's accessibility. Score based on attractiveness to general market not current occupier. Although the vacancy is recorded as zero as no space is being marketed to let, some buildings are currently under occupied.		2
Total Floorspace/Vacancy rate /Vacant land remaining	Total Floorspace 69,000sq.m	Vacancy Rate 0% Laboratory site is under occupied	No Land remains for development
Potential Uses and scope for intensification and/or redevelopment	The buildings and facilities on the site have been subject to some upgrading, as detailed in an approved 15 year master plan which allowed for an increase in gross floorspace of around 9,000 sqm.		
Planning and Deliverability Factors	The main site is located in the Urban Area with the remainder of the area located in the Green Belt. The Addlestone Bourne flows to the north west of the main site immediately to the north of the laboratories. The majority of the main site is within flood zones 2 and 3. The eastern boundary of the main site is also located in an Air Quality Management Area.		
		TOTAL SCORE:	**15**

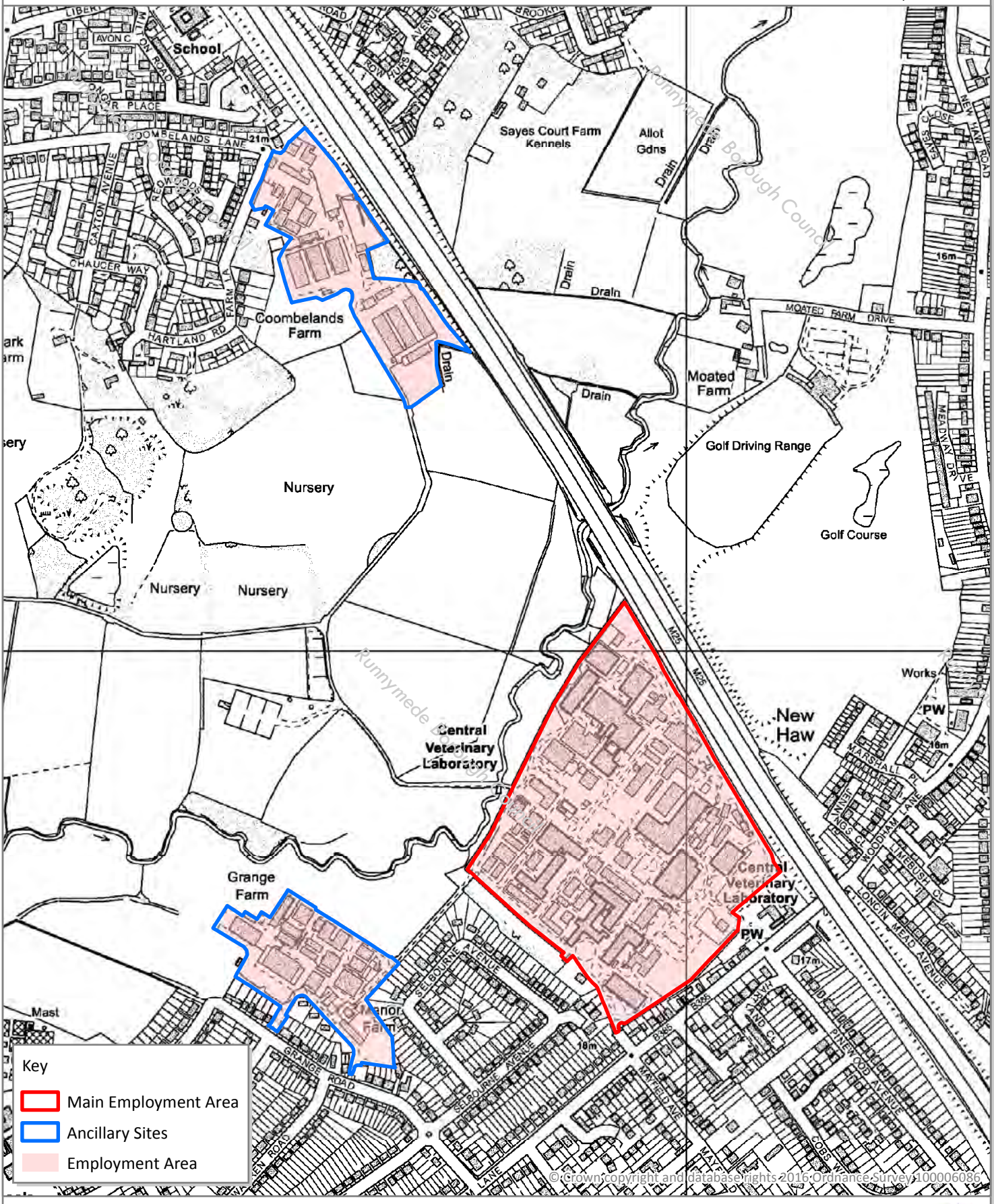
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A8

Central Veterinary Laboratories, Woodham Lane, Addlestone



Scale: 1:7,000
0 50 100 200 m

Area: 12.83 ha (main site)

Existing employment area:	Reference	Area (ha)
CANAL BRIDGE ESTATE, BYFLEET ROAD, NEW HAW, ADDLESTONE	**A9**	**1.27**

Criteria	Comment			Score (out of 5)
Current Use	Mixed B use, with majority in light industrial and storage and distribution use. Small industrial estate with multiple occupiers.			
Public Access including: access to local labour supply and access to local facilities	Byfleet station within 1km. Bus stops available on Woodham Lane and New Haw Road. No designated cycle path on surrounding roads. Area close to a few local shops and services including the White Hart public House and a Local convenience store. Labour available locally in the nearby residential area.			3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Located on Byfleet Road (A Class-road) but some distance from larger towns (Addlestone around 2km). Byfleet Road has narrow road bridge limiting access in this direction. Around 4km to J11 of M25 via local roads.			2
Quality of Environment of site and site characteristics	Variety of buildings and porta cabins on site, majority of which are single storey, low scale, older (pre1960s) style buildings. Two buildings are two storeys (partly warehouse with high eaves) and these are more modern (1980s). Majority of site is used for outside storage, mostly of vehicles. Access shared with no formal parking areas and no landscaping except for around boundaries.			2
Compatibility of adjoining uses	Area is separated from nearby residential properties to the west by Wey Navigation. The proximity of the residential uses has the potential to cause conflict with the industrial activities taking place on the site and it is understood that a complaint has previously been made about noise (RU.08/1081 & RU.10/0056).			4
Market Attractiveness	Area appears to be fully occupied. Due to its location it has a lower profile but appears to accommodate potentially 'bad neighbour' uses and those requiring lots of outside storage. Many of the premises appear to be in poor condition and there does not appear to have been any significant refurbishment or investment in the site in recent years.			3
Total Floorspace/Vacancy rate /Vacant land remaining	Total Floorspace: 1856sqm	Vacancy Rate 0%	No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	May be some limited redevelopment opportunity but the Green Belt considerations will be paramount and existing occupiers displaced may have difficulty in finding alternative sites.			
Planning and Deliverability Factors	The employment area is located in the Green Belt. The Wey Navigation Conservation Area is adjacent to the west. Trees on the western boundary are protected by a Tree Preservation Order.			
			TOTAL SCORE:	**14**

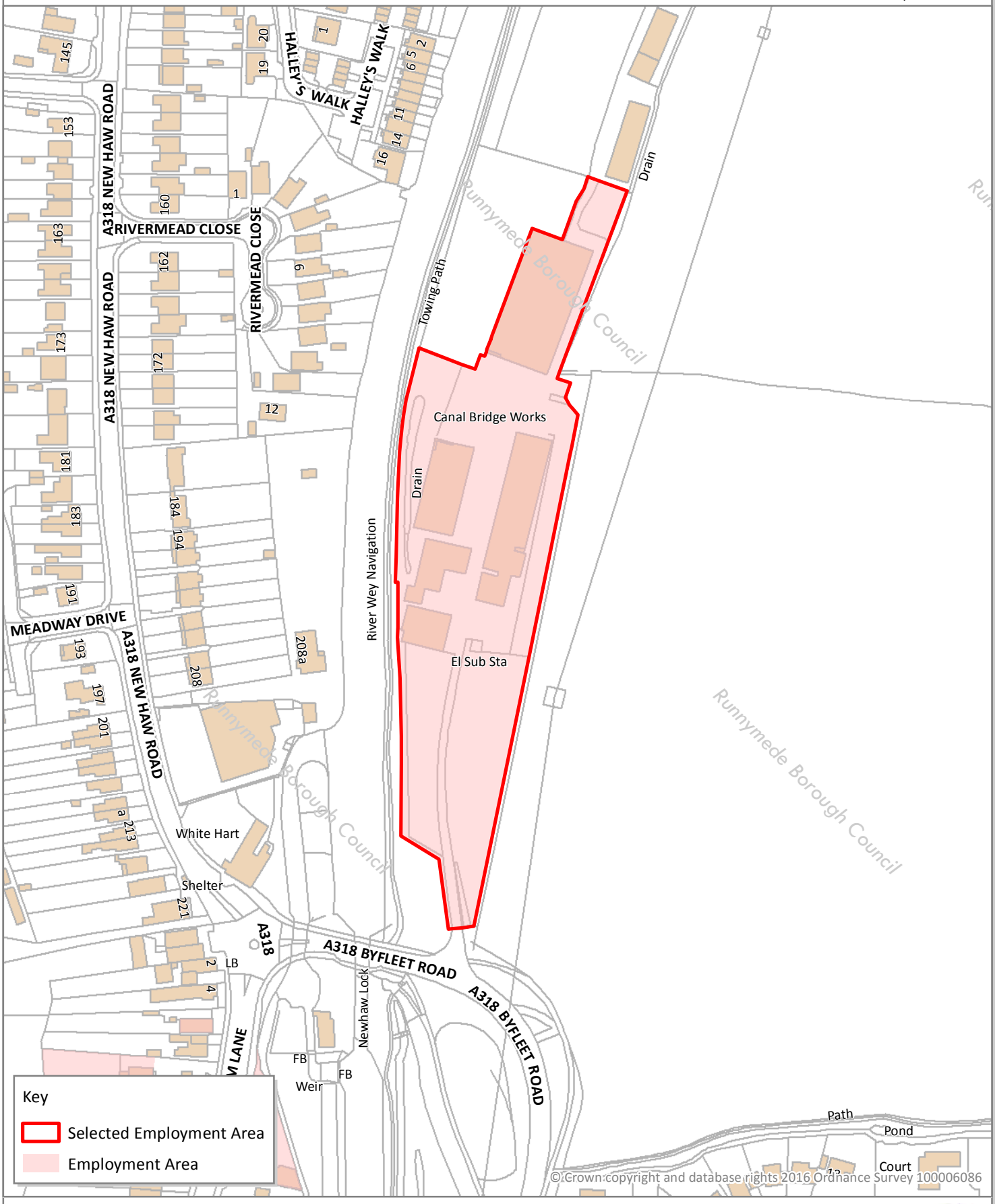
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

ID: A9

Canal Side, Byfleet Road, Addlestone

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Scale: 1:2,000
0 12.5 25 50 m

Area: 1.27 ha

Existing employment area:	Reference	Area (ha)
WOODHAM PARK ROAD, NEW HAW, ADDLESTONE	**A10**	**1.49**

Criteria	Comment	Score (out of 5)
Current Use	Industrial - open storage. Land predominantly used for parking and storage of private and commercial vehicles.	
Public Access including: access to local labour supply and access to local facilities	Area located in the Green Belt but in close proximity to the urban area, giving access to local labour supply. Nearest local services in New Haw. West Byfleet station is just over 2km away. A bus stop is located approximately 200m from the entrance to the site and is served by two routes to Woking/Brooklands although services are infrequent on both. There are no off-road cycle paths in the vicinity but Woodham Park Road is a relatively quiet road.	2
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off residential road – Woodham Park Road, which has speed cushions. Around 5km to J11 of M25 via residential and A-roads. Informal parking on both sites. The northern site did share an access point with the neighbouring residential dwelling to the south but a dedicated access was built approximately 10 years ago. The southern site is served by an access road which runs to the north of No.85.	1
Quality of Environment of site and site characteristics	Area is divided into two sites, with each served by a single access road. Both sites contain few buildings, which are mainly temporary in nature and of poor quality. There is no landscaping and parking is informal. The area is mainly bounded by residential properties and a wooded area to the south west.	1
Compatibility of adjoining uses	Residential dwellings are located to the north and south but plots are large and parking areas mainly abut rear amenity areas. New access to one of the two sites has reduced impact on residential dwelling to the south.	2
Market Attractiveness	Area's low profile, and market attractiveness is limited due to restrictions in terms of use and structures, and remote location. The site(s) provide open storage for which there is some demand.	1
Floorspace/Vacancy/Vacant sites	Total Floorspace: 3505sqm (this is mainly open storage) / Vacancy Rate: 0% / No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Area covered by Certificates of Lawful Use for open storage of motor vehicles plus commercial use of various small buildings. Due to Green Belt location there is no scope for intensification and/or redevelopment.	
Planning and Deliverability Factors	The employment area is located within the Green Belt.	
	TOTAL SCORE:	**7**

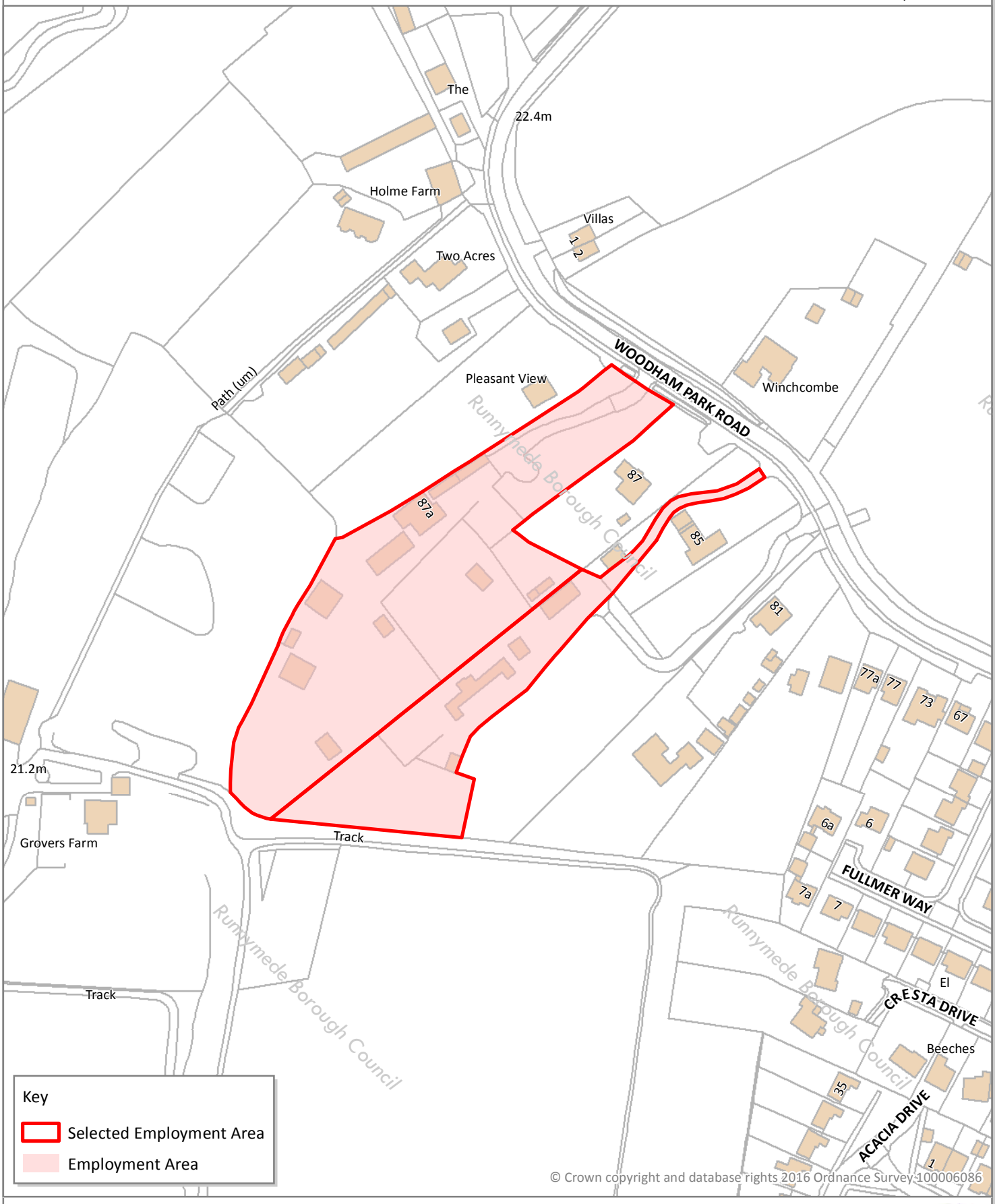
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A10

Woodham Park Road, New Haw, Addlestone



Scale: 1:2,000
0 12.5 25 50 m

Area: 1.49 ha

Existing employment area:	Reference	Area (ha)
HILLSWOOD BUSINESS PARK, HILLSWOOD DRIVE, CHERTSEY	**C1**	**13.54** (not including parkland)

Criteria	Comment	Score (out of 5)
Current Use	Office use. Three Grade A office buildings on rural business park. Building 1000 is occupied by Samsung as their EMEA HQ. Building 2000 is occupied by Astellas Pharma for their EMEA HQ and Building 3000 is divided in two parts, Samsung occupy one part and REGUS occupy the other.	
Public Access including: access to local labour supply and access to local facilities	Located in the Green Belt. Designated cycle path on main road to Woking and off-route cycle paths within the site. Bus stops at adjacent hospital site and at entrance of site. Nearest railway station is Chertsey railway station but this is not within walking distance. Local labour and local services available in Ottershaw and Chertsey both a short distance from the site.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access directly onto A320 Woking to Staines-upon-Thames road. Less than 1.5km to J11 of M25. Considerable on-site parking available.	5
Quality of Environment of site and site characteristics	Three modern individually styled purpose built 3 storey office buildings located in generous and attractive parkland grounds. Secluded site. Formal parking and servicing arrangements although some buildings appear to have overspill into informal areas. CCTV and external lighting provided.	5
Compatibility of adjoining uses	No compatibility issues as area is surrounded by parkland/open land. The hospital site to the north-east is partially visible from the employment area but separated from it by a significant area of open parkland.	5
Market Attractiveness	High quality business park set within generous landscaped grounds offering excellent access to M25 and Heathrow. Public transport access is reasonable due to dedicated cycle lane access and bus services to and from neighbouring hospital. Chertsey Station is approximately 2km away. The vacancy rate reflects churn in the serviced office accommodation at REGUS. Market attractiveness of this Business Park is high despite visibility into the site from the A320 being limited.	5
Floorspace/Vacancy/Vacant sites	Total Floorspace: 21571sqm | Vacancy Rate: 4% | Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Planning permission for one further building (9144 sq m of office space) at plot 2000 remains unimplemented. Green Belt designation would limit further expansion although limited extension could occur to existing buildings, provided they would not result in disproportionate additions over and above the size of the original buildings.	
Planning and Deliverability Factors	Employment area located in the Green Belt. Tree Preservation Order 244 covers large parts of the area, and Botley's Mansion adjacent is a listed building.	
	TOTAL SCORE:	**23**

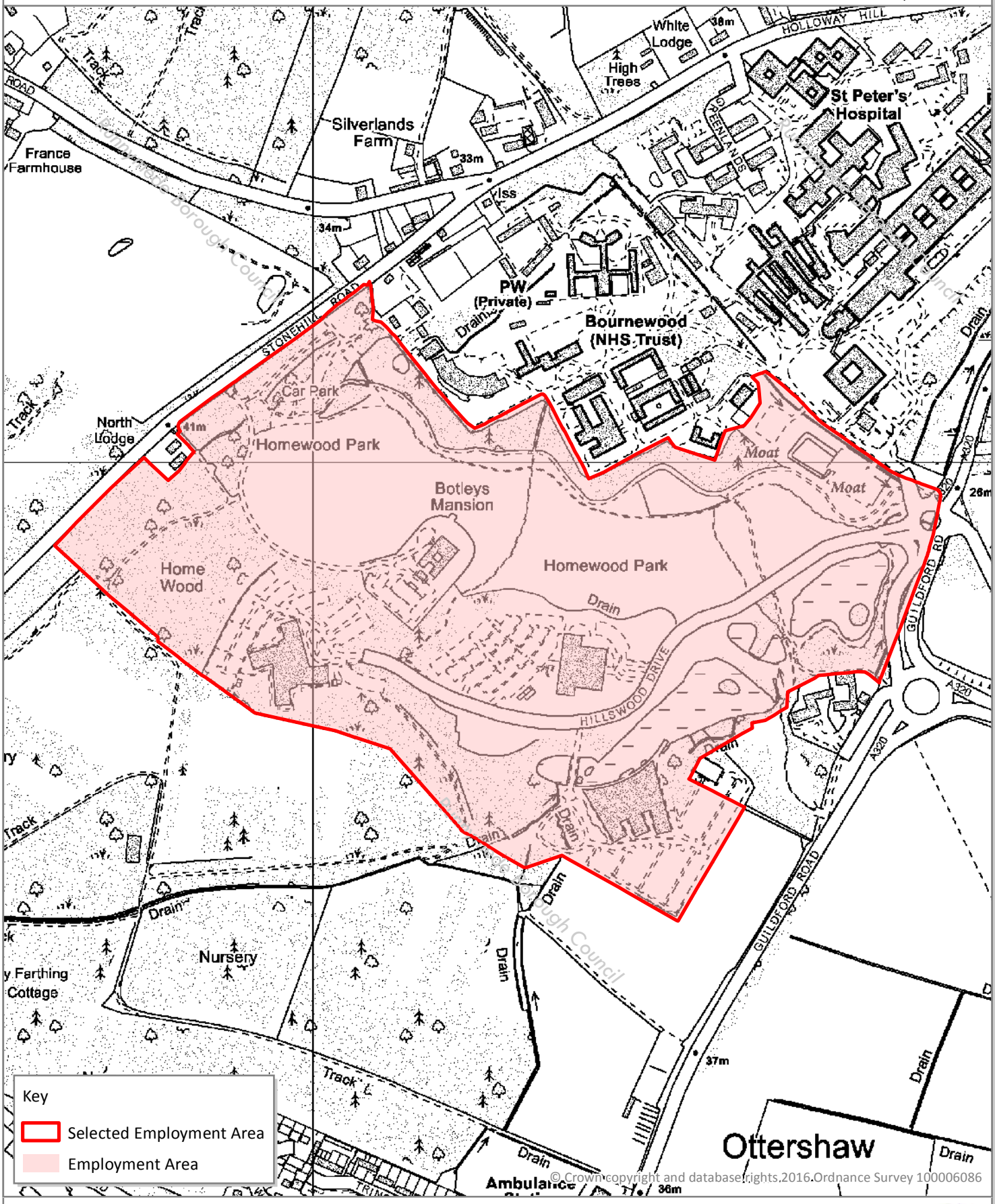
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C1

Hillswood Business Park, Hillswood Drive, Chertsey



Scale: 1:6,000
0 50 100 200 m

Area: 39.36 ha

Existing employment area:	Reference	Area (ha)
FORDWATER TRADING ESTATE, FORD ROAD, CHERTSEY	**C2**	**2.74**

Criteria	Comment	Score (out of 5)
Current Use	Mainly Industrial – mix of light industrial/ industrial and storage/distribution uses. Area also contains Council Depot and scrap yard (sui generis).	
Public Access including: access to local labour supply and access to local facilities	Approximately 200m to nearest bus stops. Designated cycle path on nearby Mead Lane but not on Fordwater Road. Small parade of shop units nearby but limited convenience offer. Close to residential area and local labour supply. Chertsey railway station approximately 1.5km.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Estate is off main A-road and is less than 2km to J11 of M25 with a direct route via mostly dual carriageway roads. However access into this employment area is narrow with residential properties adjacent to access and the curve and narrowness of the road is restrictive to the larger vehicles using the estate.	3
Quality of Environment of site and site characteristics	The majority of buildings are older pre-1960s brick built, mostly single storey and utilitarian in appearance. Only token landscaping on whole of estate. Metal boundary fencing encloses some of the sites. There are 3 newer industrial/warehouse units. Majority of sites within the area have informal parking and shared servicing areas. The steel reinforcement company located on the estate uses large vehicles which have to load, unload and wait on the Estate Road.	2
Compatibility of adjoining uses	This Estate is an established employment area with industrial uses. Area is bounded by residential properties (in close proximity), the river Bourne, and one retail unit to the north. Potential for conflicts in terms of noise and general disturbance.	2
Market Attractiveness	The estate as a whole has a low profile due to its location and is relatively unattractive in appearance. It suffers from a poor and contrived access and loading has to occur on the estate road. The majority of uses on the estate are characteristic of more "non-compliant uses". Despite its weaknesses as an employment location, due to market demand for non-compliant uses in the local area there are currently no vacant units available.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 5033 | Vacancy Rate: 0% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Limited scope for outward expansion as buildings occupy the majority of sites. However the site is located in the Urban Area and as many buildings are single storey, there is potential for two storey buildings if buildings were redeveloped for office/mixed use. However displaced uses may have difficulty in finding alternative sites.	
Planning and Deliverability Factors	Employment area within the Urban area and within Flood Zone 2, surrounded by flood zone 3. Part of the southern boundary of the employment area abuts the Chertsey Bourne at Chertsey Meads SNCI. Potential contamination of ground across the employment area given established industrial use.	
	TOTAL SCORE:	**13**

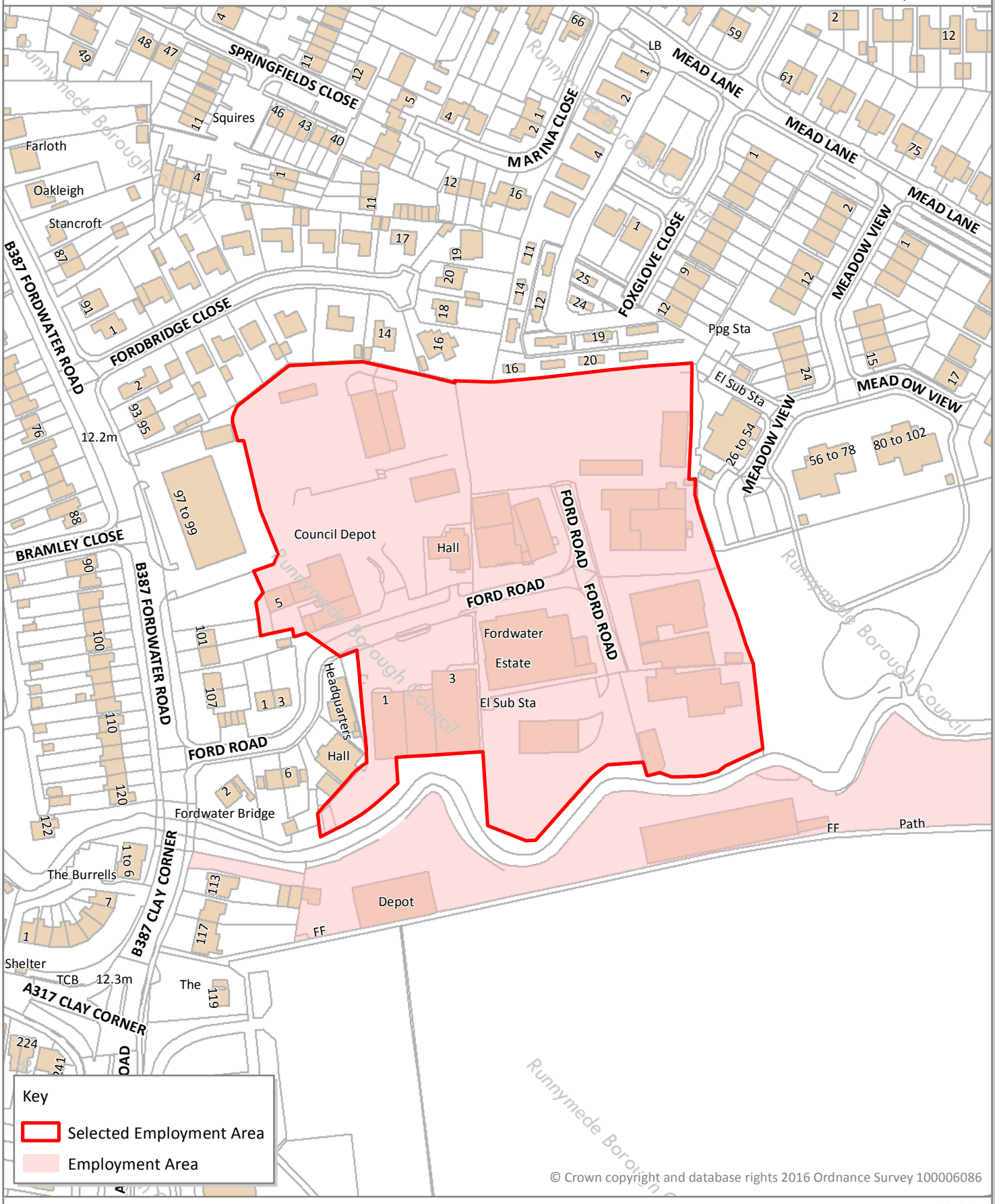
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

ID: C2

Fordwater Trading Estate, Chertsey

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Scale: 1:2,000
0 20 40 80 m

Area: 2.74 ha

Existing employment area:	Reference	Area (ha)
STEVEN'S YARD, FORDWATER ROAD, CHERTSEY	**C3**	**0.97**

Criteria	Comment	Score (out of 5)
Current Use	Industrial - industrial/storage – multiple occupiers.	
Public Access including access to local labour supply and access to local facilities	100m to nearest bus stops. No designated cycle path on Fordwater Road. Small parade of shops nearby and close to residential area and local labour supply. Chertsey railway station approximately 1.3km.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access to Steven's Yard is off main A road and less than 2km to J11 of M25, however access is narrow and adjacent to residential property. Parking on site is informal.	3
Quality of Environment of site and site characteristics	Area is flat but irregularly shaped as it follows river boundary which could make turning for large vehicles more difficult. All parking is informal with no clear distinction between different units. The large building on site has been subdivided to provide 16 small industrial/warehouse units. Building is metal clad and appears to be in reasonable condition. Outside storage of goods/vehicles. Singe narrow access into site. Some flooding issues experienced on site.	1
Compatibility of adjoining uses	Possibility for some conflict with residential uses to the south-west, which all vehicles accessing the area must pass in close proximity to, although no complaints appear to have been made from residents. Green Belt land adjacent to southern boundary is used as playing fields.	3
Market Attractiveness	All of the units are occupied by individuals or smaller businesses which may be reflected in cost of units. The site also has areas for outside storage which many other more modern units do not. Site does not have good market visibility and was affected by recent flooding, however full occupation indicates demand for small units and this type/cost of space.	2
Floorspace/Vacancy/Vacant sites	Total Floorspace: 1359sqm | Vacancy Rate: 0% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Some limited expansion may be possible but shape of the employment area and access arrangements would be major constraints in addition to proximity to River Bourne. Refurbishment and modernisation of facilities could occur.	
Planning and Deliverability Factors	Whole of the employment area located in flood zones 2 and 3. Eastern boundary abuts an Area of Landscape Importance. Majority of employment area located in the Urban Area but eastern end of located in the Green Belt, and Green Belt abuts the remainder of the employment area to the south.	
	TOTAL SCORE:	**12**

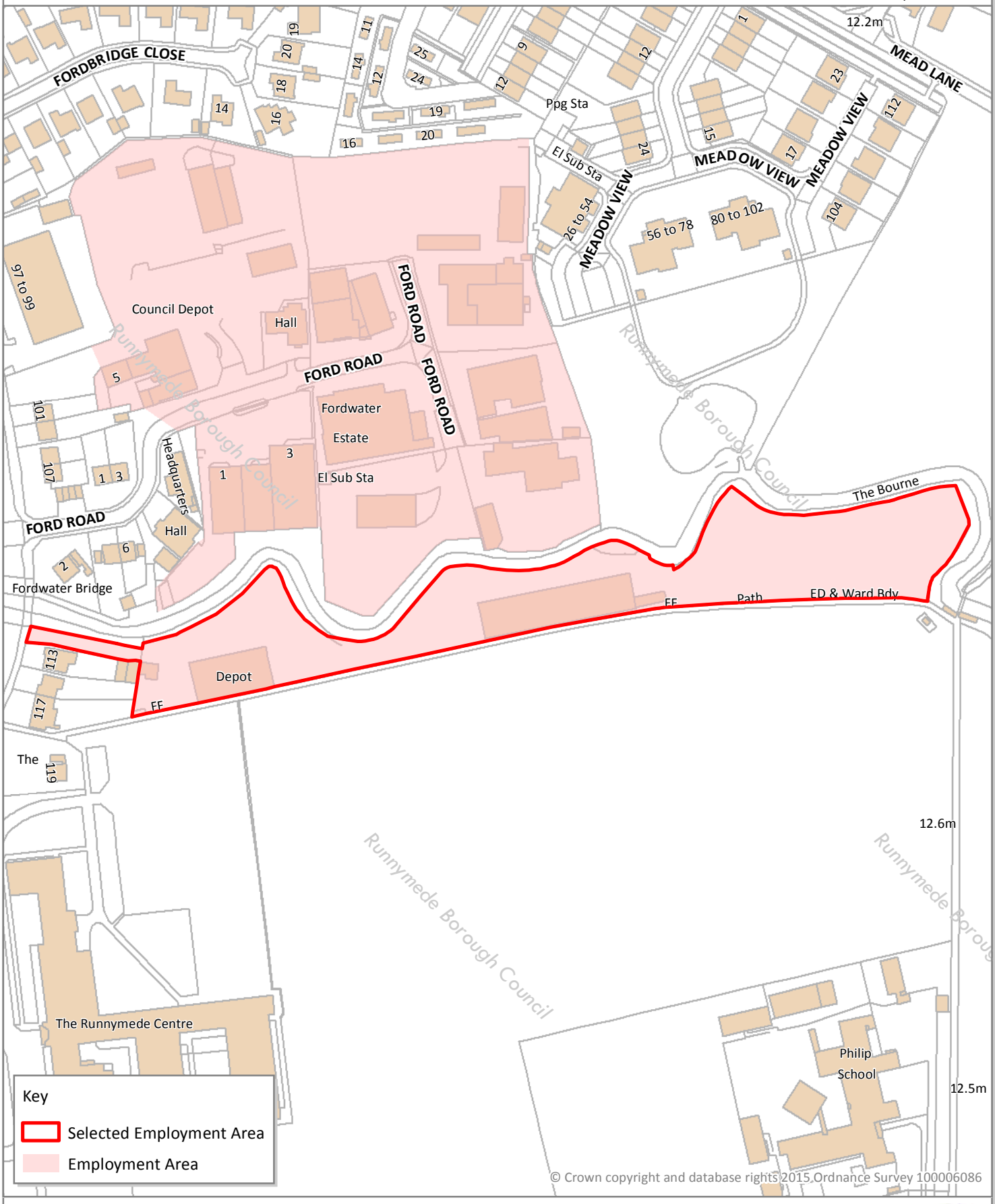
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C3

Steven's Yard, Chertsey



Key

- Selected Employment Area
- Employment Area

Scale: 1:2,000
0 20 40 80 m

Area: 0.97 ha

Existing employment area:	Reference	Area (ha)
BRIDGE ROAD AREA, CHERTSEY	**C4**	**0.50**

Criteria	Comment			Score (out of 5)
Current Use	Office – two large relatively modern office buildings each on individual sites. No. 120-122 provided serviced office accommodation but is awaiting redevelopment for housing. No. 124 is occupied by a number of businesses but is capable of single occupation.			
Public Access including: access to local labour supply and access to local facilities	Bus stop just outside buildings, cycle route to Addlestone and Weybridge signposted by River Thames. Area located outside of town centre location and remote from railway station. Local labour available but only access to limited services available locally.			3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Around 3km from Junction 11 of M25 but access via B-Class roads or through Chertsey town centre. Good level of secure parking to rear of site.			2
Quality of Environment of site and site characteristics	Two relatively modern purpose built three storey buildings. Some landscaping to boundaries, ample formal parking with secure gated/barrier access, CCTV provision and external lighting.			3
Compatibility of adjoining uses	Offices are located in mixed residential and commercial area but no potential conflict from office use.			5
Market Attractiveness	Despite offering relatively modern purpose built buildings the area is remote from the town centre and thus has a lower profile. Area is located close to the River Thames and access road and bridge were cut off during the floods in 2013/14.			3
Total Floorspace/Vacancy rate /Vacant land remaining	Total Floorspace: 3021sq.m	Vacancy Rate 0%	No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	No. 120-122 has prior approval for change of use to residential. There is no scope to expand no. 124 which is currently fully let. No application for prior approval has been made for this site.			
Planning and Deliverability Factors	Employment area located in the Urban Area. Majority of employment area located in Flood zone 3a.			
			TOTAL SCORE:	**16**

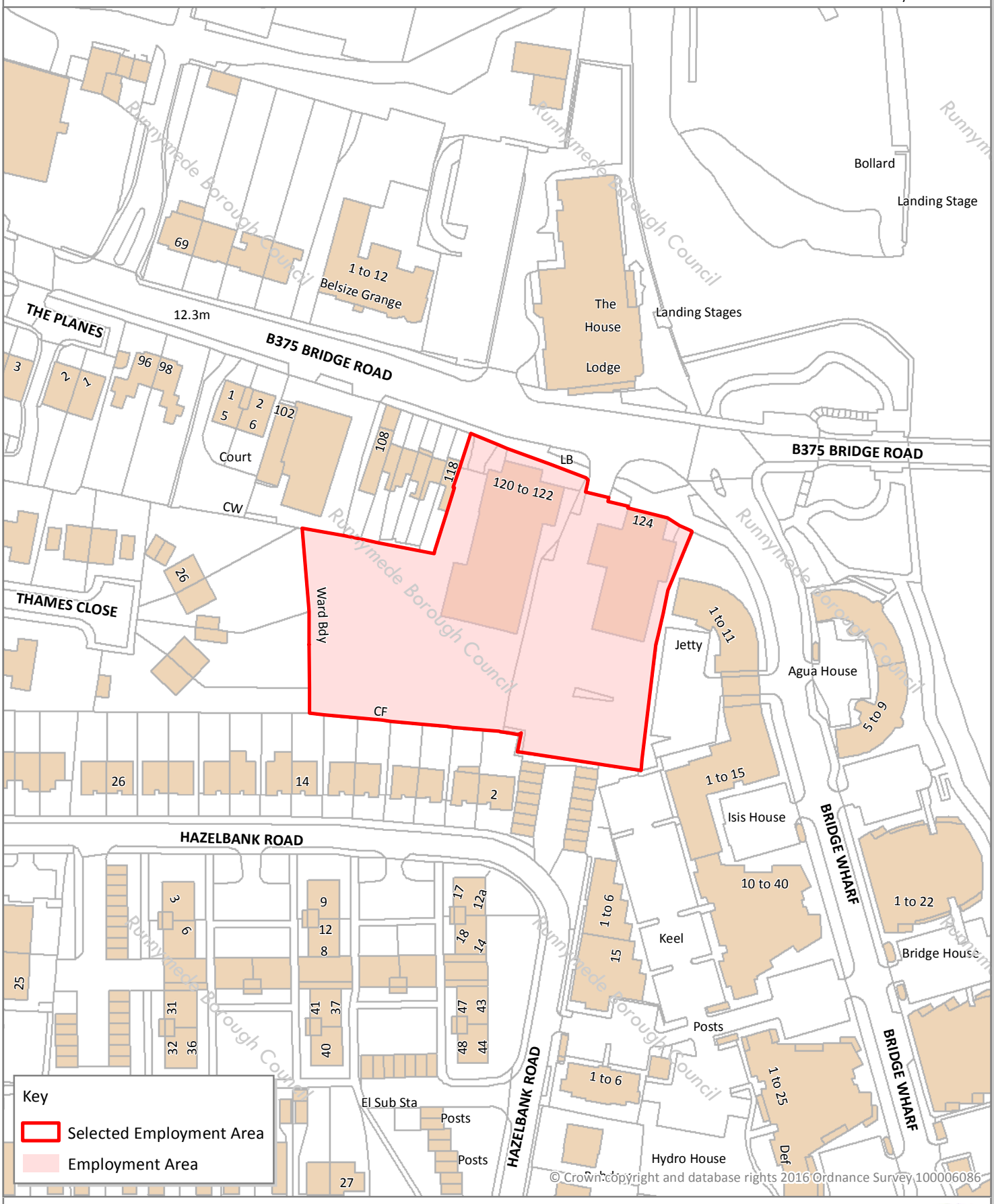
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

ID: C4

120 And 124 Bridge Road, Chertsey

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Scale: 1:1,250
0 12.5 25 50 m

Area: 0.50 ha

Existing employment area:	Reference	Area (ha)
POUND ROAD AREA, CHERTSEY	**C5**	**0.63**

Criteria	Comment	Score (out of 5)
Current Use	Two adjacent sites each with a single relatively modern purpose built office building. Cegedim House occupied by single occupier. Kestrel Court is currently vacant.	
Public Access including: access to local labour supply and access to local facilities	Bus stop opposite the site on corner of Pound Road/Bridge Road. Designated cycle path along Free Prae Road and Stepgates. Approximately 400m (5 minute walk) to town centre and around 1km to Chertsey railway station. Location on edge of Chertsey Town Centre provides good access to local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area is centrally located on a predominantly residential road within the Urban Area, approximately 400m from the A317. Around 3km to J11 of M25. Both offices offer a good level of on-site car parking.	3
Quality of Environment of site and site characteristics	Two relatively modern purpose-built two storey office buildings, one of which has under-croft parking. Both sites have generous landscaping with buildings set back in their plots and have CCTV provision. Following the departure of the tenant from Kestrel Court in summer 2015, the building has undergone significant refurbishment.	4
Compatibility of adjoining uses	Area is surrounded by residential properties but limited potential for conflict due to office use.	5
Market Attractiveness	Two modern purpose built office buildings with good level of parking provision on reasonably well landscaped sites. Site has lower profile due to its location away from the premier commercial area of the town. Accessibility to the town centre is good although private accessibility is average. Site is located within Flood Zone 3, and although neither building has suffered internal flooding, the undercroft parking was impacted in the 2013/14 floods.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 2565sqm / Vacancy Rate: 34% / No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Purpose built offices with limited scope for expansion due to location in predominantly residential area.	
Planning and Deliverability Factors	Employment area located in the Urban Area, flood zone 3, and in an area of high archaeological potential. The Chertsey Conservation Area is located to the west of the site.	
	TOTAL SCORE:	**19**

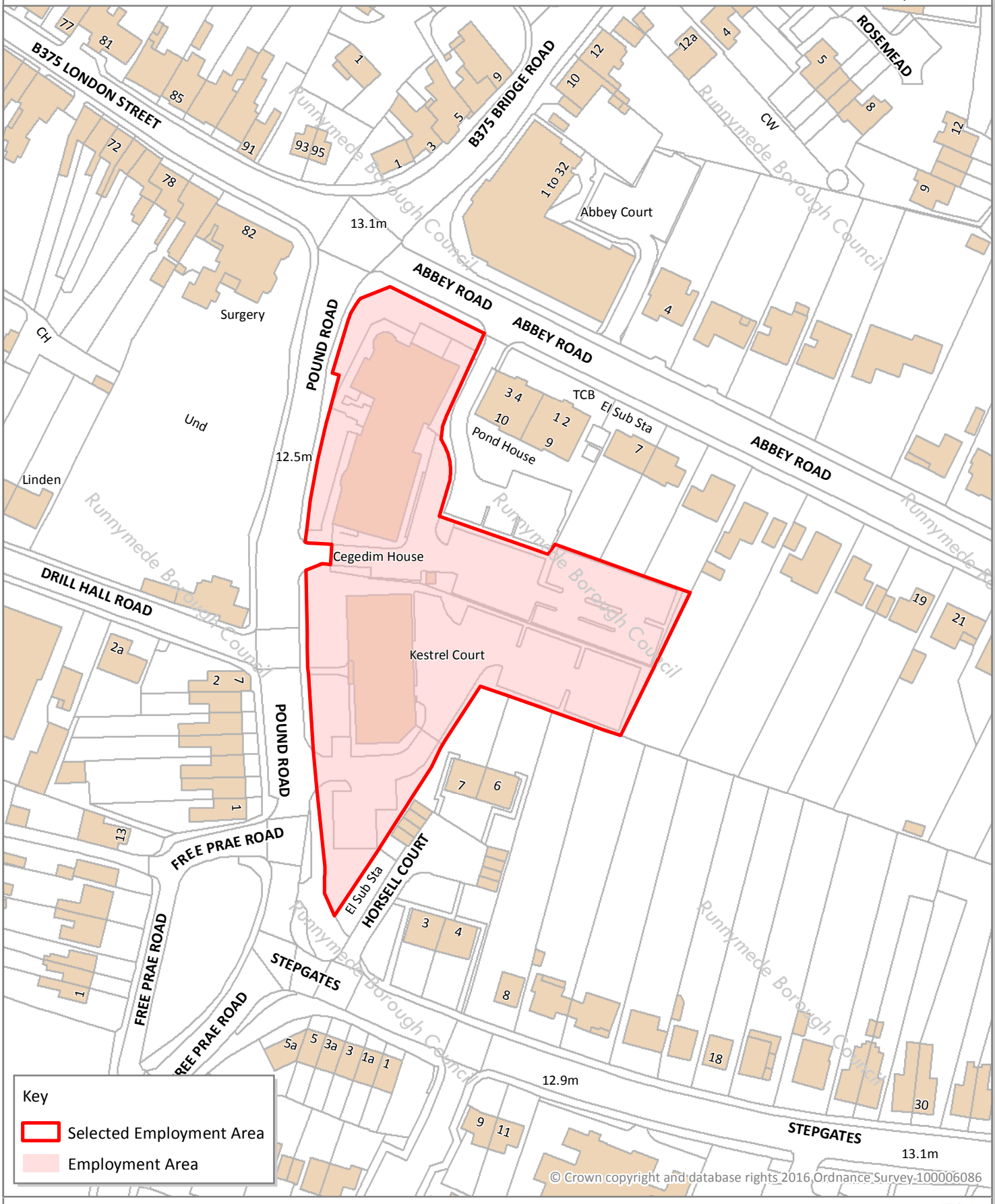
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

ID: C5

Pound Road, Chertsey

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Scale: 1:1,250
0 12.5 25 50 m

Area: 0.63 ha

Existing employment area:	Reference	Area (ha)
HANWORTH LANE TRADING ESTATE, HANWORTH LANE, CHERTSEY	**C6**	**3.94**

Criteria	Comment	Score (out of 5)
Current Use	Variety of office and industrial uses on established Trading Estate. Some more modern small office units are being converted to residential.	
Public Access including: access to local labour supply and access to local facilities	No designated cycle path in the immediate vicinity of the estate, but residential roads link to off-road provision. Nearest bus stop is on Bell Bridge Road (around 400m in distance). Area within 500m of Chertsey railway station. Close to residential area for local labour supply. No shop/facilities in the immediate vicinity, but food van serves the estate.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Just over 3km to J11 of M25 mainly via A320 Chertsey-Woking road. Access to estate from A320 is reasonable, although road is flanked by rear gardens of residential properties. Estate road is wide enough for two flow traffic, but is often congested with on-road parking. Mix of formal and informal parking throughout the site.	3
Quality of Environment of site and site characteristics	Variety of buildings of different ages and styles including: single and two storey modern purpose built offices (some office accommodation has been converted to residential); a range of small purpose built industrial units; older office accommodation including easy in/out provision for small businesses; and larger older industrial/warehouse units. The latter appear to have been subject to some refurbishment. Limited landscaping on parts of the employment area. The newer office buildings have formal parking areas with the older industrial units having informal and smaller parking and servicing areas.	3
Compatibility of adjoining uses	The majority of the estate is bounded by open fields with residential development to the west and north-west. The current opportunity for conflict with neighbouring uses is fairly low, however this may change when the flats within the area are occupied and further residential units are developed in the vicinity (the north eastern part of site adjoins land that is safeguarded as a reserve housing site).	4
Market Attractiveness	Vacancy is very low at 1% and includes a small amount of space at the serviced offices at the Marlborough Business Centre. The Estate provides a wide range of types and sizes of units for a variety of occupiers in a reasonable environment. The estate is self-contained, but due to its location and access road has a lower profile than other more prominent employment areas.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 20119sqm | Vacancy Rate: 1% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Some areas of the Estate have been redeveloped to provide newer office buildings/units and the most modern of these are undergoing conversion to residential. There may be opportunities to redevelop of some of the older buildings but scope to expand is fairly limited. Expansion of the estate as a whole is unlikely due to the Green Belt designation of land to the south and the reserve housing site designation to the north east.	
Planning and Deliverability Factors	Employment area located in the Urban Area. Extension and redevelopment for employment uses within the site permitted in principle subject to normal planning considerations. Land to south is Green Belt. Reserve housing site located to the north east. Two trees are protected by tree preservation orders within the employment area and to the south of Roberts House.	
	TOTAL SCORE:	**17**

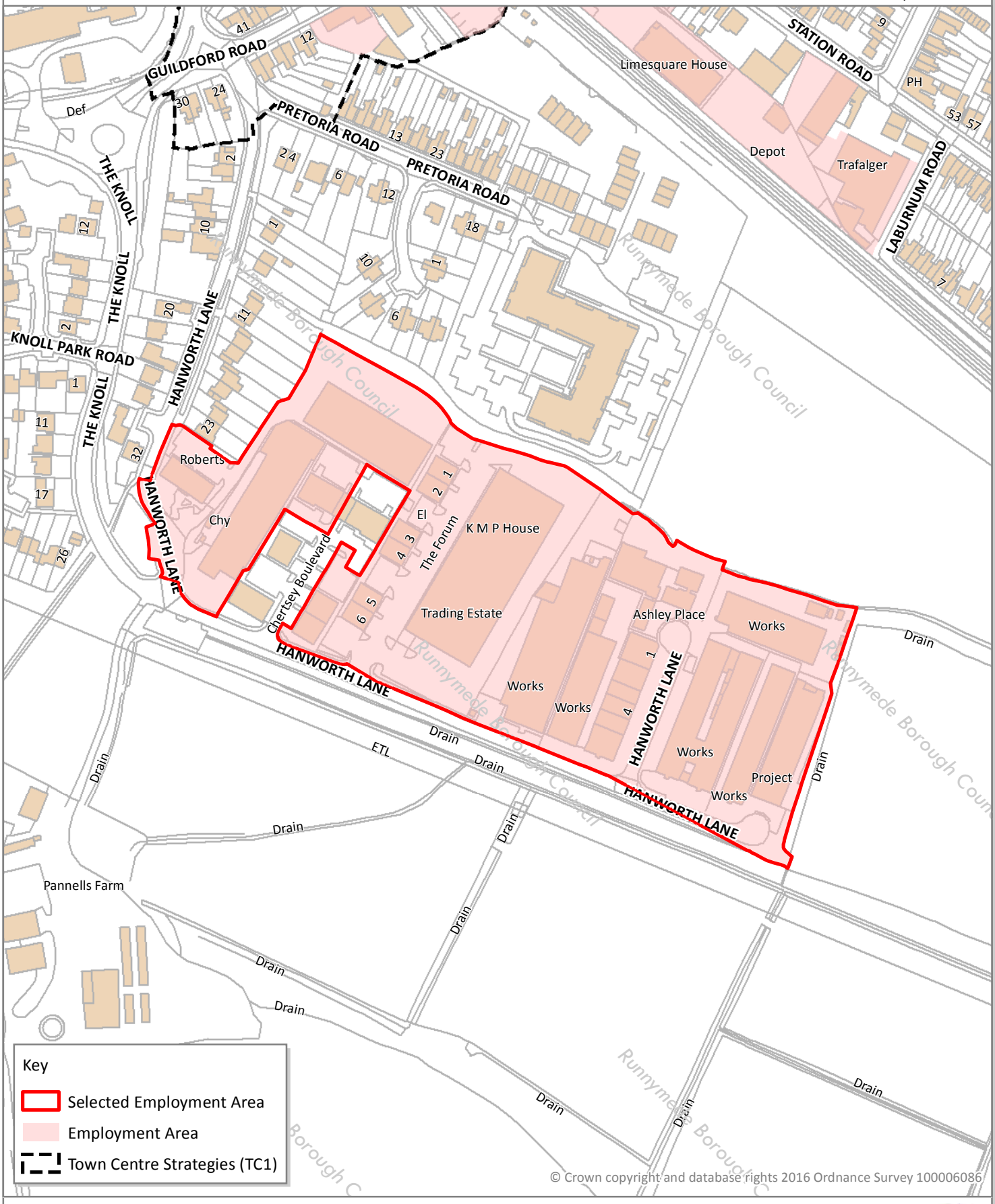
Scoring: 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C6

Hanworth Lane Trading Estate, Chertsey



Scale: 1:2,500
0 25 50 100 m

Area: 3.94 ha

Existing employment area:	Reference	Area (ha)
DOWNSIDE AND STATION ROAD AREA, CHERTSEY	**C7**	**0.96**

Criteria	Comment	Score (out of 5)
Current Use	Office, Industrial and Storage/Distribution. The area comprises a number of individual buildings, the majority of which have single occupiers.	
Public Access including: access to local labour supply and access to local facilities	Downside and Station Road are located immediately adjacent to Chertsey railway station. Bus stops are available on Guildford Road. No designated cycle paths but area is predominantly residential and there are defined cycle routes within Chertsey. Shopping core approximately 800m away. Labour supply available locally.	5
Private Access including: access to strategic road network, local road access to existing sites and parking.	Downside and Station Road are accessed through narrow residential roads off the main A317, or alternative access is available from the other side of the railway line but access can be interrupted by the level crossing. Although access to J11 of M25 is around 3 km, this would either be via the level crossing - thus limiting direct access at times, or partly via narrow residential roads. Despite the relatively short distance to the M25, the score for private access is average, due to some parking issues (mainly along Station Road) and the requirement for larger vehicles to pass through residential streets.	3
Quality of Environment of site and site characteristics	Downside is a small industrial area on Station Road close to Chertsey railway station. Other commercial premises are also located on Guildford Street just to the south of the level crossing. Landscaping of the warehouse units on Downside is limited with sparse vegetation along the boundaries, and parking and servicing is not formally laid out. On Station Road there are a number of varied premises, including small more recently built office buildings (circa 1980s) and some older industrial units in a variety of uses including a car repair workshop and builders merchants. There is one newer office building in this cluster occupied by a number of small companies. The buildings on Station Road are located in a predominantly residential area and there is limited/no landscaping on these sites. Parking is also limited. The builder's merchant appears to load and unload on the road where vehicles are parked. Further along Guildford Street on the other side of the railway line are two office buildings occupied by a housing association and an estate agents head office.	3
Compatibility of adjoining uses	Variety of uses in this area including residential and commercial uses. Downside also adjoins the rear gardens of a few residential properties. Only apparent conflict appears to be traffic movements and loading on road which could have impact on residential properties in the area. The office buildings further along Guildford Street are also located within a predominantly residential area.	3
Market Attractiveness	The area has a low market profile, and the vacancy rate across the whole employment area is relatively high at 19%. Office vacancy however is fairly low. The area caters for a variety of different businesses, providing occupiers with an edge-of-centre location that offers a lower rental rate than other parts of Chertsey. The character and quality of area may limit its attractiveness in the market.	2
Total Floorspace/Vacancy rate /Vacant land remaining	Total Floorspace: 4037sq.m | Vacancy Rate: 19% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	May be scope for some limited intensification/redevelopment of units in Downside but configuration of site may limit opportunities. Sites on Station Road have no opportunity for intensification unless redeveloped. Redevelopment may rationalise and enable two storey buildings to be provided if use changed to office. Location adjacent to railway line and competition from higher quality offices in Chertsey Town Centre may limit potential.	
Planning and Deliverability Factors	Employment area located in the Urban Area. Noise from railway line would be consideration for any new office development in the area.	
	TOTAL SCORE:	**16**

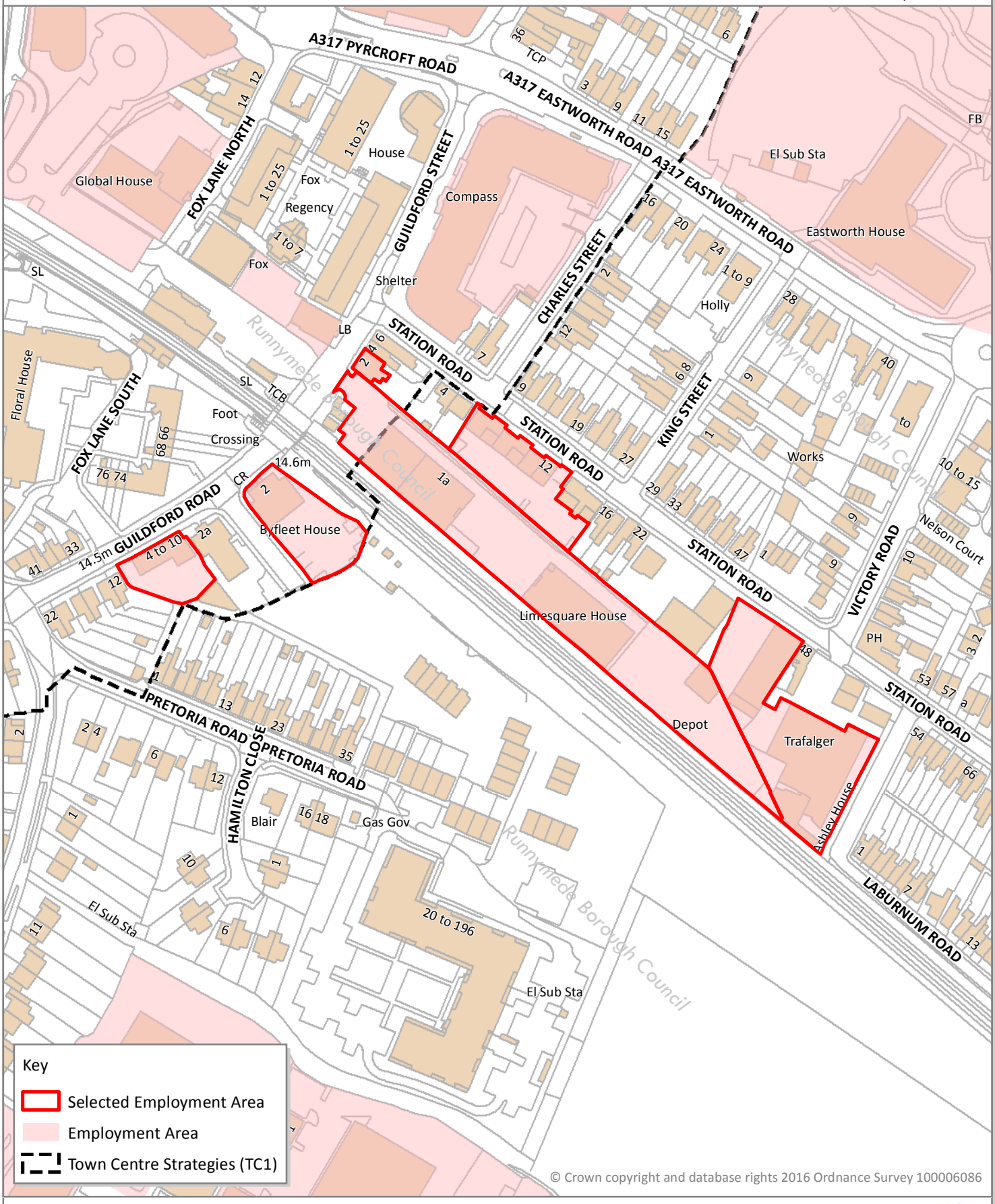
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C7

Downside and Station Road, Chertsey



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)

Scale: 1:2,000
0 20 40 80 m

Area: 0.96 ha

Existing employment area:	Reference	Area (ha)
CHERTSEY TOWN CENTRE	**C8**	**22.4**

Criteria	Comment	Score (out of 5)
Current Use	Chertsey town centre contains a mix of B class uses within its boundary. The majority of floorspace (86%) is in office use. The southern half of the town centre (to the south of the River Bourne) used to be known as the Chertsey Revitalisation Area which was an area designated in the 2001 Local Plan to encourage employment development opportunities. This designation assisted in bringing forwards a significant amount of new B1a floorspace in this part of Chertsey, mainly in the form of single (mainly medium to large) offices. The majority of these buildings have single occupiers. In the northern half of the town centre (to the north of the River Bourne) there are two distinctive employment areas that are worthy of mention. The first is the Gogmore Lane area to the west of Guildford Street. This area is not a formal trading estate or business park but contains a cluster of sites and buildings in a mix of office and industrial uses. The second area is the Guildford Street/Windsor Road/London Street area, much of which is within the designated shopping core. This area contains approximately 15,000sqm of office floorpsace. A number of buildings particularly in the Gogmore Lane and Guildford Street area have been converted or are earmarked for conversion to residential use.	

Public Access including access to local labour supply and access to local facilities	Public access to all the commercial premises within the town centre is good. The town is served by Chertsey railway station, which is located at the southern end of the town centre, and there are a number of bus stops located throughout the centre. Designated cycle paths provide safe cycle routes throughout the centre. The town centre itself offers a range of local shops and services, in particular within the main shopping core. There is good accessibility to local residential areas/labour supply.	5
Private Access including: access to strategic road network, local road access to existing sites and parking.	In the southern half of the town centre, the majority of the buildings are located around the A317 Chertsey-Staines road, although the main access to many individual offices sites are off side roads. In these cases there remains good direct access to the main road. The area is just over 3km to J11 of M25 via A-roads. The majority of office space is served by dedicated on-site parking. In the northern part of the town centre, Gogmore Lane is a single carriageway no through road. There is no parking on the road and access to the main A-road is via more narrow and busy roads characteristic of smaller town centres, but access is reasonably direct. Due to on-street parking restrictions, the roads in the area remain clear, aiding traffic movement. At the top of the town centre, London Street/Windsor Street provides easy access onto the A320 Staines/Woking Road.	4
Quality of Environment of site and site characteristics	In the former Chertsey Revitalisation Area almost all the office buildings are 2 or 3 storey purpose built offices with surface level or undercroft/basement parking built within the last 20 years. Most sites have barrier controlled access but lack landscaping; although some sites located next to the River Bourne do benefit from a better standard of landscaping enhancing their quality. The majority of the northern half of the town centre is within the Chertsey Conservation Area and contains a substantial number of listed buildings, providing an historic character to the environment. The Gogmore Lane area is outside the Conservation Area. This part of the town is characterised by a range of buildings, varying in size and age. The eastern side of Gogmore Lane is primarily characterised by single storey buildings (although some have two storey elements or higher eaves). These buildings are largely pre-1960s. The other areas are characterised by more modern 1980s/90s 2 or 3 storey purpose built office buildings which are of higher quality. The majority of buildings are located up to the back edge of the footpath with no landscaping. The newer buildings have parking to the rear or in undercrofts. Some of the older buildings/sites have only a few spaces. There is one engineering company that has to load and unload on the street. All of the buildings are in reasonable condition. A number of buildings are due for conversion to residential use.	4
Compatibility of adjoining uses	In the southern half of the town, as all of the buildings are in office use (except a car repair garage) there is no conflict with the nearby residential properties. In the northern half of the centre, along Guildford Street/Windsor Street/London Road, the majority of the B class buildings are in office use, and as such are not considered to be incompatible with the other retail and residential uses that dominate this part of the town. Within the Gogmore Lane area there is a variety of uses and the sites to the east of the road adjoin the rear areas of retail premises. The sites to the south-west side are close to the rear gardens of dwellings, although there is some separation by communal land. There was no evidence of particularly noisy activity or activity which would give rise to fumes and smells close to the residential areas at the time of inspection.	4
Market Attractiveness	In the southern half of the town centre, the general environment is of a high quality and the location on the main road network gives it good market visibility. Accessibility by public and private means is good as is access to the core of the town centre. In the northern half of the town centre Guildford Street/London Street/Windsor Street sites are less visible, and although there are a number of reasonably good quality office premises in this area they have a lower market attractiveness. The Gogmore Lane area is a lower profile location with more mixed commercial uses, and is hidden from the main through roads within the town. It benefits however from good public accessibility and is a long established employment area. Planning permission has been submitted for the demolition of land in this area for redevelopment for a retail store which if approved would result in the loss of approximately 1500sq.m of B use floorspace. The overall vacancy rate for the town centre is 11%. A significant amount of this	3

	vacant space is accounted for by Culverdon House, which is to be refurbished and Heriot House which has been recently refurbished. Both buildings are fully vacant.		
Total Floorspace/Vacancy rate /Vacant land remaining	Total Floorspace: 45246sqm	Vacancy Rate: 11%	No Land remains for development
Potential Uses and scope for intensification and/or redevelopment	There remains some scope for intensification and/or redevelopment particularly in the Gogmore Lane area. Elsewhere the office stock is relatively modern or within the Conservation Area. A number of buildings have been converted to residential use in the Gogmore Lane area and further changes of use are likely.		
Planning and Deliverability Factors	The employment area is located in the Urban Area and large parts of the town centre are either within flood zones 2 or 3a. A small part of the town centre adjacent to the Bourne is located in the functional floodplain and the northern part of the town centre which is located in flood zone 1 is located in a dry island. A large part of the town centre is designated a Conservation Area, and the centre contains a significant number of locally and nationally listed buildings. Large parts of the town centre are also within an Area of High Archaeological Potential.		
		TOTAL SCORE:	**20**

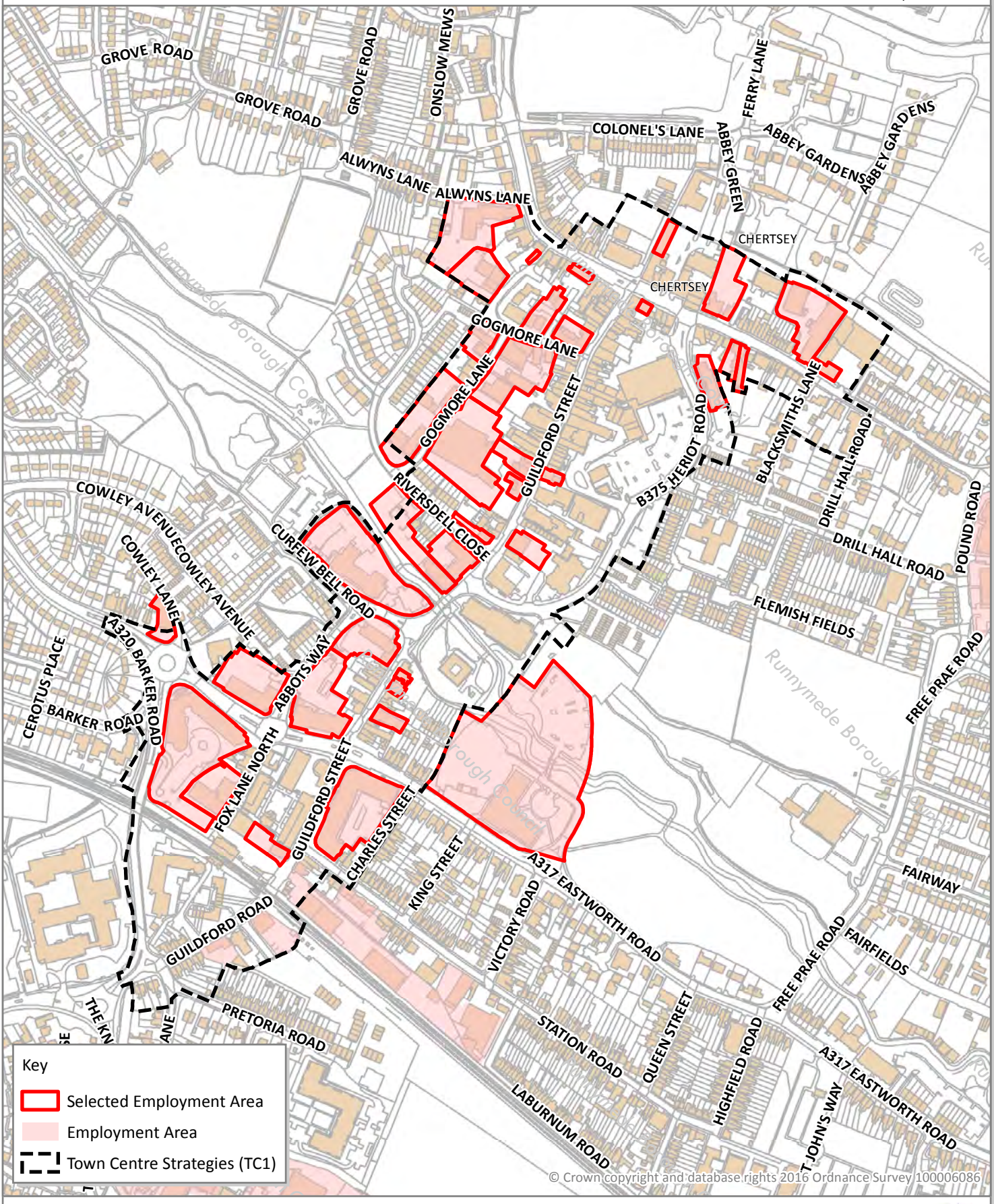
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C8

Chertsey Town Centre



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)

Scale: 1:5,000
0 50 100 200 m

Area: 22.4 ha

Existing employment area:	Reference	Area (ha)
STAINES ROAD AND CHILSEY GREEN ROAD AREA, CHERTSEY	**C9**	**0.55**

Criteria	Comment	Score (out of 5)
Current Use	Employment area comprises two sites, each with a single purpose built office building. One office is currently occupied by Miko Coffee and the other is currently vacant.	
Public Access including: access to local labour supply and access to local facilities	The area is located on the edge of (but within) the Urban Area. Chertsey railway station is approximately 900m to 1km away, and the nearest bus stops are on St Ann's Road, approximately 300 - 400 metres away. The nearest shops/services are located in the town centre. There is a footpath adjacent to the area and nearby is a designated cycle route.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access directly off A320 Woking-Chertsey-Staines Road and Chilsey Green Road. Under 4 km to J11 of M25 via good A roads.	3
Quality of Environment of site and site characteristics	Chilsey House and St Ann's House are located at the western edge of Chertsey. Both office buildings are purpose built two storey buildings with CCTV and limited landscaping. St Ann's House underwent some refurbishment prior to occupation by Miko Coffee. Chilsey House was built in the late 1980s and has been vacant for some time. The building is undergoing significant upgrading to meet Grade A requirements, and is currently subject to a planning application for an extension to provide a total of 2,063sq.m NIA. The scoring is based on the current condition of the two buildings.	2
Compatibility of adjoining uses	The office buildings have no impact on adjacent residential dwellings. There is a large car sales site adjacent to Chilsey House which does detract slightly from the setting of this building, however there is a reasonable amount of separation between the two uses.	4
Market Attractiveness	St Ann's House has undergone some modernisation which has improved its market attractiveness. Chilsey House has been vacant for over a year, partly due to the dated exterior of the building and poor building services. The current size of the building is also considered too small to attract a medium sized single occupier. The two offices benefit however from a prominent gateway position into Chertsey. Following the refurbishment of Chilsey House, the market attractiveness of this area should increase significantly.	2
Floorspace/Vacancy/Vacant sites	Total Floorspace: 2320sqm | Vacancy Rate: 68% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	The two office sites have limited scope for expansion due to the position of the sites in relation to adjacent residential properties. Development for alternative uses will need to consider potential flooding.	
Planning and Deliverability Factors	The employment area is located in the Urban Area. The Green Belt abuts the employment area to the north west. The whole of the area is located in flood zone 3.	
	TOTAL SCORE:	**14**

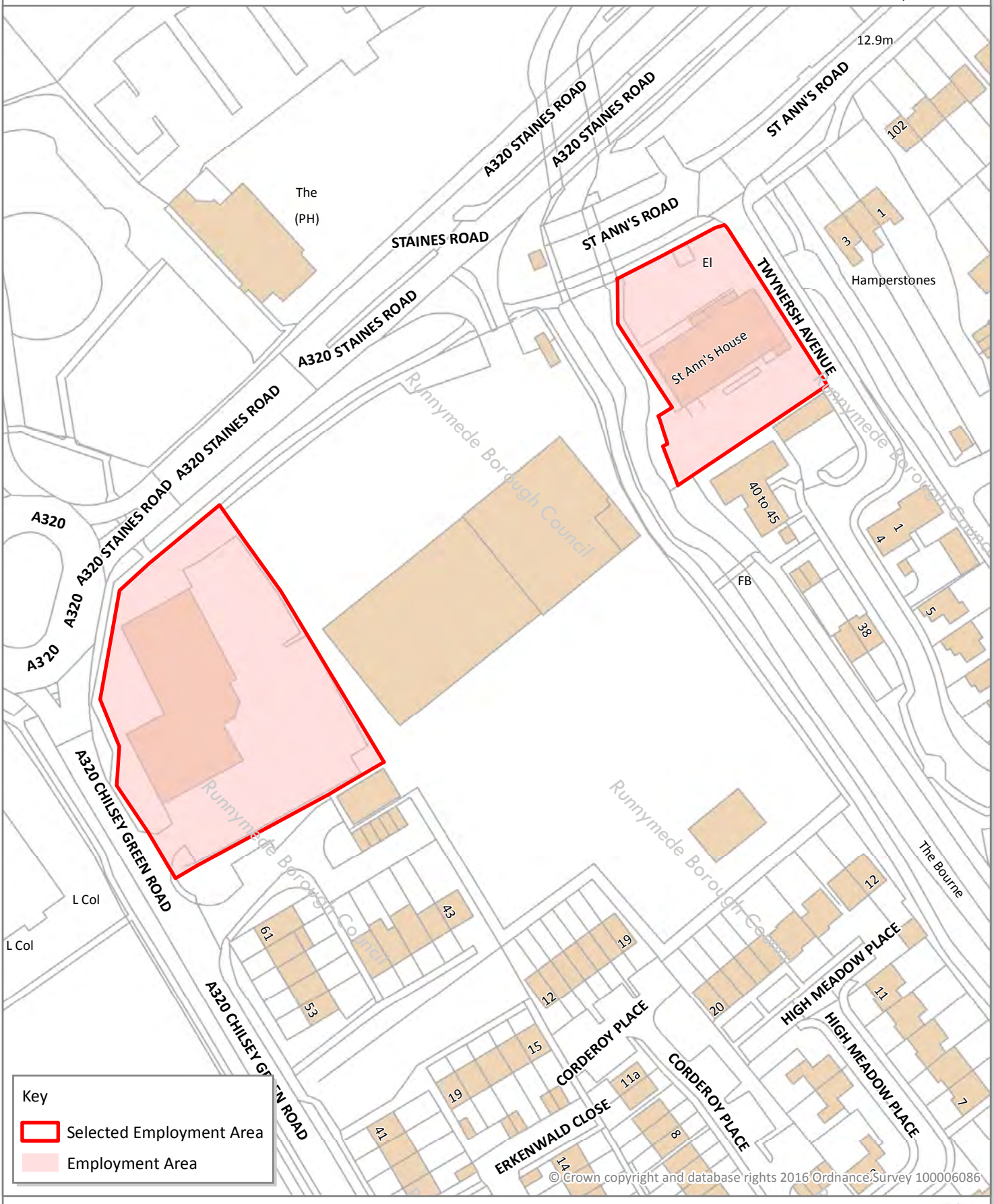
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW 2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C9

Staines Road and Chilsey Green Road, Chertsey



Scale: 1:1,250
0 12.5 25 50 m

Area: 0.55 ha

Existing employment area:	Reference	Area (ha)
LALEHAM BOATYARD, LALEHAM REACH, CHERTSEY	**C10**	**0.28**

Criteria	Comment	Score (out of 5)
Current Use	Industrial - boatyard. Single occupier	
Public Access including: access to local labour supply and access to local facilities	Isolated employment area with limited labour available locally, and no services/facilities within the immediate area. Remote from railway station. No designated cycle path nearby. Bus stop available within 1km.	1
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access at end of narrow road which is over 1.5km to junction with A320 Staines – Woking road. Site is almost equidistant to both J11 and J13 of M25 at around 7 km. Limited informal parking on-site.	1
Quality of Environment of site and site characteristics	Area comprises large workshop building with covered slipway, some covered storage and some open storage. Marquees provide further storage areas. The parking is informal and there is only limited landscaping to the boundaries of the site.	2
Compatibility of adjoining uses	The area is located within a predominantly residential area. In the past there have been complaints/issues relating to noise, hours of use and use of power tools and these matters are controlled by planning conditions. Potential for conflict, particularly if conditions are not complied with.	2
Market Attractiveness	Use of site restricted by specified use permission. Site has low profile in terms of market visibility but is one of only a few boatyard sites within the Borough. Market attractiveness is reduced by type of buildings on site, adjoining residential properties and poor accessibility.	2
Floorspace/Vacancy/Vacant sites	Total Floorspace: 1015sqm | Vacancy Rate: 0% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Further development of the site will be constrained by Green Belt and flooding considerations.	
Planning and Deliverability Factors	The employment area is located in the Green Belt and the whole of the area is located in flood zones 3a and 3b. The River Thames which abuts the employment area to the north west is a Site of Nature Conservation Importance.	
	TOTAL SCORE:	**8**

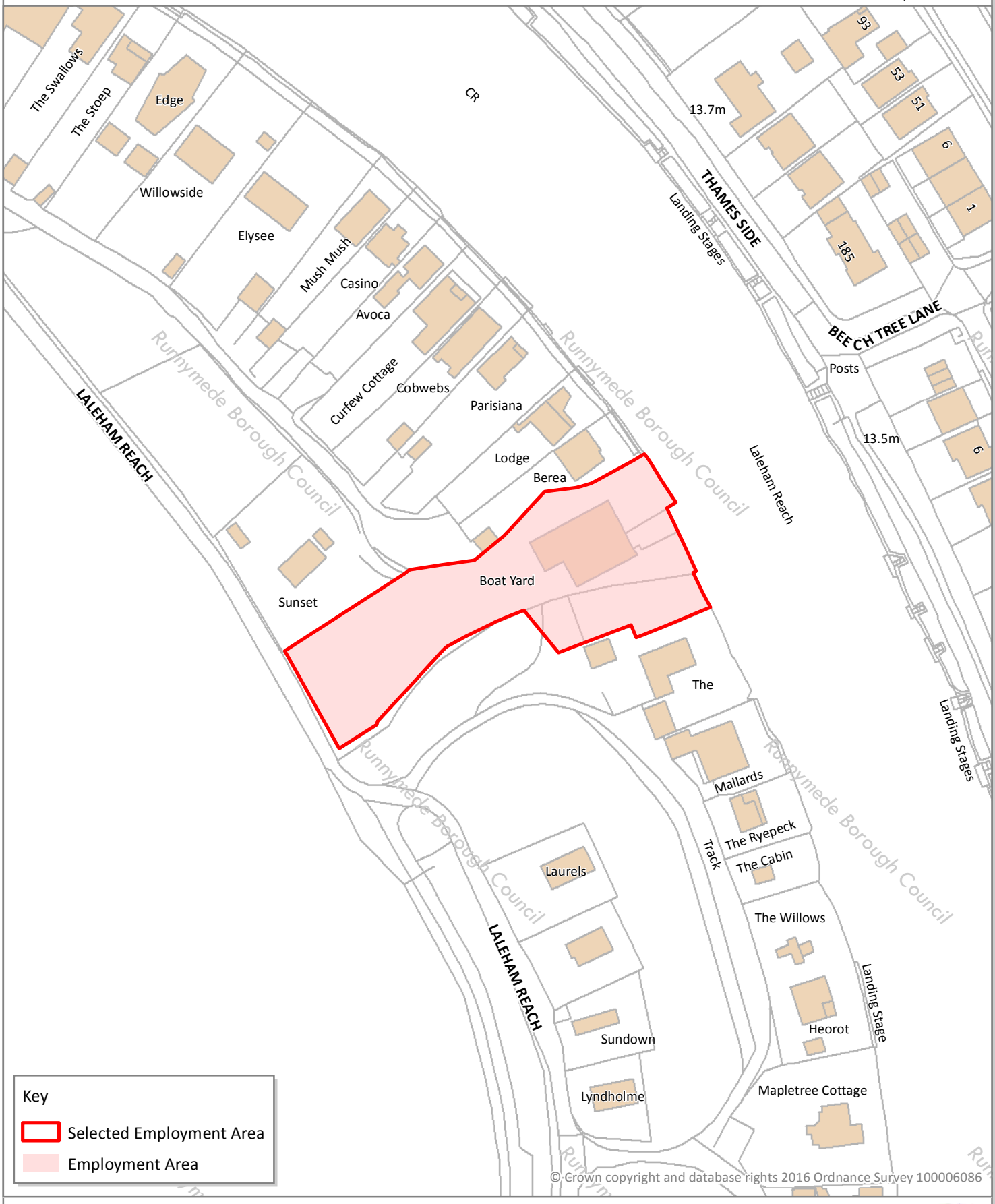
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C10

Laleham Boatyard, 50 Laleham Reach, Chertsey



Key

- Selected Employment Area
- Employment Area

Scale: 1:1,250
0 12.5 25 50 m

Area: 0.28 ha

Existing employment area:	Reference	Area (ha)
PENTON HOOK MARINA, STAINES ROAD, CHERTSEY	**C11**	**3.74**

Criteria	Comment	Score (out of 5)
Current Use	Boatyard – industrial, and storage and distribution.	
Public Access including: access to local labour supply and access to local facilities	Area is remote from local labour supply, shops and facilities and railway station. No designated cycle path in the vicinity. Bus stop close to entrance to marina site, additional bus stops along Staines Road.	2
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access to site directly off A320 Staines to Woking Road but around 5.5 km from Junction 11 of M25. There is reasonable parking and turning areas on the site.	2
Quality of Environment of site and site characteristics	Area has no formal landscaping and buildings are single storey and utilitarian in design. There is some outside storage.	3
Compatibility of adjoining uses	Area is isolated from any permanent residential uses. No adverse impact on locality.	5
Market Attractiveness	Area is in an isolated location but has reasonable road access to Staines, Chertsey and Woking. Market profile is higher due to association with large marina. Only one of a few sites within the Borough providing land for uses associated with the River Thames, but the occupation of some of buildings by users not necessarily associated with river location shows that the employment area is also able to diversify and that the buildings and location can be attractive to other occupiers. Two units are currently vacant, giving a vacancy rate of 14%.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 1024sqm | Vacancy Rate: 14% | No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Further development of the site likely to be constrained by Green Belt and flooding considerations.	
Planning and Deliverability Factors	Employment area located in the Green Belt and the majority of the employment area is located in flood zone 3b. Part of the area is located in an Area of Landscape Importance and part of the area abuts a Site of Nature Conservation Importance.	
	TOTAL SCORE:	**15**

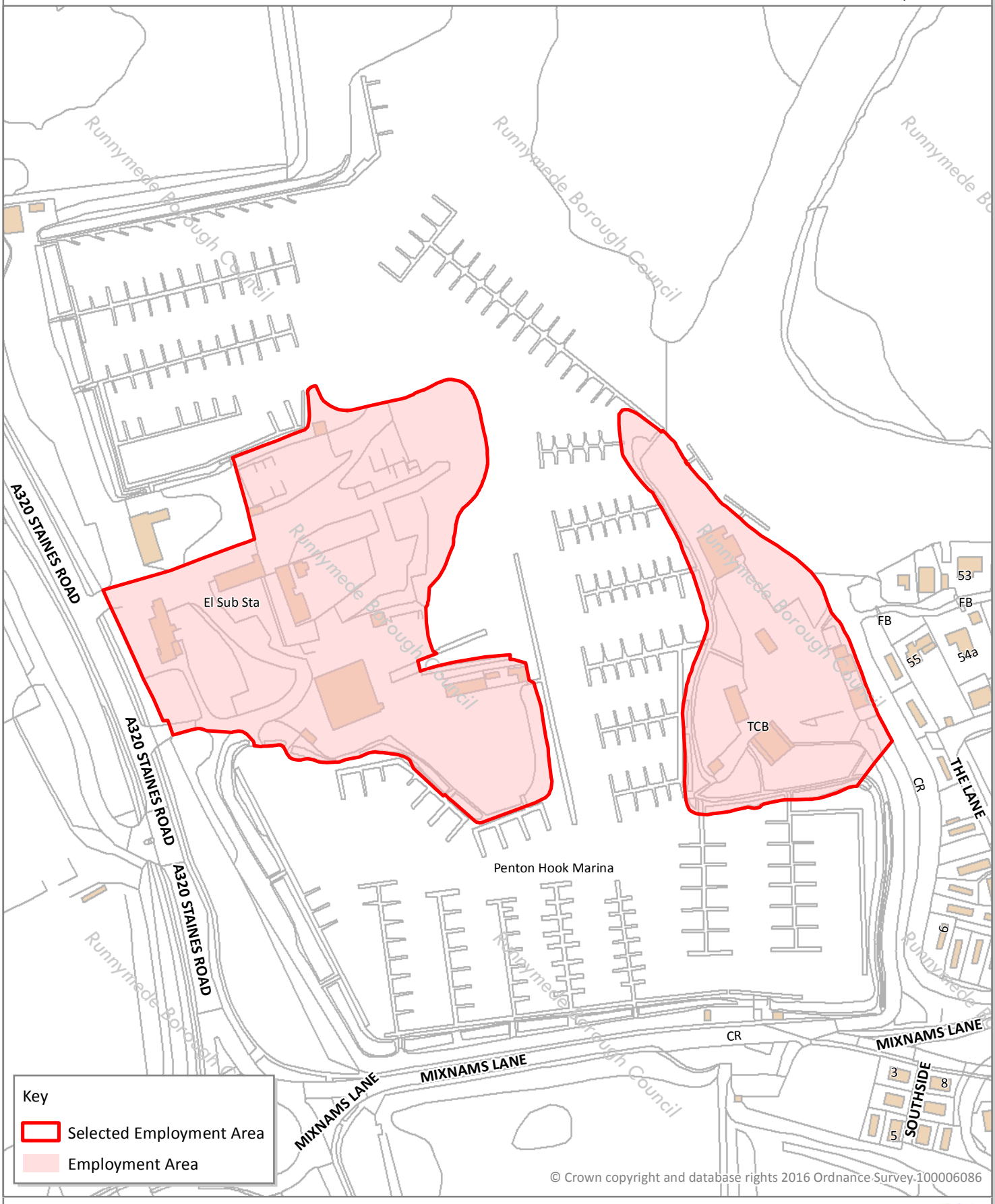
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C11

Penton Hook Marina, Chertsey



Scale: 1:2,500
0 25 50 100 m

Area: 3.74 ha

Existing employment area:	Reference	Area (ha)
J HARRIS BOATYARD	**C12**	**0.38**

Criteria	Comment	Score (out of 5)
Current Use	Industrial - boatyard.	
Public Access including: access to local labour supply and access to local facilities	Isolated employment site. Limited labour and services available locally. Remote from Chertsey and Egham railway stations. No designated cycle path nearby. Nearest bus stop approximately 1.4km.	1
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access at end of narrow road which serves mainly residential properties. Around 2 km to junction with A320 Staines - Woking road. Site is almost equidistant to J11 and J13 of M25 at around 7 km. Limited informal parking on-site.	1
Quality of Environment of site and site characteristics	The site comprises a number of small buildings and two larger ones plus some open storage. Several buildings erected in late 1980s but quality is unknown. The parking areas within the site are informal and there is only some landscaping to the boundaries of the site.	2
Compatibility of adjoining uses	A couple of residential properties are located to the south of the site but are some distance from site boundary. Open land to north and west and river to east. Unlikely to be conflict with adjoining uses.	3
Market Attractiveness	Site has low profile in terms of market visibility but location of business is specific to use of River Thames. Only one of a few sites within the Borough providing for this type of use. Market attractiveness for current use is reduced by type of buildings on site and poor accessibility. Planning permission refused in 2004 for change of use of one unit to B1a/B8 use.	1
Floorspace/Vacancy/Vacant sites	Total Floorspace: 666sqm | Vacancy Rate: 0% | No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Further development of the site likely to be constrained by Green Belt and flooding considerations.	
Planning and Deliverability Factors	The employment area is located in the Green Belt, flood zone 3b and an Area of Landscape Importance. The River Thames which abuts the site is a Site of Nature Conservation Importance.	
	TOTAL SCORE:	**8**

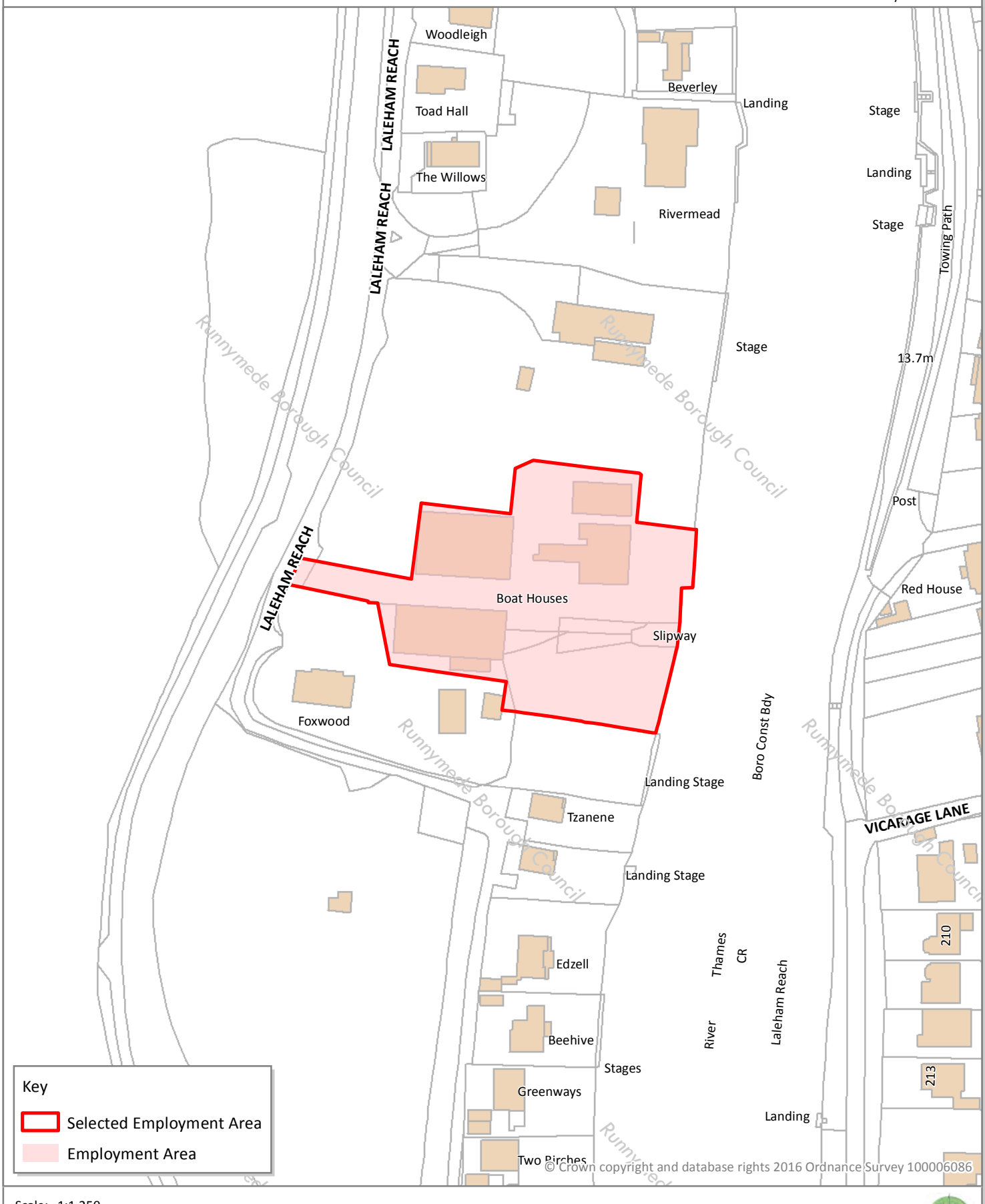
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C12

J Harris Boatyard, Laleham Reach, Chertsey



Scale: 1:1,250
0 12.5 25 50 m

Area: 0.38 ha

Existing employment area:	Reference	Area (ha)
PARKLANDS, BITTAMS LANE, CHERTSEY	**C13**	**4.16**

Criteria	Comment	Score (out of 5)
Current Use	Vacant office building set in extensive grounds	
Public Access including access to local labour supply and access to local facilities	The nearest designated cycle path is along A320 Guildford Road to Woking a short distance from the site. Bus stops are also available on Guildford Road. Approximately 2km to Chertsey Station. No local shop/facilities within walking distance. Local labour and local services available in Ottershaw and Chertsey both a short distance from the site.	3
Private Access including access to strategic road network and also local road access to existing sites.	Access directly onto A320 Woking to Staines-upon-Thames road. Approximately 1.3km to J 11 of M25. Large on-site surface car park with 126 spaces.	5
Quality of Environment of site and site characteristics	Self-contained employment area comprising three buildings – a 3 storey office building, 2 storey gatehouse and single storey pavilion. Buildings are set in mature parkland with access to the west off Bittams Lane. The area is bounded by Bittams Lane to the south and west and residential development to the north and east. St Peter's hospital and Hillswood Business Park are located close by. The main office building is situated near the southern site boundary. The land slopes from north to south and tree cover also increases from north to south. The buildings were constructed around 1987 and are considered to be obsolete in today's market in terms of layout design and facilities. The area also contains two tennis courts for use by tenants.	2
Compatibility of adjoining uses	Site self-contained. Office use results in no potential conflicts with any neighbouring land use.	5
Market Attractiveness	The buildings on the site have been vacant for a number of years. Planning permission was granted for a larger office building circa 5,000sqm in 2010. The supporting market information submitted with this application stressed that the current office building was obsolete in terms of occupier demand. Permission has subsequently been granted for development of the site for a care home, however this permission has yet to be implemented. This employment area has a lower market attractiveness than nearby Hillswood Business Park, due to the lack of critical size and need for redevelopment to provide a Grade A office premises.	2
Floorspace/Vacancy/Vacant sites	Total Floorspace: 1859sqm / Vacancy Rate: 100% / No land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Planning permission was granted for a larger office building circa 5,000sqm in 2010. Green Belt designation limits further expansion of floorspace on site.	
Planning and Deliverability Factors	The employment area is located in the Green Belt and Tree Preservation Order (no.80) protects a number of trees across the area.	
	TOTAL SCORE:	**17**

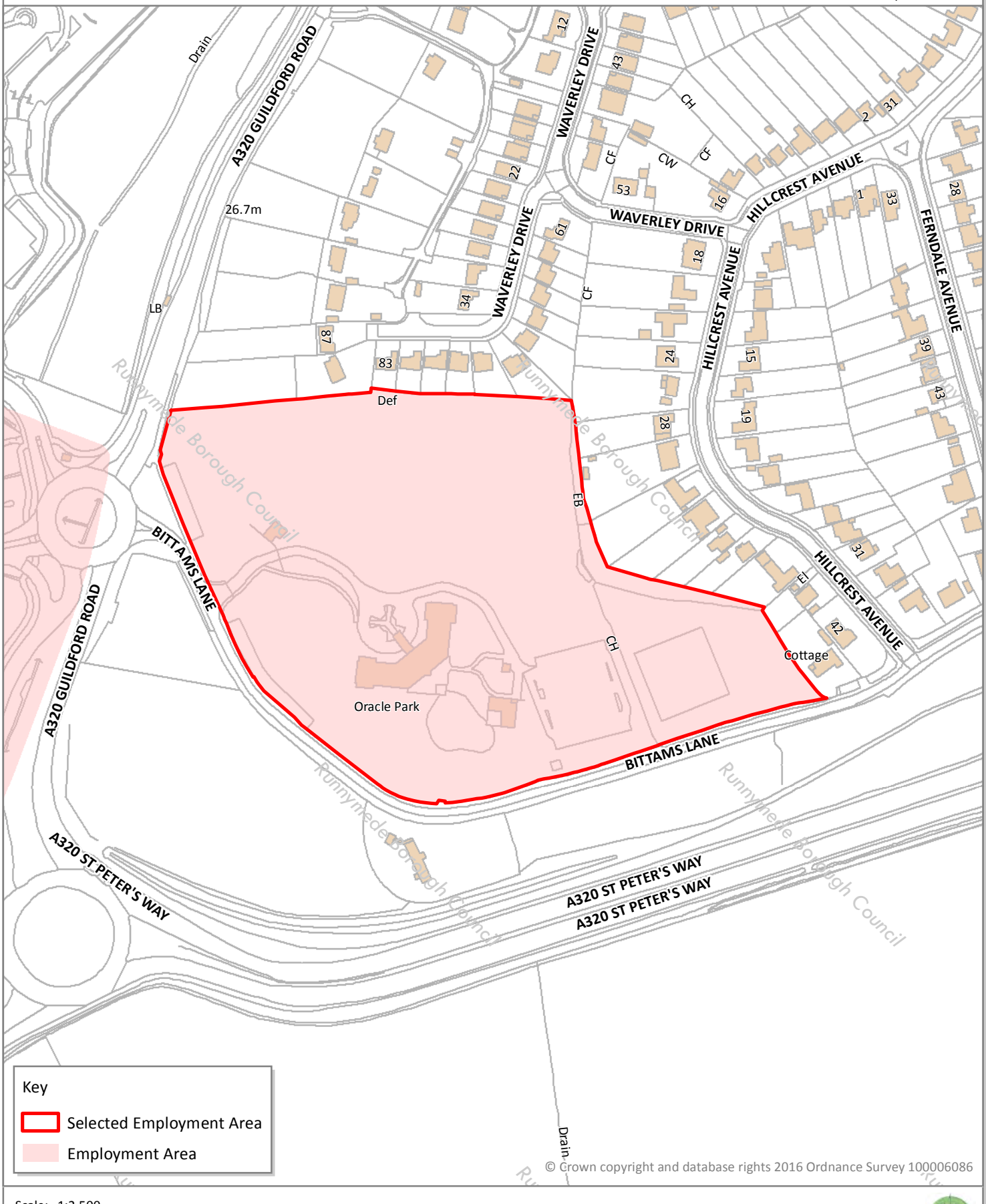
[**Scoring:** 5 = best, 1 = worst]

EMPLOYMENT LAND REVIEW
2016

ID: C13

Parklands, Bittams Lane, Chertsey

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



Key

- Selected Employment Area
- Employment Area

Scale: 1:2,500
0 15 30 60 m

Area: 4.16 ha

APPENDIX 16

Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development

February 2023

SURREY
COUNTY COUNCIL

Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development

Contents

Introduction

Surrey County Council's Local Transport Plan (LTP4) sets out our ambitious roadmap for rethinking and transforming Surrey's transport to 2032 and beyond. The LTP4 has been developed from an extensive evidence base, compiled by reviewing local policies, strategies and datasets to understand Surrey's issues and identify the key drivers, priorities, opportunities and challenges for transport across the county. The LTP4 sets out plans to support these changes by developing and enhancing safe, cleaner, greener ways of travelling and accessing services and opportunities. Behaviour change, innovation and uptake of technology such as electric vehicles and e-bikes, will all be integral to achieving these challenging aspirations for our county.

The LTP4 and the Healthy Streets Policy will encourage a clear hierarchy of users:

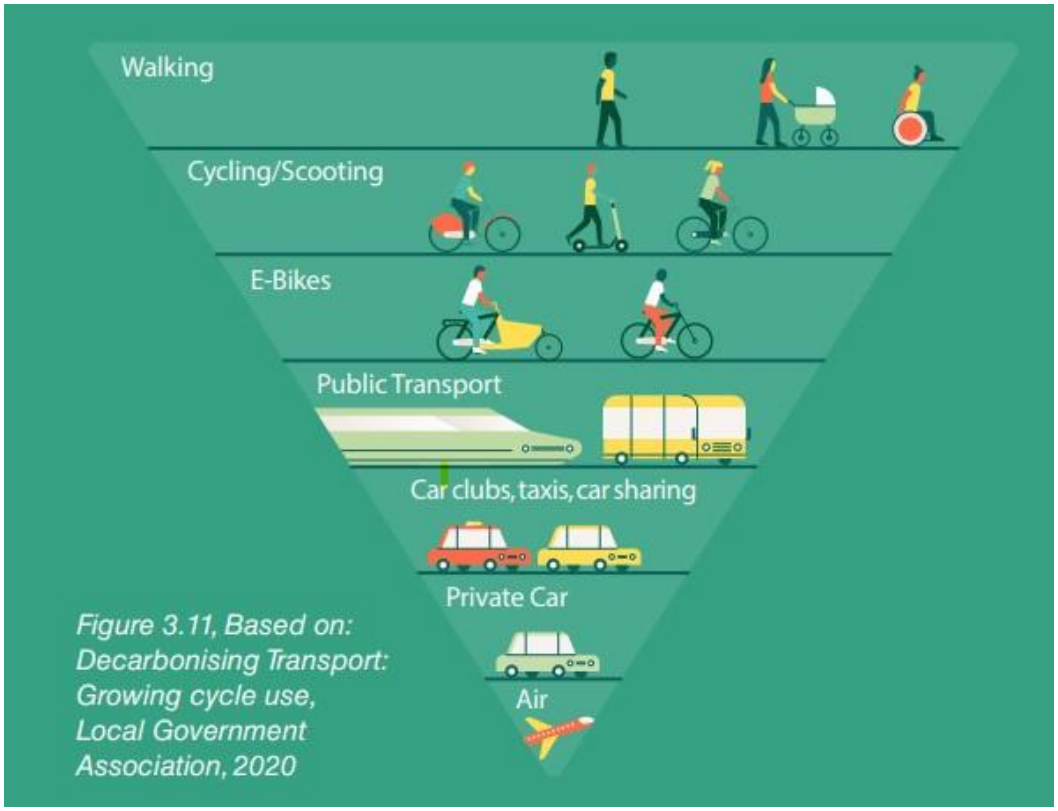


Figure 3.11, Based on: Decarbonising Transport: Growing cycle use, Local Government Association, 2020

It is widely recognised that the availability of car parking has a major influence on the means of transport people choose for their journeys. It is therefore essential to try and get the balance right, by providing an appropriate level and type of parking, protecting highway safety and promoting transport sustainability.

This guidance recognises that Surrey produces varying demand for travel and car parking, and its resultant car parking requirements. It would be inappropriate to apply a single standard across the entire county, so the intention is to apply a pragmatic and flexible approach.

Surrey County Council (SCC), as Highway Authority is a Statutory Consultee in respect of transport planning considerations and responds to planning application consultations from all of the Planning Authorities where development has a highway and transport impact.

At a local level, concerns relating to deficiencies in car parking provision leads to a desire amongst local communities for more car parking spaces. On these occasions, the County Council might express concern about catering for car parking demand particularly in an area that might already be suffering from congestion.

Surrey exhibits a wide range of social and economic circumstances that necessitate a flexible approach to identifying appropriate levels of car parking provision. Such an approach should provide a level of accessibility by private car that is consistent with the overall balance of the transport system at the local level.

The increased popularity of cycling for leisure and commuting means that the inclusion of high-quality cycle parking is important in all new development. Similarly, the emergence of electric vehicles and a projected growth in their use and ownership dictates that charging points must also become integral to all new development.

Policy

This guidance was originally produced in 2012 in accordance with the national planning policy in existence and emerging at that time. Consideration was also given to the draft National Planning Policy Framework (NPPF) dated July 2011. The NPPF is based around the principle of local and neighbourhood plans, which empower local communities to shape their own surroundings. It provides a framework within which local people and their respective councils can produce their own distinctive approaches, reflecting the needs and priorities of their areas.

It is considered that this parking guidance very much accords with the NPPF 2021 in its recommendation for flexibility and application according to local circumstances.

Consultation

This guidance was originally the subject of consultation with Surrey's Local Planning Authorities (LPA's) between October 2010 and January 2011. Comments received were incorporated where appropriate. The previous 2018 and 2021 guidance evolved to maintain pace in terms of transport sustainability and emerging technology, and was approved by SCC's Cabinet Member for Transport and shared with the LPA's. The new electric vehicle (EV) requirements were also presented to the 'Surrey Air Alliance', a group made up of Environmental Health Officers from Surrey districts and boroughs. This guidance is intended to be applied locally and via Local Development Frameworks..

The original guidance sought the use of 3kw trickle charger points; these are no longer recommended and instead it is recommended that higher capacity charge points be used to align with increasing technology and larger capacity EV batteries.

This guidance has been further updated to reflect the aims and objectives of Surrey's new LTP4. The guidance will be further updated as and when necessary to keep pace with evolving EV technologies. Any significant changes to future EV infrastructure requirements will become the subject of further consultation.

Application of this guidance

This guidance is intended to be flexible and used as considered appropriate by the 12 LPAs across Surrey. This is to ensure that parking requirements can be completely tailored by the LPA to suit the unique circumstances of any given development proposal in accordance with its location.

How to use this guidance

SCC's vehicular and cycle parking guidance is set out overleaf. This guidance is commended to the 12 LPAs for use within their own local development framework documents and supersedes the SCC Parking Strategy dated January 2012. Please note:

- All parking levels relate to gross floor area and are recommended as a maximum unless otherwise stated.
- Provision for uses marked **"individual assessment"** will require their own justification and the inclusion of parking management plans, travel plans and cycle strategies where appropriate.
- Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time.
- Guidance is also provided regarding disabled parking, school parking, car clubs and electric vehicle charging points.

Production of Individual Assessments

Where "individual assessment" is required, it should be demonstrated that demand for parking is either met on site or mitigated and managed as appropriate.

Potential grounds for parking related objections by SCC

When responding to consultations on development, it is expected that SCC will only raise objections regarding parking if any shortfall would lead to danger on the adjoining highway with significant implications for road safety, or where excessive parking would lead to overuse of the car.

Recommended Guidance - Maximum Vehicular Parking Levels

Use Class	MAXIMUM per m² GFA
E Retail	
Food or non-food retail e.g. small parades of shops serving the local community (up to 500m²) *	1 car space per 30m²
Food retail (500 m² to 1000m²) *	1 space per 25m²
Food retail (above 1000m²) *	1 car space per 14m²
Non-food retail (500m² or more) *	1 space per 25m²
*Suggested reductions as stated or greater, to be applied based on location. Note: Retail parking to be provided as shared use where appropriate.	Town Centre 75% Edge of Centre 50% Suburban 25% Suburban/Edge/Village/Rural 0%
Sui Generis Food and drink	
Restaurants, snack bars and cafés. For sale & consumption on the premises (if located beyond Town Centre locations).	1 car space per 6m² No parking in town centres
Sui Generis Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	Individual assessment/justification No parking in town centres
Sui Generis Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 car space per 6m² No parking in town centres
E(g) Business	
Offices, research & development, light industry appropriate in a residential area – threshold of 2500m²	A maximum range of 1 car space per 30m² to 1 car space per 100m² depending on location
B2 General Industrial	
General industrial use	1 car space per 30m²
B8 Storage/distribution (including open air storage)	
Warehouse – storage	1 car space per 100m² 1 lorry space per 200m²
Warehouse – distribution	1 car space per 70m² 1 lorry space per 200m²
Cash and carry	1 car space per 70m² 1 lorry space per 200m²
C1 Hotels	
Hotels, boarding and guest houses where no significant care is provided	1 car space per bedroom plus 1 coach space per 100 bedrooms OR Individual assessment/justification

C2 Residential Institutions	
Care home Nursing home	1 car space per 2 residents OR Individual assessment/justification
Hospitals	1 car space per 4 staff plus 1 car space per 3 daily visitors OR Individual assessment/justification
Residential colleges	Individual assessment/justification
Training centres	1 car space per 2 staff OR Individual assessment/justification

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)				
Locational Characteristics	**Town Centre**	**Edge of Centre**	**Suburban**	**Suburban edge/ Village/Rural**
1 & 2 bed flats	Car-free or 1space per unit (dependant on site location)	1 space per unit	1 space per unit	1 space per unit
1 & 2 bed houses	Car-free or 1 space per unit (dependant on site location)	1 space per unit	1 + space per unit	1.5 + spaces per unit
3 bed houses	Car-free or 1 space per unit (dependant on site location)	1 + space per unit	2 + spaces per unit	2 + spaces per unit
4 + bed houses	Car-free or 1 space per unit (dependant on site location)	2 + spaces per unit	2 + spaces per unit	2 + spaces per unit

Notes:

1. Town centre parking permits will not be issued for new developments from 1st April 2023.
2. Reduced or even nil provision may be appropriate in support of demand management and the most efficient use of land.
3. Allocated or unallocated residential parking may be acceptable where appropriate.
4. Unallocated residential parking should be available only to the proposed development.
5. Visitor parking may be provided where appropriate for residential development though is not always necessary.
6. In major town centres where public transport facilities are readily available, with good access to rail and bus services, no car parking provision should be provided. It is recognised that this may not be appropriate in smaller town centres.
7. The provision of garages is considered to be a matter for the local authority. Garages, open carports and/or car barns are acceptable subject to good design. Whilst garages are considered to meet part of the parking provision, it is acknowledged that in certain locations garages are likely to be used for purposes other than parking, including cycle parking. The recommend sizes for garages is set out below:

- Single garage; 6.0m x 3.0m (where cycle parking is provided separately from the garage).
- Single Garage: 7.0m x 3.0m (where cycle parking is to be provided within the garage)*.

- Double Garage: 6.0m x 5.0m (where cycle parking is provided separately from the garage).
- Double Garage: 7.0m x 5.0m (where cycle parking is to be provided within the garage)*.

*Where cycle parking is expected to be provided within any garage, care is needed to ensure that cycles can easily enter and exit the garage whilst a car is parked.

Elderly (sheltered)	1 car space per 1 or 2 bed self-contained unit OR 0.5 per communal unit OR Individual Assessment
E and F Non-residential institutions	
Day Nurseries/Crèche	0.75 car spaces per member of staff plus 0.2 spaces per child
Doctor's practices	1 car space per consulting room remaining spaces on individual assessment
Dentist's practices	1 car space per consulting room remaining spaces on individual assessment
Veterinary practices	1 car space per consulting room remaining spaces on individual assessment
Libraries, museums and art galleries	1 car space per 30m² OR Individual assessment/justification
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	1 car space per 3 persons OR per 3 seats OR per 20 m² OR Individual assessment/justification
Places of worship	1 car space per 10 seats OR Individual assessment/justification
Schools/colleges/children's centres	Individual assessment/justification – see additional notes on page 7

E and F Assembly and leisure	
Theatres, cinemas, bingo clubs, dance halls and clubs	1 car space per 5 licensed persons OR Individual assessment/justification
Conference Centres	1 car space per 5 seats OR Individual assessment/justification
Exhibition Halls	1 car space per 6 m² OR Individual assessment/justification
Stadia	1 car space per 15 seats OR individual assessment/justification
Health clubs/leisure centres	Individual assessment/justification
Tennis and Badminton Clubs	4 car spaces per court OR Individual assessment/justification
Squash Clubs	2 car spaces per court OR Individual assessment/justification
Marinas and water sports	3 car spaces per hectare of water OR Individual assessment/justification
Field Sports Clubs	1 car space per 2 playing participants OR Individual assessment/justification
Golf Clubs and driving ranges	1 car space per 0.3 holes OR per driving bay OR Individual assessment/justification
Equestrian centres	1 car space per stable OR Individual assessment/justification

Other uses	
Pick your own fruit farms	9 car spaces per hectare of farmland OR Individual assessment/justification
Vehicle repair, garage and spares stores	1 car space per 20m² OR Individual assessment/justification
Car sales establishments	1 car space per 50m² car display area OR Individual assessment/justification
Exhaust and tyre centres	1 car space per 0.3-0.5 bays OR Individual assessment/justification
Sui Generis and all other uses not mentioned above	Individual assessment/justification

Disabled Parking

Parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance. As a starting point, for non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and under cover. This is in accordance with Department for Transport Traffic Advice Leaflet 5/95.

School Parking

New Schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans.

Cars

Operational requirements (broadly defined as staff and visitors) should be provided for only, together with overflow parking areas for community uses. Parent parking, pupil parking and drop off/pick up areas should not be provided as this is a disincentive to travelling by sustainable modes. Existing sites may be an exception if further on-street parking reduces highway safety or emergency access.

Measures to discourage parking should be considered first and could include car sharing, staggered school days, parking restrictions, parking permits issued on the basis of need and other measures as appropriate. A parking management plan should be prepared and submitted as an integral part of any planning application where parking is an acknowledged problem.

Coach/Bus

On all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Cycles and non-motorised Scooters

Provision of cycle and non-motorised scooter* parking will be a condition of any new or expanded school. Whenever possible, improvements to cycle routes and other appropriate safety measures should be provided by the applicant. (*for Pre-school and Primary School education).

Recommended Guidance - Car Club Requirements

The provision of Electric Vehicle Car Club parking spaces will be supported and encouraged in line with SCC's Car Club guidance.

A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses affordable access to a vehicle without the need for ownership. Take up of car clubs is growing rapidly, as levels of car ownership decline. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well-maintained, flexible use vehicles.

Car clubs also support policies to cut congestion, reduce emissions, improve air quality, reduce parking pressure and increase take-up of sustainable travel modes. Used in the right locations, car clubs can be a very effective measure to promote sustainable development.

Guidance has been produced to guide developers, planners and SCC officers in the process of deciding on, planning and implementing car club provision as part of a new development through the planning process.

A car club is most relevant to planning applications for large scale developments, those requiring a Transport Assessment or Transport Statement and a Travel Plan. In order to support the County's ambitions in becoming net zero carbon by 2050 at the latest, all new car club vehicles provided by development shall be electric. The simplified list of thresholds below gives an indication of when these will be required. In certain locations and development types it will be appropriate to provide car club vehicles below these thresholds although this is always to be considered on a case-by-case basis:

- Retail developments over about 800 sqm gross floor area.
- Employment developments over about 1500 sqm gross floor area.
- Residential developments including 50 or more new homes.
- Non-residential institutions and assembly or leisure developments over about 1500 sqm gross floor area.
- Developments creating about 100 or more vehicle parking spaces.

For more information, please see SCC Guidance on car clubs in new developments by scanning the following QR codes on your smartphone:

Guidance Notes:

Enterprise Car Club:

Recommended Guidance - Electric Vehicle Charging Requirements

The shared ambition of Surrey's 12 local authorities is that our residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities. In support of this ambition – and the UK's commitment to achieving net zero carbon emissions by 2050 – Surrey's Climate Change Strategy sets out our collective commitment to do our part to tackle climate change [1].

In 2020 pure-electric sales were up by 185.9% versus 2019, while plug-in hybrid sales were up 91.2%. August 2021 saw a 32.2% increase in pure-electric car sales in the UK compared to the same month in 2020. A total of 68,033 new cars were registered in the UK in August 2021, (10.9% of the total) were pure-electric cars, (7.4%) were plug-in hybrids, and (nearly 12%) were full hybrids. Diesel and mild-hybrid diesels accounted for the remainder of sales, at 7.5% and 4.9% of the total respectively [2].

More than 6.5m households plan to buy an electric vehicle or plug-in hybrid, research by the energy watchdog Ofgem has found. This equates to 24%, or nearly one in four of all energy households. The climate change committee, an independent public body that advises the UK government and devolved governments, predicts that about 18m battery and plug-in hybrid electric vehicles will be on the road by 2030 when a ban on the sale of new internal combustion vehicles is introduced. [3]

The County Council will seek the provision of electric vehicle (EV) charging points within all new developments as set out within this Guidance, supported by the NPPF 2021 at paragraph 107(e). These standards consider the view that the majority of charging will take place at home and be done overnight with supplementary charging taking place in workplaces, town centres and at service stations.

EV charging is a developing technology, and the County Council will seek to ensure that connection points are installed in line with emerging technical requirements and open standards. Connections conforming to national and/or industry standards will therefore be used wherever possible. With continuing development in technology, it is expected that wired charging may eventually be replaced by passive wireless charging which allows vehicles to park or travel over a pad buried beneath the surface. The County Council will expect new installations to be passive when this method of charging becomes cost effective for general use.

Historically there have been three speeds available for electric vehicle charging – trickle (3kw), fast (7kw) and rapid (40kw+). Trickle charging is not recommended for use by the County Council. Battery prices have fallen significantly in recent years and the recent introduction of larger batteries in more affordable family cars has reduced the practicality of trickle charging, since charging times can easily exceed 12 hours. The minimum accepted provision is 7kw 'fast chargers' unless otherwise agreed.

The standards acknowledge that innovation and technology will continue to develop, and battery sizes will get increasingly larger to meet the demand for longer range electric vehicles.

The price of charging units has also fallen, increasing the financial viability of fast 7kw chargers, in residential and commercial developments. A number of new styles of charging unit e.g., wall mounted, have increased the ease with which they can be integrated into new housing developments. Commercial land uses, particularly those with retail units, present the possibility of charging users fees for the use of fast or rapid units, creating an income stream to offset installation or running costs.

1 Surrey's Climate Change Strategy 2020 Surrey's climate change strategy (surreycc.gov.uk)
2 Driving Electric.com - Electric car sales UK: August 2021 sees electric overtake diesel for market share 6 Sept 2021.
3 The Guardian – '6.5m households in UK plan to buy an EV by 2030' 21st May 2021.

These standards will be reviewed in line with the development of technology. 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.

General Principals

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).

To show that the connection cost is greater than £3600 at least two formal quotes should be given to the County Highway Authority during the notice/plans stage as follows:

a. At least one quote should be from a distribution network operator.

b. Quotes should clearly show all of the following:

i. The total connection costs for electrical infrastructure without electric vehicle charge-points for all dwellings, as an average cost per dwelling.
ii. The total connection costs with electric vehicle charge-points for all dwellings, as an average cost per dwelling.
iii. The average additional connection costs per electric vehicle charge-point per dwelling if electric vehicle charge points are installed for all dwellings with associated parking spaces.
iv. The maximum number of electric vehicle charge points that can be installed before the extra grid connections costs exceed £3600 per charge-point per dwelling.

Each dwelling must have an EV charge-point point as laid out in this Guidance and as stipulated by the Building Regulations. If additional spaces are provided, these should be provided with cable routes.

Where any development is provided with visitor parking spaces, 50% of these shall be provided with charge-points the remainder of the spaces shall be provided with cable routes.

Undercover Parking

Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with their Building Control Teams and Local Fire Service to understand any additional requirements. EV charging-points should either be provided in multi-storey car parks, basement or undercroft parking if agreed by necessary stakeholders OR a suitable alternative scheme for the provision of EV charging-points, including on-street spaces, should be provided (please refer to current Building Regulations for full details of expected requirements, including the provision of cabled routes).

Disabled EV Parking

Each disabled parking space should be provided with an EV charge-point up until 10 disabled parking spaces are provided within a site. For locations with more than 10 disabled parking spaces, after the initial 10 spaces are provided with a charge-point, 25% of all remaining disabled spaces shall be fitted with charge-points. See page 10 for general requirements for disabled parking.

On-Street EV Charging Points

From 2023, the County Highway Authority will require the provision of on-street EV charge-points in town centres, urban environments and to support the roll out of Electric Car Club vehicles. Such EV charge-points shall be provided by Developers either through financial contributions or through S278 works. See page 11 for general requirements for car clubs.

Recommended Guidance - ACTIVE TRAVEL

Electric Scooters (e-Scooters)

The use of public scooters is not currently permitted by law. Whilst trials within cities across the country have taken place, these standards will be reviewed in line with any future changes in national law.

Electric Bikes (e-Bikes)

Please see guidance on e-bikes on page 18.

Residential Development	EV Charging Requirement	Charge Point Specification	Power Requirement
Houses	1 fast charge socket per house plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Flats/Apartments	1 fast charge socket per flat (allocated and unallocated spaces) plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
C2 Care /Nursing Home	50% of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
C3 Elderly (Sheltered)	1 fast charge socket per flat (allocated and unallocated spaces) plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Developments Providing Unallocated On-street Parking (where separate off-street parking is not being provided)	The developer shall provide fast charge sockets on the highway within the vicinity of the site to be agreed.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply

Commercial Development (Offices / Employment Retail / Leisure Uses)	EV Charging Requirement	Charge Point Specification	Power Requirement
E(g) Offices, light Industry 500m> **B2 General Industrial 500m>** **B8 Storage & Distribution 1000m>** **F1(a) Schools/Colleges** **C1 Hotels**	50% of available spaces to be fitted with a fast charge socket Rapid charge-points may be sought on a site-specific basis dependent on the use and scale of development.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
		Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply
E Commercial Businesses and Services **E(e) Doctors/Dentists practices** **E Retail 500m2>**	50% of available spaces to be fitted with a fast charge socket Rapid charge-points may be sought on a site-specific basis dependent on the use and scale of development.		

Sui Generis Uses	EV Charging Requirement	Charge Point Specification	Power Requirement
(Including all other uses not mentioned above).	50% of available spaces to be fitted with a fast charge socket Rapid charge-points may be sought on a site-specific basis dependent on the use and scale of development.	Individual assessment/ Justification	To be determined by charge point specification

High demand, Short Stay Land Uses			
Development with high demand and short stay characteristics in strategic locations (E.g.: • Motorway/Strategic Service Stations, • Large Petrol Filling stations). • Large or major development and regeneration projects.	50% of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply 230v AC 32 Amp Single Phase dedicated supply
	1 or more rapid charge sockets. Additional rapid charge-points may be sought on a site-specific basis dependent on the use and scale of development.	50kw Mode 4 (DC) Multi-standard charge point.	400v AC 100Amp Triple Phase dedicated supply
Underground/ undercroft parking spaces *Applicable to all land uses*			
	1 fast charge socket per dwelling (allocated and unallocated spaces) plus cable routes for any additional spaces or Where Building Regulations prevent installation of EV points, cable routes to be provided in accordance with Building Regulation requirements. Where on curtilage EV charge-points cannot be provided, the CHA will expect a number of on-street charge-points to be provided on a site-specific basis to be agreed.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply

Note: These standards reflect Building Regulations Part S.

Recommended Guidance – Minimum Cycle Parking Requirements

Cycle parking should be designed and provided in accordance with government guidance and the NPPF. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m). For residential provision, cycle parking should be provided for all dwellings and the location of the cycle parking should be convenient, accessible and fit for purpose for the lifetime of its use, and where possible should be provided within the fabric of the building. Where cycle parking is provided within garages, such structures should be increased in size for both storage and the access/egress of vehicles. See page 8 for typical recommended sizes.

In all instances, for long-term cycle parking facilities within the development should be provided for cyclists to change clothing, shower and to store cycling equipment. In meeting this requirement, some charging points should be provided in sufficiently sized lockers, to enable the charging of removable e-bike batteries.

Cycle parking in all instances should be designed and provided for the designated users of all use classes for both short and long term stays for the needs of the user. Please note in a mixed-use development, this will likely require a combination of types of cycle parking, (e.g. disabled and adaptive/other).

Electric Bikes (e-bikes)

Electric bikes (e-bikes) are fast becoming more affordable, and provision of electrical sockets shall be provided adjacent to any secure cycle parking. Batteries are now lighter than in previous bike models and with batteries increasingly being incorporated within the bike frame itself, rather than as a slide on/off attachment. To provide facilities for the charging of e-bikes, standard three-point plug sockets should be provided in cycle storage areas, in accordance with the following:

- e-Bike Charging Point: 1 per dwelling
- e-Bike Charging Point: 20% of all available cycles (including disabled and adaptive cycles) should be able to be charged at any one time in communal cycle storage.

In most residential settings, the provision of e-bike charging point could also be used for the charging of mobility scooters.

Disabled Cycle Parking

Disabled cycle parking should be provided for within developments. For communal parking areas, 5% of the total cycle parking provided (minimum of one space) should be allocated and designed for use of disabled users. For all development, the focus should be put on ensuring that the space available to park cycles is accessible from the highway without the need to carry the cycle through the inside of the property or up/down steps.

Adaptive/Other Cycle Parking

Storage for adaptive cycles and/or larger cycles such as trailer bikes, cargo bikes, tricycles and tandem bikes etc should be sufficiently large enough for parking and manoeuvring. The cycle spaces should be designed and allocated with appropriate signage/markings for their designated use.

A minor reduction in the number car parking spaces may be accepted in appropriate instances to accommodate the provision of high-quality accessible cycle parking.

Use Class	MINIMUM Standard
E Retail	
Food retail	1 space per 350m² (out of centre) 1 space per 125m² (town/local centre)
Non-food retail	1 space per 1500m² (out of centre) with minimum 4 spaces 1 space per 300m² (town/local centre)
Garden Centre (can also be classed under sui-generis)	1 space per 300m² (min 2 spaces)
All other retail uses	Individual assessment
E Food and drink	
Restaurants, snack bars and cafés. For sale & consumption on the premises (if located beyond Town Centre locations).	1 space per 20 seats (min 2 spaces), town centre parking not necessarily required
Sui Generis Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	1 space per 100m² (min 2 spaces), town centre parking not necessarily required
Sui Generis Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 space per 50 m² (min 2 spaces), town centre parking not necessarily required
E(g) Business	
Offices Research & development / light industry	1 space per 125m² (min 2 spaces) 1 space per 250m² (min 2 spaces)
B2 General Industrial	
	1 space per 500m² (min 2 spaces
B8 Storage or distribution (inc. open air storage)	
	1 space per 500m² (min 2 spaces)
C1 Hotels/Guest houses	
	Individual assessment

C2 Residential Institutions	
Care homes/Nursing homes	Individual assessment plus charging facilities for mobility scooters shall be provided
Hospitals	Individual assessment
Residential colleges	1 space per 2 students 1 space per 2 staff
Training centres	Individual assessment
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats / houses 1- and 2-bedroom unit 3 or more-bedroom unit	1 space 2 or more spaces
E and F Non-residential institutions	
Day Nurseries/Crèche	1 space per 5 staff plus minimum 2 spaces
Doctor's practices	1 space per 2 consulting rooms minimum 2 spaces
Dentist's practices	1 space per 2 consulting rooms minimum 2 spaces
Veterinary practices	1 space per 2 consulting rooms minimum 2 spaces
Libraries, museums and art galleries	Individual assessment
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	Individual assessment
Places of worship	Individual assessment
Schools/colleges	School Travel Plan required, to incorporate a site-specific cycle strategy (see notes on page 8)
E and F Assembly and leisure	
	Individual assessment
Sui Generis and all other uses not mentioned above	
	Individual assessment

APPENDIX 17

Runnymede Borough Council

Economic Assessment

July 2016

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey
KT15 2AH
www.runnymede.gov.uk

Runnymede BOROUGH COUNCIL

Contents

Chapter 1: Introduction

Runnymede has a thriving high-tech economy which has witnessed significant growth over the last 15 years as a result of its location and connectivity. These, combined with its skills base and the quality of the environment make it highly attractive to multi-national companies seeking UK or global headquarters. This report shows that the Borough outperforms many of its peers in terms of competitiveness and plays a vital role in supporting the growth of the South East and the UK economy

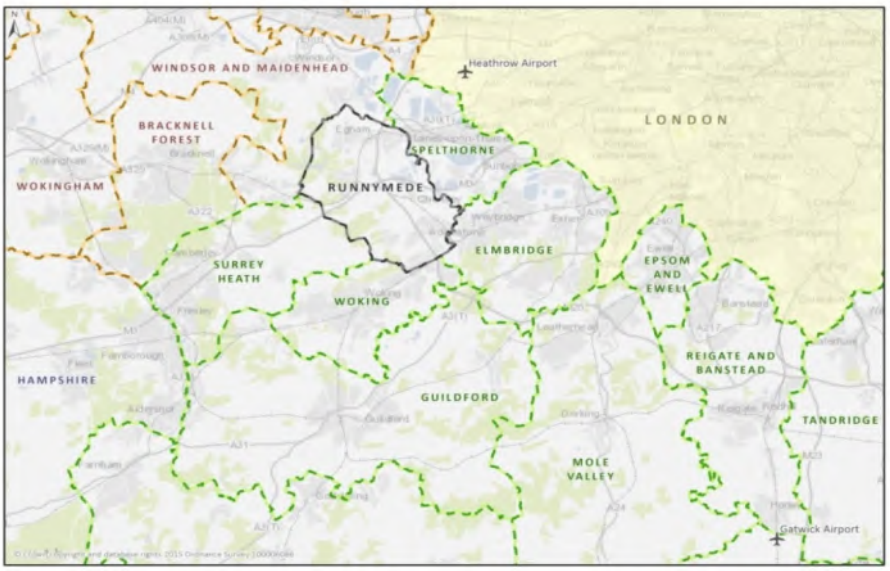
1.1 This economic assessment outlines the overall economic performance, competitiveness and productivity of Runnymede. It covers the following themes:

- People and communities
- Labour supply and demand
- Economic competitiveness
- Business and enterprise
- Transport and infrastructure
- Employment land and property

1.2 It is informed by official, updatable measures of economic well-being and competitiveness and other economic, social and environmental indicators. In addition to regional and national data comparisons, Runnymede has also been compared where possible with other local authorities in Surrey, the Enterprise M3 Local Economic Partnership (EM3 LEP) area, Runnymede's Functional Economic Area (FEA), and Bracknell Forest and Slough Unitary Authorities.

1.3 Runnymede Borough is located in north-west Surrey only 20 miles from central London and has a population of 80,500[1]. It is a small borough compared to most other Surrey authorities, measuring only 8 miles from north to south and covering 78 km^2. Approximately 79% of its area lies within the metropolitan Green Belt which makes it an attractive area to live, work and visit.

Figure 1: Location of Runnymede Borough



[1] 2011 Census

1.4 Runnymede has boundaries with five neighbouring local authorities (see Figure 1). The nearest major settlements in these adjacent local authorities are Staines-upon-Thames, Walton-on-Thames, Weybridge, Windsor and Woking. Camberley and Maidenhead are also large towns located within the neighbouring authorities but are geographically some distance from the boundary of Runnymede.

1.5 Figure 2 shows the Borough's key transport links and the location of the major urban areas including the three main towns of Addlestone, Chertsey and Egham, and key designations.

Figure 2 Map of the Borough

1.6 In 2014, Runnymede produced a Functional Economic Areas (FEA[2]) report. This showed that given the strength of transport links in and out of Runnymede, the Borough is most likely to sit on the edge of two different FEAs; Heathrow and the south-west London/M3/A3 corridor market. The northern part of the Borough, in particular the Thorpe, Egham and Englefield Green areas are considered to sit within a wider FEA which focusses on Heathrow Airport at its centre. The boroughs that Runnymede has the strongest relationships with in this Heathrow centred FEA are Spelthorne, Hounslow and Hillingdon. Some economic links with the Royal Borough of Windsor and Maidenhead have also been found, although this authority is considered to have stronger links elsewhere and be located in a different FEA to Runnymede. The same can be said for Bracknell Forest.

1.7 The southern parts of the Borough, in particular the Addlestone and Chertsey areas are considered to sit on the edge of a south-west London/M3/A3 corridor market. Again the extent of this wider FEA is considered to cover a substantial geographical area stretching to Reigate in the south, Croydon to the east and Guildford to the south-west. Whilst these areas undoubtedly have some economic links to Runnymede due to the existing transport network, Runnymede does not benefit from any substantial links with these authorities. It has the strongest links with Woking and Elmbridge. Table 1 below summarises the economic links between Runnymede and its surrounding boroughs, identified in the FEA analysis.

Table 1: Summary of boroughs with key economic links to Runnymede

Borough / Indicator	LEP geography	LEP sub area analysis	HMA analysis	Travel to work analysis/ transport network	Main catchment areas for retail and cultural facilities
Spelthorne					
Woking					
Elmbridge					
Hounslow					
Hillingdon					

Key: strong link medium link weak/non-existent link

The implications for the Economic Development Strategy

1.8 The authority's economic links to other areas are varied and may require a tailored approach to meet the requirements of its two principal FEAs. Collaborations and joint

[2] Defined on the basis of various markets or catchment areas, such as labour markets, retail catchment areas, markets for the trade of goods and services and housing and commercial property markets.

working is likely to be strongest in the north-east with Spelthorne, Hounslow and Hillingdon, and to the south and south-west with Woking and Elmbridge.

Purpose of the report

1.9 The Economic Assessment will be used to inform the development of an Economic Development Strategy for Runnymede which will identify priorities and actions to support and promote sustainable economic development.

Chapter 2: People and communities

Runnymede has a small but dense and competitive local economy. Despite recent sluggish population growth compared to its comparator areas Runnymede is projected to grow by a fifth by 2033, outpacing the county, the region and England. This will require comprehensive planning to ensure adequate public services, infrastructure, jobs and training to meet the needs of a growing and ageing population.

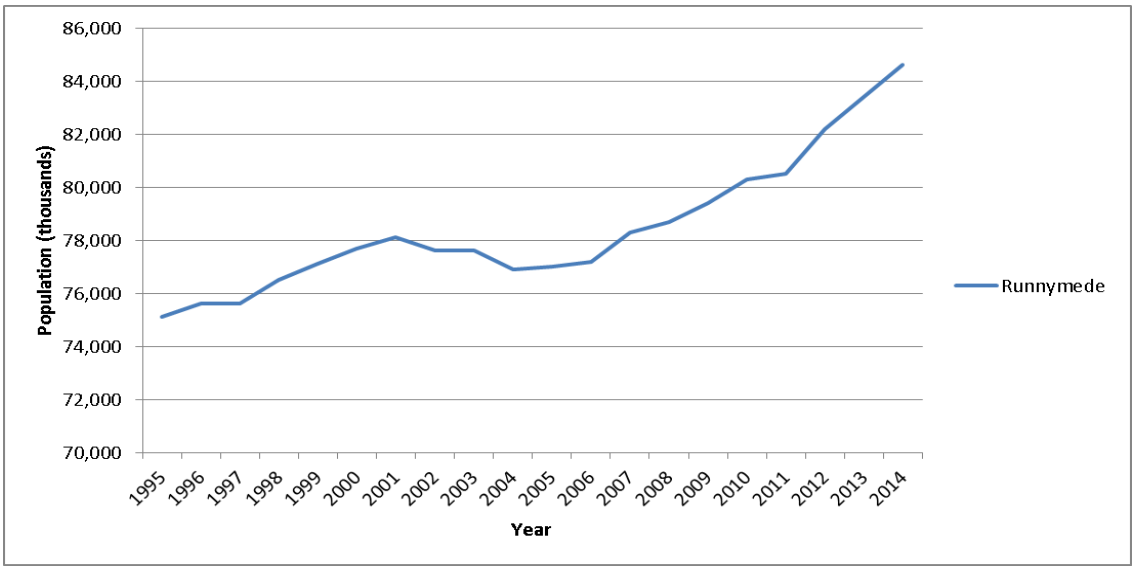
Current population and historic population growth

2.1 In 2011, Runnymede's population was 80,510, one of the lowest population figures of all the local authorities in the sub-region. Between 2001 and 2011 the population increased by 2,477 or 3.2%. This increase was the lowest in Surrey - which saw an average population increase of over double that (7%), the second lowest in the EM3 LEP area, and lower than the increase in the South East (8%) and England (7.9%). It was also considerably lower than the population growth of 8.7% experienced in Runnymede between 1991 and 2001.

2.2 Table 1 in the Technical Annex compares population data, including population density figures for Runnymede with other authorities in the sub-region. Despite having one of the lowest population figures in the sub-region, Runnymede's population density in 2011 was 10.3 persons per hectare, making it the sixth most densely populated borough/district out of the eleven boroughs/districts in Surrey.

2.3 The latest 2014 mid-year population estimate for Runnymede is 84,600. Figure 3 plots the mid-year population estimates for Runnymede for the period 1995 to 2014. The data shows how population growth started to accelerate in the Borough from around 2007 onwards, a trend that is set to continue.

Figure 3: Total population in Runnymede based on mid-year estimates (1995-2014)

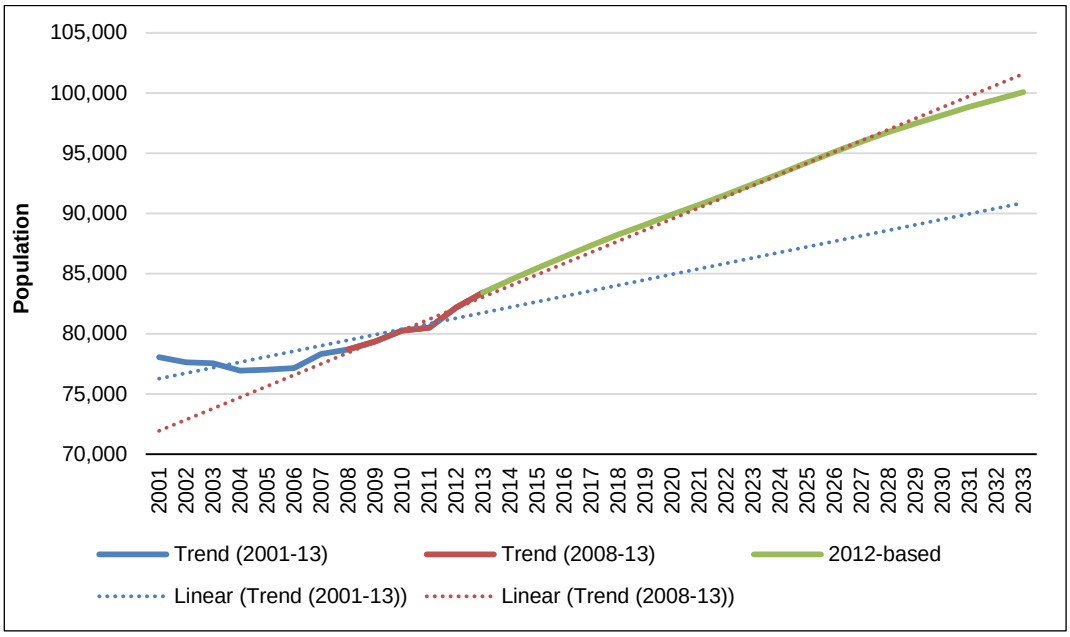


Source: ONS Mid-Year Population Estimates

Future population change

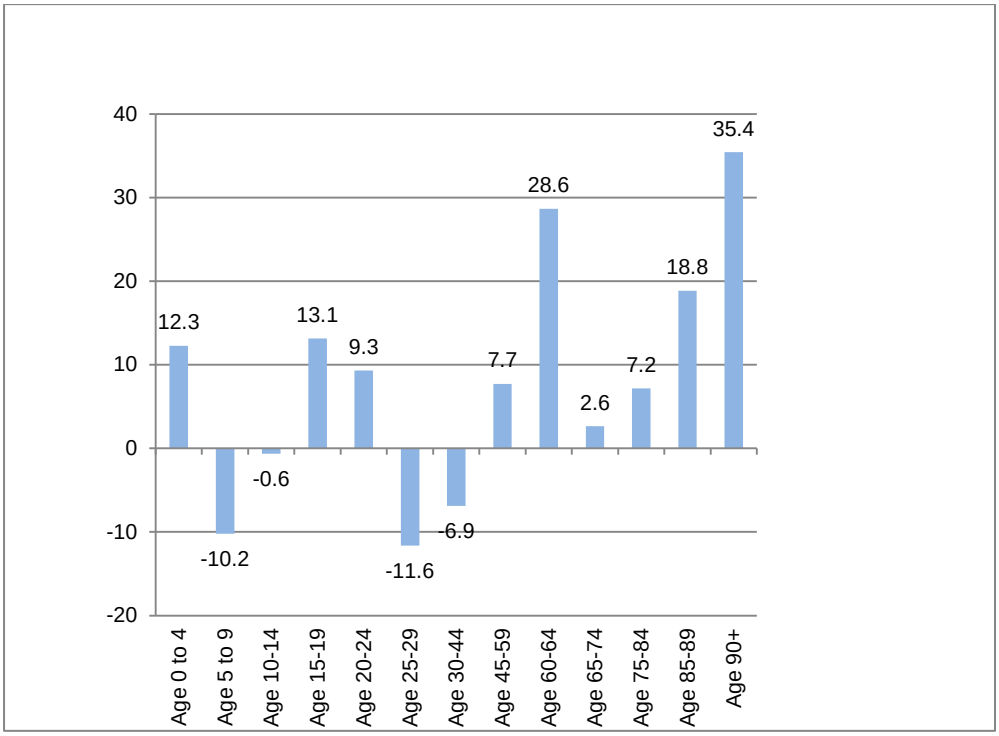
2.4 Although historic population growth has been low in Runnymede compared to the sub-region, the Borough is projected to grow by 16,640 persons (19.9%) between 2013-2033, higher than projections for Surrey (16%), the South East (14.9%) or England (13.3%).

Figure 4: Past and projected population growth – Runnymede



Source: ONS (from the Runnymede-Spelthorne SHMA, Nov 2015, GL Hearn)

Figure 5: Runnymede - age profile (% change 2001-2011)



Source: Census, 2011

2.5 Figure 5 shows that between 2001-2011 Runnymede witnessed a fall in the percentage of the population aged 5 - 14 and 25 - 44, and subsequent rise in other age categories, in particular those aged 60 – 64 and 90+. A reduced working age population will constrain future labour supply and affect productivity.

2.6 The proportion of the population from minority ethnic groups is similar to the England average, although lower than for Surrey and the South East. The percentage of other white groups is relatively high (7.4%) compared to 5.5% in Surrey, 4.4% in the South East and 4.6% in England. This reflects the attraction of the area to EU citizens.

Socio-demographics

2.7 According to Mosaic data in the Technical Annex Figure 1, the three largest classifications of households in Runnymede are described as:

- Middle income families in moderate suburban semis (15%),
- Successful professionals living in suburban or semi-rural homes (19%), and
- Young well-educated city dwellers (15%).

2.8 Wealthy people living in the most sought after neighbourhoods (10%) and couples with young children in comfortable modern housing (11%) also form a significant proportion of the population. The data paints a picture of a very wealthy local economy with small pockets of inequality. Very affluent households live in some of the most sought after neighbourhoods in the country alongside middle income families living in a variety of private housing and elderly households either in private or social housing as well as younger couples and singles living in starter homes.

2.9 Runnymede ranks the 46th least deprived out of 326 local authorities (see Technical Annex Table 2). Although it has a high domain rank for employment, it has a low domain rank for barriers to housing and services. The domain rank for education is also average when compared with the sub-regional rankings. Furthermore, Runnymede has fallen 12 places in the English rankings since 2010.

2.10 Table 2 shows how the Surrey local authorities rank in order of deprivation when only compared against each other. The table therefore highlights Runnymede's relative deprivation when compared to the other Surrey local authorities.

Table 2: IMD across the Surrey Authorities

Local authority district/borough	Index Rank (one = most deprived)
Spelthorne	1
Runnymede	2
Tandridge	3
Reigate and Banstead	4
Woking	5
Guildford	6
Mole Valley	7
Epsom and Ewell	8
Surrey Heath	9
Elmbridge	10
Waverley	11

Source: IMD 2015

2.11 Figure 2 in the Technical Annex highlights the marked variation in levels of deprivation in the wards within Runnymede Borough. Although Runnymede does not contain any areas that are within the most deprived 10% nationally, the wards with greatest deprivation in the Borough are Addlestone Bourneside, Addlestone North, Chertsey St Anns and Englefield Green West.

Quality of life

2.12 Runnymede has a rich architectural and environmental heritage and offers a high quality of life for its residents and workers supported by a strong community base. A state of the art CCTV system is in operation across all North Surrey, and the Council's Safer Runnymede Unit makes a major contribution to a low crime rate and the general public's perception of safety. A range of housing options is available across the Borough in both urban and rural settings, with the Wentworth Estate recently recognised as one of the best places to live in Britain by The Sunday Times.

2.13 The Borough's three main towns offer a range of shops, services and employment uses. Addlestone, a relatively young centre, is currently undergoing regeneration. Chertsey, a historic town developed around a Benedictine abbey dating from Saxon times, benefits from the 170-acre Chertsey Meads Local Nature Reserve, open meadows adjacent to the river providing opportunities for walking and cycling. Egham, home to Strode's College and Royal Holloway, University of London, is also the location of choice for a significant number of large and small businesses due to its excellent connectivity to Heathrow, the M25, M3 and M4. In addition to the three towns the Borough also has a number of villages and local centres which provide basic services for residents.

Tourism and leisure

2.14 Tourism is an important part of the local economy. A number of significant leisure and tourism businesses are located in Runnymede including Thorpe Park and Wentworth Golf course. Other notable attractions include Chertsey and Egham museums and the historic landscapes of Runnymede Meadows (Magna Carta), the Air Forces Memorial, Savill Garden, Windsor Great Park, the site of the former Chertsey Abbey. The area also offers a range of hotel accommodation from 4* establishments at the Runnymede-on-Thames which provides business conferencing facilities, to historic Great Fosters, Foxhills and Savill Court. The Borough is also home to a growing number of budget hotels, which are located in the town centres.

Implications for the Economic Development Strategy

2.15 Managing population growth with be a key priority for the Borough. For instance new residents will need new housing which in turn will require construction skills. New residents also require new jobs. An increase to the resident population of a 1,000 will on average have the potential to give rise to a further 230 jobs in the locality[3]. The Borough has a large proportion of wealthy and middle income well-educated professionals as well as an ageing population. Appealing employment opportunities for residents therefore are likely to be high value well paid jobs or part-time paid/voluntary occupations suitable carers or retirees. There are pockets of deprivation that need addressing and access to housing and services are an area of concern. The Council will continue to support measures that stimulate visitor expenditure. The Economic Development Strategy will also support activities to

[3] OffPat Employment Densities Guide, 2010 2nd Edition.

maintain the high quality of life for its residents, visitors and workers, preserving its rich architectural and environmental heritage and historic landscapes.

Chapter 3: Labour Supply and demand

One of the key ingredients of any successful economy is the availability of an appropriately skilled labour market. This chapter considers the supply of labour in Runnymede, its working age population, economic activity rates, employment by sector, earnings and occupations.

Economic Activity

3.1 In 2014 the working age population (16-64 years) was estimated at 55,400 persons (65.5% of the population), higher than for Surrey (62.1%) the South East (62.4%) or England (63.5%). Runnymede and Guildford have the same percentage of working age population, the joint highest in Surrey and second joint highest in the EM3 LEP area.

Table 3: Working age population, unemployment and higher level occupations

Population 16-64	Runnymede	Runnymede (%)	SE (%)	GB (%)
All people	55,400	65.5	62.4	63.5
Males	27,200	65.9	63.1	64.3
Females	28,200	65.1	61.7	62.8
Unemployed (All)	1,500	3.3	4.4	5.7
Soc 2010 Group 1-3*		49.9	49.4	44.3

Source: ONS Mid-Year Estimates (2014) and Annual Population Survey July 2014-June 2015
*Managers, Directors & Senior Officials; Professional Occupations; Associate Professional & Technical

3.2 Of the 55,400 people of working age (those aged between 16 and 64) in Runnymede, 44,800 are economically active and 43,400 are in employment. The proportion of economically active residents in Runnymede is approximately the same as for Great Britain and some 2% lower than the South East.

3.3 Between July 2014 and June 2015, 3.3% of the resident workforce was out of work, which was below both the percentages seen in the South East and Great Britain. The level of unemployment in the Borough has been reducing since it peaked at 5.6% in the period April 2011 to March 2012.

Qualifications and skills

3.4 Skills enhance productivity and competitiveness and are linked with higher levels of innovation and workforce flexibility. High level skills are required to drive innovation and leadership within an economy, and to enable businesses to compete globally. In terms of labour market performance and skills there is a significant positive correlation between high-level graduate skills and the proportion of the workforce within knowledge-intensive industries.

3.5 Over half of residents in Runnymede (59.3%) are qualified to NVQ Level 3 and above. This is comparable to the percentage for the South East and slightly higher than for Great Britain as shown in table 4.

Table 4: Skill levels in Runnymede compared to the South East and Great Britain

Skill level	Runnymede Numbers	Runnymede (%)	South East (%)	Great Britain (%)
NVQ4 and above	19,900	36.4	39.1	36.0
NVQ3 and above	32,500	59.3	60.5	56.7
NVQ2 and above	40,600	74.1	77.1	73.3
NVQ1 and above	46,600	85.1	89.2	85.0
No qualifications	5,400	9.8	5.6	8.8

Source: ONS Annual Population Survey (January 2014 to December 2014)

3.6 However Runnymede has one of the lowest percentages of 16-64s qualified to Level NVQ4 and above (See Technical Annex Figure 3), and the highest percentage of 16-64s with no qualifications (See Technical Annex Figure 4) in the sub-region. Figure 5 in the Technical Annex highlights the polarisation in qualifications levels amongst working aged residents, with 45% of residents aged 16 and over in Virginia Water ward qualified to Level 4, compared to just 24.3% in Chertsey St Anns and 25.4% in Addlestone Bourneside. Chertsey St Anns ward also has the highest percentage of residents with no qualifications (27.6%), just over 5% higher than the average for England.

3.7 Runnymede's slightly poorer record in terms of skills and qualifications compared to the Surrey and EM3 LEP average can in part be explained by looking at the 2010 Indices of Multiple Deprivation. The 'Education, Skills and Training Deprivation' domain considers both lack of skills and qualifications among the working age adult population as well as education deprivation for children/young people. The 2010 data shows that two of Runnymede's Super Output Areas were within the twentieth lowest performing areas in Surrey for this domain – Forest Estate ranked 10th and Chertsey St Ann's ranked 12th, although the latter area has improved since it was ranked as the lowest performing area in Surrey in the 2007 Indices.

3.8 There are four state funded secondary schools in the Borough which all perform above the English average for 5 GCSEs (or equivalent) Grades A*-C (See Technical Annex Table 3). Just one school performs below the Surrey average. In addition, there are four private schools, all with sixth form provision, including two international schools. There is also a sixth form college in Egham mainly focused on A level delivery. The Borough is also home to Royal Holloway University of London ranked 119th in world and ranking 19th in the UK in the Times Higher Education World University Education Rankings 2015/2016.

Earnings by residence

3.9 Runnymede records higher earnings than the South East and Great Britain averages for earnings by residence, as shown in Table 5.

Table 5: Earnings by residence in Runnymede, the South East and Great Britain

Gross Weekly Pay (FT Workers)	Runnymede (£)	South East (£)	GB (£)
Full Time Workers (All)	597.9	574.9	529.6
Male Full Time Workers	618.8	626.5	570.4
Female Full Time Workers	544.5	499.5	471.6

Source: ONS Annual Survey of Hours and Earnings – Resident Analysis (2015).
Note: Median earnings in pounds for employees living in the area.

3.10 Table 4 in the Technical Annex compares median earnings for residents in the sub-region. This shows that although earnings in Runnymede are high in comparison with the regional and national figures, they are lower than for many areas in the sub-region, in particular other parts of Surrey. Earnings continued to rise in Runnymede after the start of the recession, peaking in 2010 – since then they have dipped to come more in line with the regional average.

3.11 Between 2002 and 2015 there has been a gradual closing of the earnings gap between the sexes. Female earnings have generally shown a progressive increase resulting in an overall increase in median gross weekly pay of £152.8, whereas male earning witnessed an increase to 2010 of over £200 followed by a decrease to 2015 of over £100, resulting in an overall increase for the period of £119.

3.12 Runnymede records high earnings in the workplace with the median gross weekly pay recorded as approximately £671 per week for full-time workers, compared to £552 in the South East and £529 in Great Britain. Workplace earnings are higher than resident earnings suggesting that there are a number of well-paid jobs in Runnymede, but a percentage of these are held by in-commuters rather than the resident workforce. Male full-time workplace earnings are significantly higher (some 15%) than female full-time workplace earnings. This is considerably higher than the national average of 9.4%.

Table 6: Earnings by Workplace in Runnymede, the South East and Great Britain

Gross Weekly Pay (full time workers) per week	Runnymede (£)	South East (£)	Great Britain (£)
Full time workers (All)	670.8	552.1	529.0
Male full time workers	709.9	600.0	569.9
Female full time workers	604.8	484.7	471.5

Source: ONS Annual Survey of Hours and Earnings – Workplace Analysis (2015)
Note: Median earnings in pounds for employees working in the area

Out of work benefits

3.13 Runnymede has 1% less out-of-work claimants than the Great Britain average (table 7).

Table 7: JSA claimants in Runnymede, the South East and Great Britain (between ages 16-64)

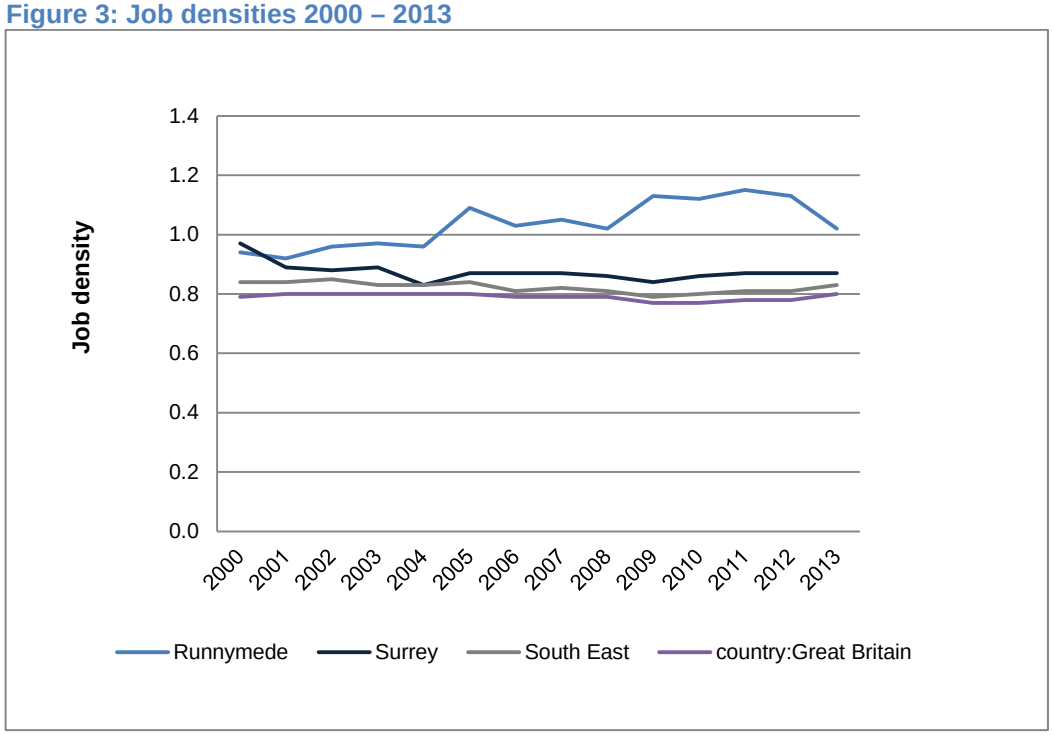
Total JSA claimants	**Runnymede (Numbers)**	**Runnymede (%)**	**South East (%)**	**Great Britain (%)**
All people	317	0.6	1.0	1.6
Males	180	0.7	1.2	2.0
Females	137	0.5	0.8	1.2

Source: ONS Claimant Count with Rates and Proportions (September 2015)

Job density[4]

3.14 There are a relatively high proportion of jobs based in the Borough relative to the number of working age residents. A job density of one would mean that there is one job for every resident of working age. The data in Figure 3 shows how the job density figure in the Borough increased between 2000 and 2011, reaching a high of 1.15 in 2011. Unlike Surrey, the South East or Great Britain, Runnymede witnessed an increase in job density between 2008 and 2010 at the height of the recession. In 2013, Runnymede had the third highest job density in the EM3 LEP area and the second highest job density in Surrey.

Figure 3: Job densities 2000 – 2013



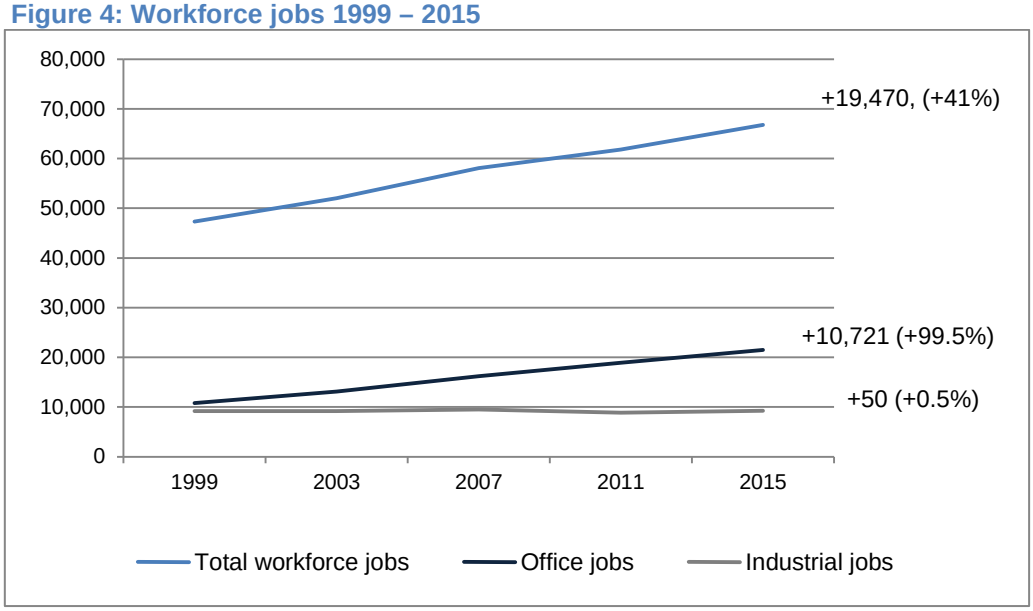
Source: ONS data

Workforce jobs

3.15 In 2015 there were 66,770 workforce jobs within Runnymede Borough[5]. 21,495 were office jobs and 9,243 industrial jobs. As Figure 4 shows, between 1999 and 2015 there has been a steady increase in total workforce job numbers, with office jobs increasing significantly by 100%, whilst the number of industrial jobs saw little variance.

[4] Job density figures represent the ratio of total jobs to population aged 16-64.
[5] Experian data September 2015

Figure 4: Workforce jobs 1999 – 2015



Source: Experian RPS September 2015 / NLP analysis * includes self-employee jobs, government sponsored trainees and her Majesty's Forces

Implications for the Economic Development Strategy

3.16 Whilst there are relatively few out-of-work claimants or unemployed individuals there are local geographical disparities in qualification achievement. Unless these gaps are addressed the competitiveness of the Borough will be threatened and there will be a stark education gap between areas within the Borough. Lower qualification levels may in part explain the lower earnings achieved in some areas of the Borough and the fact commuters (male commuters in particular) appear to be taking more of the better paid jobs.

3.17 Runnymede has witnessed an exceptional growth in workforce employment over the last decade and half increasing by 41% or 19,470. This has been fuelled by a huge expansion of office jobs which have doubled. This explains the relatively high proportion of jobs based in the Borough relative to the number of working age residents. The implications for economic development are twofold, (a) there has been increased pressure on local infrastructure to keep up with the pace of change, and (b) there are jobs available for local residents provided they have the appropriate qualifications and skills to compete with highly paid, highly skilled commuters.

Chapter 4: Economic competitiveness

Between 2000 and 2015 Runnymede experienced very high CAGR in GVA of 4.3%, higher than all its sub-regional comparators. However, ranked in the top 20 local authorities on the UK Competitiveness Index (2010), its ranking dropped slightly in 2013.

Competitiveness and productivity

4.1 Whilst the Borough is very competitive at the national level and compared to neighbouring areas, between 2010 and 2013 it has slipped from second out of 14 EM3 LEP local authorities to eighth out of 14. This is the largest decline with the exception of Rushmoor.

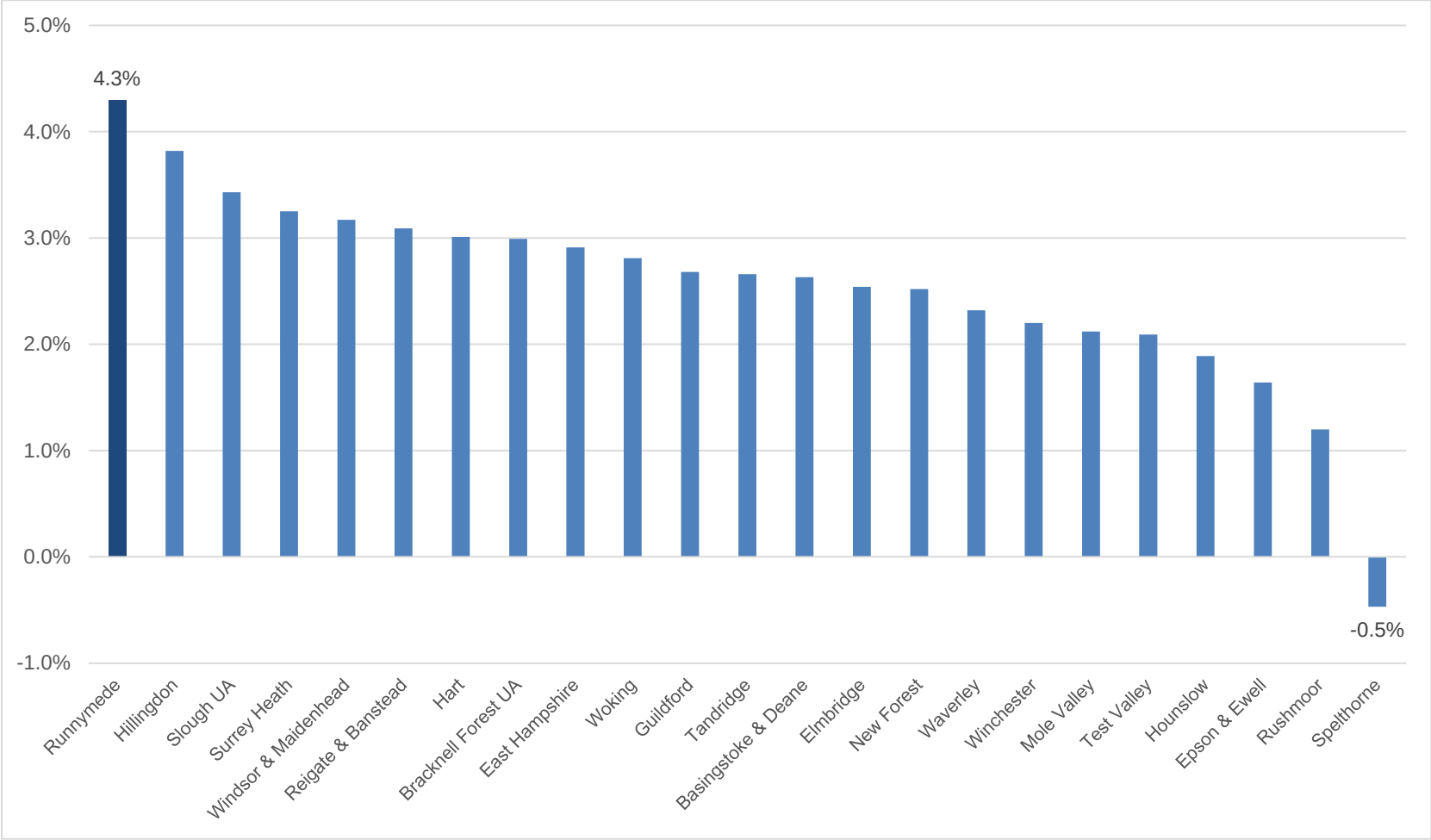
Table 8: UK Competitiveness Index

		Rank 2010	Rank 2013	Change rank 2010 - 2013
EM3 LEP Authorities	Basingstoke & Deane	60	56	4
	East Hampshire	76	42	34
	Hart	41	44	-3
	New Forest	175	117	58
	Rushmoor	47	87	-40
	Test Valley	53	35	18
	Winchester	29	26	3
	Elmbridge	15	20	-5
	Guildford	21	22	-1
	Runnymede	19	36	-17
	Spelthorne	61	13	48
	Surrey Heath	26	27	-1
	Waverley	31	21	10
	Woking	32	41	-9
Other Surrey Authorities	Epsom and Ewell	48	25	23
	Mole Valley	12	11	1
	Reigate and Banstead	42	28	14
	Tandridge	68	92	-24
Neighbouring authorities	Bracknell Forest	20	24	-4
	Hillingdon	34	32	2
	Hounslow	28	23	5
	Slough UA	49	50	-1
	Windsor & Maidenhead	9	10	-1

4.2 Between 2000 and 2015 Runnymede experienced a very high compound annual growth rate (CAGR) in GVA of 4.3%, higher than all the sub-regional comparators (figure 5), and considerably higher than for Surrey (2.5%), the South East (2.2%) and the UK (1.8%). Continued investment in business growth will help to ensure the Borough maintains its economic performance (and its competitiveness does not continue to deteriorate). Although the projected compound annual growth rate in GVA

for Runnymede for the period 2015 to 2035 at 3.0% is significantly lower than historic levels, it is still above that for Surrey (2.6%), the South East (2.6%) and the UK (2.3%). This forecast level of growth highlights the continued strength and importance of the Runnymede economy to driving growth in both Surrey and the EM3 LEP area. But the rate of decline is a concern if we are to remain a highly performing economy.

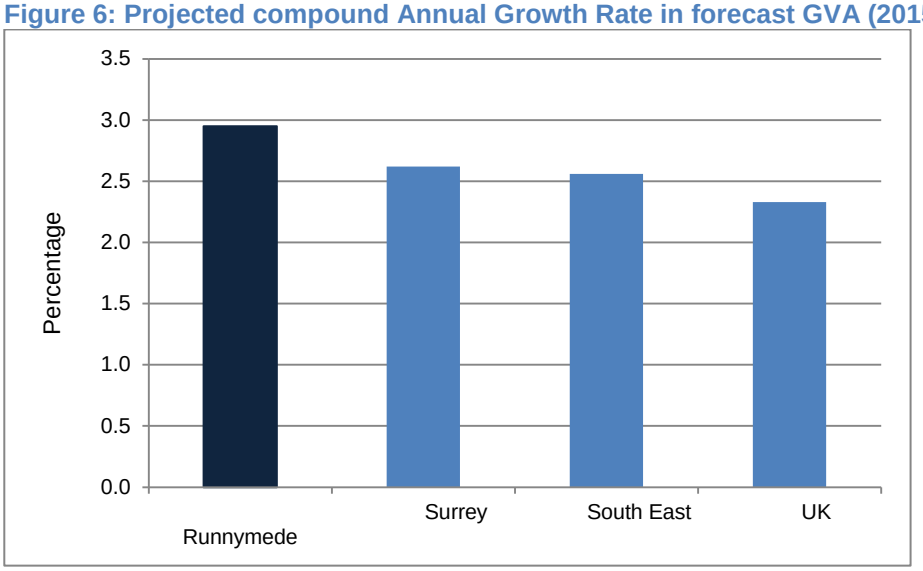
Figure 5: Compound annual growth rate GVA[6] 2000 to 2015



Source: Experian Local Labour Market Forecasts September 2015/RBC analysis.

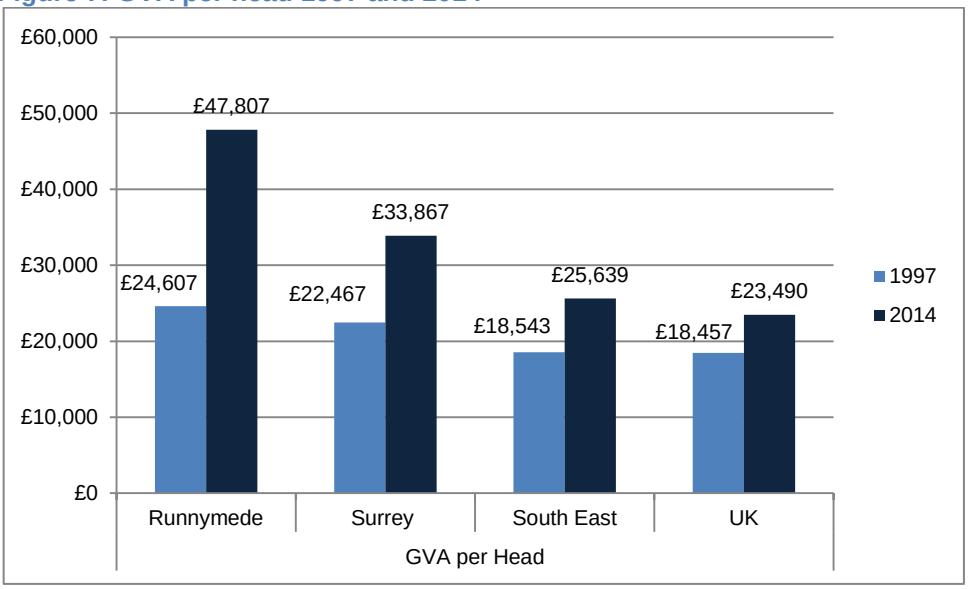
[6] Note: GVA in the RPS is measured by the place where the work is done (workplace based). Total Output (GVA) (£mn CVM 2011 prices)

Figure 6: Projected compound Annual Growth Rate in forecast GVA (2015 to 2035)



Source: Experian Local Labour Market Forecasts September 2015/RBC analysis.

Figure 7: GVA per head 1997 and 2014



Source: Experian Local Labour Market Forecasts September 2015 and ONS

Implications for the Economic Development Strategy

4.3 Whilst Runnymede has a strong local economy, it is important its relative competitive position is maintained. Its GVA per head has grown at a rapid rate and its continued strength will ensure it makes a valuable contribution to the local and EM3 economy. Recent declines are a warning signal that our highly performing economy can't be taken for granted.

Chapter 5: Business and enterprise

A strong and diverse business base coupled with a healthy culture of enterprise and entrepreneurship are key elements of a successful economy. This chapter examines the business demographics of Runnymede, its sectoral strengths and the principal economic challenges faced.

Business counts

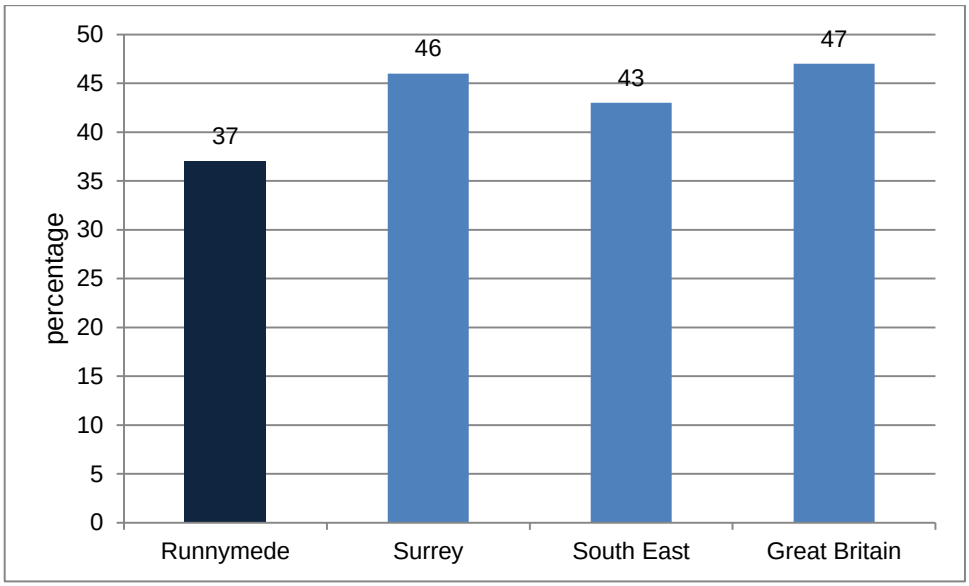
5.1 Table 9 shows that between 2007 and 2015 the number of enterprises in Runnymede grew by 1,100 from 2,940 in 2007 to 4,040 in 2015 – a total growth rate in this period of 37%. This growth rate however, was ten percentage points below growth experienced in Great Britain, nine percentage points less than Surrey and six percentage points less than the South East (see figure 6). Maintaining the size of business stock is important for a heathy economy.

Table 9: Number of enterprises 2007-2015

Region	2007	2009	2011	2013	2015
Runnymede	2,940	3,625	3,555	3,735	4,040
Surrey	42,110	53,070	52,410	55,250	61,430
South East	263,125	337,385	328,015	339,965	377,445
Great Britain	1,615,700	2,081,780	2,012,900	2,100,885	2,382,370

Source: ONS data (Inter Departmental Business Register (IDBR))

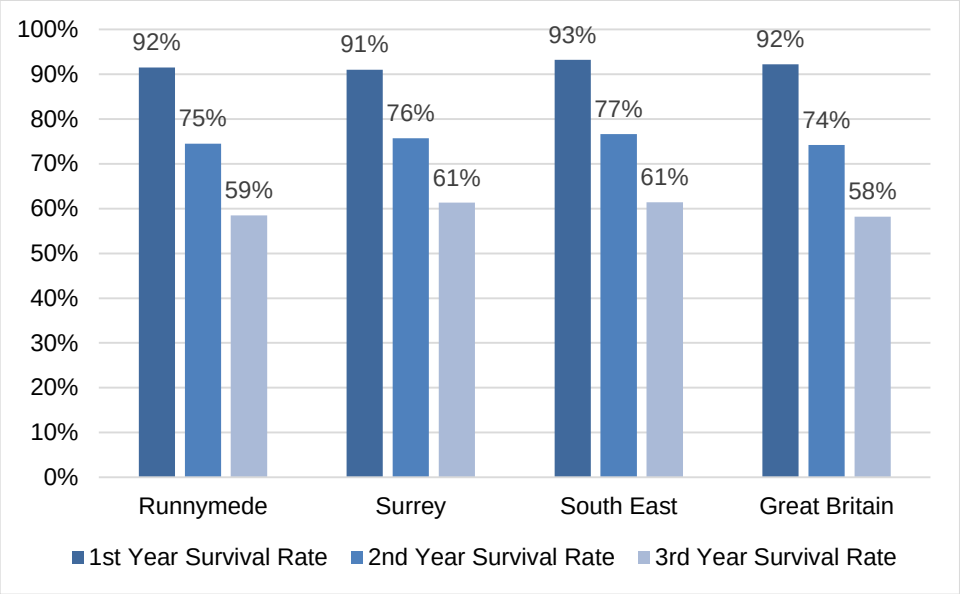
Figure 6: Percentage change in number of enterprises between 2007 and 2015



Source: ONS data (Inter Departmental Business Register (IDBR))

5.2 The latest ONS data on the survival rates of newly born enterprises is from businesses born in 2008. Although the survival rates do not vary markedly between Runnymede, Surrey, the South East and Great Britain, the survival rate for businesses in the second and third year is slightly lower in Runnymede than that achieved at the county and South East level (see figure 7).

Figure 7: Survival rates of newly born enterprises by births of units in 2008



Source: ONS, 2008

Size of firms

5.3 The majority of enterprises within Runnymede in 2015, like elsewhere, are small businesses with 0-9 persons, but table 10 shows the Borough has a relatively significant number of large enterprises (250 or more persons). These represent 15.6% of all large enterprises in Surrey and 10.8% of all large enterprises in the EM3 LEP area in 2015.

Table 10: Size of enterprises

Number of VAT and/or PAYE Enterprises by Size Band	Runnymede (%)	Surrey (%)	SE (%)	GB (%)
0-9 persons (micro)	88.7 (3,585)	90.7 (55,740)	89.4	88.7
10-49 persons (small)	8.2 (330)	7.5 (4,610)	8.7	9.3
50-249 persons (medium)	2.4 (95)	1.4 (855)	1.5	1.6
250 or more persons (large)	0.9 (35)	0.4 (225)	0.4	0.4

Source: Inter Departmental Business Register (ONS) 2015 Business Count

5.4 When data on large enterprises is considered in more detail, Runnymede is shown to have a comparatively high percentage of medium sized enterprises with 250-499 persons too when compared to Surrey, the South East and Great Britain. However, the percentage of very large enterprises in size bands 500-999 and 1000+ is also higher. Examples of large enterprises and institutions in the Borough include several household names, organisations and global groups:

- **Astellas Pharma**
- **Automatic Data Processing**
- **Belron**
- **British Gas/Centrica**
- **BUPA**
- **Chep**
- **Future Electronics**
- **Gartner**
- **HCL**
- **Hitachi**
- **Kerry Foods**
- **Kone**
- **Merlin Entertainments**
- **Toshiba**
- **VM Ware**
- **APHA (veterinary laboratories)**
- **CABI**
- **Royal Holloway (University of London)**

- **Compass Group**
- **Crest Nicholson**
- **Dow Chemicals**
- **Enterprise Rent-a-Car**
- **Procter & Gamble**
- **Salesforce**
- **Samsung Electronics**
- **Ricoh**
- **St Peter's Hospital & Ashford Hospital NHS Trusts**

5.5 Looking at the last five years there has been an increase in the percentage of micro enterprise and large enterprises – the latter have increased from 30 in 2010 to 35 in 2015. Knowing and understanding the growth ambitions of large employers is a priority.

Key sectors of employment

5.6 The majority of employment in Runnymede is within the service sector. The Borough has a smaller proportion of total workforce jobs in manufacturing than for Surrey, the South East or UK. The Borough has a concentration of jobs (28%) in professional and other private services. Public services comprise a smaller proportion of total jobs than the comparators. Although accounting for a smaller proportion of total jobs, both the information and communication and utilities sectors are more dominant in Runnymede.

Table 11: Key sectors of employment in Runnymede, Surrey, the South East and UK 2015

Sector	Runnymede	Surrey	South East	UK
Accommodation, food services & recreation	10.0%	**10.7%**	10.4%	9.7%
Agriculture, forestry & fishing	0.2%	0.5%	1.0%	**1.3%**
Construction	6.2%	**7.8%**	6.8%	6.2%
Extraction & mining	0.0%	**0.2%**	0.1%	**0.2%**
Finance & insurance	3.3%	**4.2%**	3.1%	3.4%
Information & communication	**10.1%**	6.4%	6.0%	4.0%
Manufacturing	1.9%	3.9%	5.7%	**7.8%**
Professional & other private services	**27.9%**	25.4%	21.8%	21.5%
Public services	21.8%	23.2%	24.8%	**25.6%**
Transport & storage	2.7%	2.7%	4.3%	**4.7%**
Utilities	**3.7%**	0.9%	0.9%	1.0%
Wholesale & retail	12.1%	14.2%	15.0%	**14.7%**
Workforce jobs	100.0	100.0	100.0	100.0

Source: Experian Local Labour Market Forecasts September 2015.

5.7 Table 12 looks at changes in workforce jobs per sector. The 'other', education and IT and administrative services have shown the greatest growth over the last 15 years.

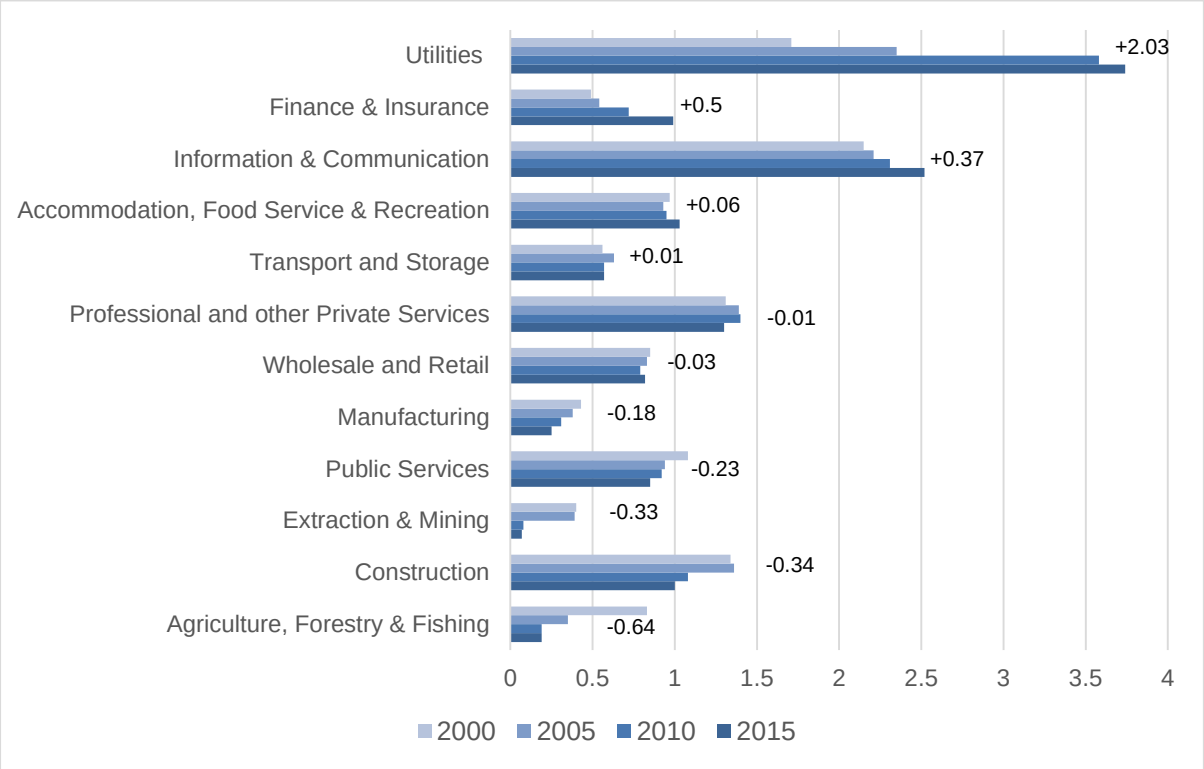
Table 12: Change in workforce jobs per sector in Runnymede (2000 to 2015)					
Sector	2000	2005	2010	2015	% Change
Others	8.8%	10.2%	13.2%	13.1%	4.3%
Administrative & supportive services	9.4%	11.2%	10.2%	11.0%	1.6%
Computing & information services	7.4%	7.2%	7.3%	8.5%	1.1%
Education	7.6%	7.7%	8.6%	8.6%	1.0%
Specialised construction activities	8.0%	7.9%	7.6%	7.9%	-0.1%
Accommodation & food services	5.5%	5.1%	4.6%	5.0%	-0.5%
Health	9.1%	8.9%	10.0%	8.0%	-1.1%
Professional services	4.5%	3.9%	3.9%	3.4%	-1.1%
Retail	4.9%	5.7%	3.9%	3.3%	-1.6%
Wholesale	28.9%	26.9%	26.2%	27.1%	-1.8%
Residential care & social work	6.0%	5.4%	4.5%	4.1%	-1.9%

Source: Experian Local Labour Market Forecasts September 2015/RBC analysis.

Location quotients

5.8 Location quotients measure the geographical concentration of industries; a value greater than one means that a location has a higher share of employee jobs in an industry than its share of national employee jobs. Figure 8 shows the location quotients for the broad sectors in Runnymede in five year bands since 2000. It shows the high concentration of information and communication, utilities and, to a lesser extent, professional and other private services. The greatest increase in concentration has taken place in the utilities sector, with a significant decrease in agriculture.

Figure 8: Location Quotients by sector in Runnymede (2000, 2005, 2010 to 2015) and Percentage Change 2000-2015



Source: Experian Local Labour Market Forecasts September 2015/RBC analysis.

5.9 Table 13 shows the forecast CAGR of the broad sectors in Runnymede over the next 15 years. The table highlights the forecast growth in the finance and insurance and information and communication sectors, in contrast to the continuing decline of the manufacturing and public services sectors. ICT and digital media is one of four key sectors identified in the EM3 LEP Strategic Economic Plan (SEP), which provides 8.7% of total employee jobs in the EM3 LEP area. ICT employment in the EM3 LEP area is far more concentrated than nationally and getting more so.

Table 13: 15 Year compound annual growth rate

Sector	15 Year	10 Year	5 Year	3 Year	1 Year
Acc., food service & recreation	0.40%	1.07%	1.81%	1.98%	2.21%
Agriculture, forestry & fishing	-9.48%	-6.15%	-0.08%	0.26%	-0.08%
Construction	-1.91%	-3.02%	-1.55%	2.08%	0.35%
Extraction & mining	-10.78%	-15.37%	-2.71%	3.32%	-5.80%
Finance & insurance	4.84%	6.21%	6.53%	7.04%	2.09%
Information & communication	1.05%	1.30%	1.75%	2.05%	0.62%
Manufacturing	-3.49%	-4.03%	-4.09%	-3.52%	-3.02%
Prof. & other private services	-0.03%	-0.66%	-1.39%	-3.42%	-1.43%
Public services	-1.55%	-0.98%	-1.55%	-0.32%	-0.75%
Transport and storage	0.09%	-1.04%	-0.25%	-1.00%	0.76%
Utilities	5.36%	4.77%	0.88%	-0.04%	4.80%
Wholesale and retail	-0.24%	-0.08%	0.87%	0.66%	-1.72%

Source: Experian Local Labour Market Forecasts September 2015/RBC analysis.

Growth in the ICT/Cybersecurity sector

Table 14: Employment: Cyber-security proxy, concentration and growth per annum (2009-2013)					
Total employees in employment	2009	2010	2011	2012	2013
EM3	33,787	34,953	36,928	33,699	39,047
London LEP	114,026	135,055	145,880	127,509	144,935
BTVLEP	33,895	35,172	39,654	37,210	41,286
Runnymede	3,770	3,875	4,090	4,189	4,362
Great Britain	475,657	501,703	529,639	501,871	554,137
South East	119,857	126,305	139,314	128,424	144,569
Concentration (GB=1, Highest to lowest)*					
TVB LEP	4.1	3.9	4.2	4.2	4.2
Runnymede	4.0	3.7	3.7	4.0	4.1
Em3	2.5	2.4	2.4	2.3	2.5
Surrey	2.3	2.4	2.5	2.3	2.4
Hampshire	2.0	1.9	1.9	1.9	2.0
BTV LEP	1.7	1.7	1.9	1.7	1.8
South East	1.8	1.7	1.8	1.8	1.8
London LEP	1.5	1.7	1.7	1.5	1.5
Oxfordshire	1.3	1.2	1.3	1.2	1.3
C2C LEP	1.2	1.2	1.3	1.2	1.2
Great Britain	1.0	1.0	1.0	1.0	1.0

Source: Hampshire County Council

5.10 Cyber security has been identified as both a niche growth sector for Surrey and the EM3 LEP area. Runnymede has a particularly high concentration of cyber security employment, over four times the national average. This cluster of activity may be linked to the work carried out at Royal Holloway, University of London's (RHUL) Information Security Group. The relative employment concentration in this sector is increasing over time too, and whereas overall employment growth in Runnymede in 2013 was just 0.1%, it was 3.7% in the cyber security sector. Given that the UK cyber security market is currently worth £2.8bn and is forecast to be worth over £3.4bn by 2017, this cluster provides significant opportunities for Runnymede to achieve growth in this niche sector. The Enterprise Zone at Longcross Park could potentially offer an attractive new cluster opportunity.

Innovation

5.11 The Borough benefits from the presence of the following institutions and businesses which are key features of innovation-driven competitiveness occurring with the Borough:

- Royal Holloway, University of London (RHUL) and research establishments;
- A large base of international, leading edge technology-based companies; and
- Significant Foreign Direct Investment (FDI).

Royal Holloway, University of London and research establishments

5.12 Royal Holloway was the birthplace of information security as an academic discipline. It is a U.K Academic Centre of Excellence in Cyber Security Research, and is home to one of the largest and most established security groups in the world – ICT4D group. This group climbed to 7th place in a list of the world's top Science and Technology think tanks and is ranked 1st in the U.K[7]. It is estimated that between 60% and 70% of professionals working in the information security sector in 2014 are graduates of Royal Holloway[8]. The ICT4D group is active in both education and research and cooperates with both Government and industry. It also promotes the use of information technology in developing countries and represents a great resource for companies looking for opportunities.

5.13 As part of its campus development, Royal Holloway plans to build a new Regional Innovation Centre, which will include incubation space for up to 40 business start-ups.

5.14 The Borough is also home to the Animal and Plant Health Agency headquarters in New Haw (which includes the veterinary Investigation Centre), CABI's science centre at Egham, and the Procter and Gamble Technical Centre.

5.15 CABI is an international not-for-profit organisation which provides information and applies scientific expertise to solve problems in agriculture and the environment. Core areas of work include development and research projects, scientific publishing and microbial services, much of it for national government departments, in particular Defra and DfID. The science centre at Egham is home to the Microbial services team, whose work is supported by the genetic resource collection on site, which holds cultures of 28,000 living micro-organisms.

A large base of international, leading edge technology-based companies

5.16 With the close proximity of the M25, M3 and M4 motorways plus Heathrow and Gatwick Airports, and direct access to London (by train), the links make Runnymede the sixth best destination for technology firms[9]. Of these top ten clusters four are located in the EM3 LEP area (highlighted in light blue in Table 15) with Runnymede ranked in 6th place.

Table 15: Top ten destinations for tech firms by local authority

Ranking	Region	Local Authority
1	South East	Wokingham
2	South East	Rushmoor
3	South East	Hart
4	South East	Slough
5	South East	Mole Valley
6	**South East**	**Runnymede**
7	South East	Windsor and Maidenhead
8	South East	Reading
9	South East	Woking
10	South East	West Berkshire

Source: KPMG Tech Monitor UK (2013)

[7] University of Pennsylvania/Wharton Business School's global think tank ranking. This is based on a survey of over 1,100 international experts evaluating a pool of over 6.500 think tanks from 182 countries.
[8] RHUL
[9] 'Understanding Tech clusters and tracking the UK Tech sector's outlook for employment and growth', KPMG, October 2013

5.17 The presence of a tech cluster in Runnymede is important for the future growth prospects of the local economy, as the most recent Tech Monitor Survey produced for KPMG by Markit identified exception growth in the sector. It is a resilient sector that continues to grow in terms of investment and employment. Tech City UK's 2015 'Tech Nation' report shows that 56% of UK-based digital technology companies have seen their revenue rise in the last year, and 90% expect it to grow next year.

Inward investment/tourism spend

5.18 Inward investment has played a significant part in Runnymede's success as a business location, with a large number of national and international firms having located to the Borough during the last 15 years. In 2014/15 UKTI recorded three successes in the Borough resulting in 143 additional jobs, although the total number of additional jobs is likely to be higher.

5.19 In July 2015, Visit Britain published an analysis of the Great Britain Tourism Survey 2014. This report estimated that consumer spending on tourism in Surrey had an annual value of £176 million. The same report estimated that annual spend in Runnymede was at a level of approximately £18 million, with approximately £5 million of expenditure being generated from holidays, £6 million from visiting friends and relatives and £7 million from business tourism.

Implications for the Economic Development Strategy

5.20 The Borough's performance in relation to new business surviving two or three years could be enhanced and enterprise support should include measures to promote early enterprise growth. Runnymede has some strong industrial concentrations including ICT and digital media; one of four key sectors identified in the EM3 LEP Strategic Economic Plan (SEP). Runnymede's strategic location, international schools and other facilities make it a highly attractive location for foreign companies wishing to set up UK and global headquarters, and

large firms continue to find it an attractive place to locate. Inward investment activity is a key priority for the Strategy and supporting the growth aspirations of the many medium and large businesses, especially those in the fast growing tech sector will be crucial.

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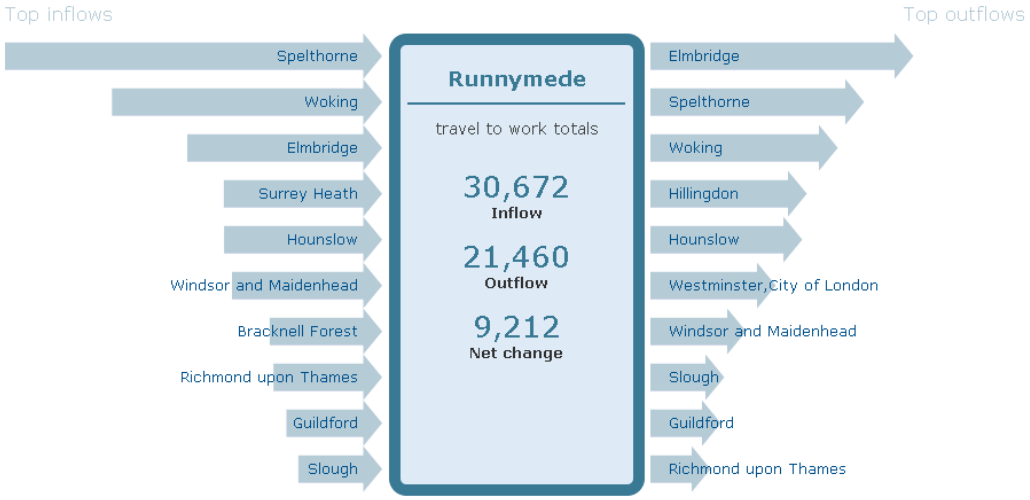
CHAPTER 6: TRANSPORT AND INFRASTRUCTURE

Runnymede is strategically located at the junction of the M25 and M3 motorways, as well as being in close proximity to the M4. It has excellent road and rail connections to the capital and by road to Heathrow and Gatwick Airports. There is good access to the wider South East region by the motorway network and direct connections to London by rail. The South West is also easily accessible by motorway and rail. These factors combined make Runnymede a highly desirable location for both businesses and workers.

Commuting patterns and functional labour market

6.1 Figure 9 highlights that significantly more people commute into the Borough to work than commute out. This overall net inflow of workers into the Borough has almost doubled since 2001 to over 9,200. The data also shows the importance of economic links between the neighbouring boroughs of Spelthorne, Elmbridge and Woking, and the importance of Heathrow as an employment centre for the Borough's residents, as well as highlighting the not insignificant numbers of residents working in Westminster and the City of London which is a viable commuting location.

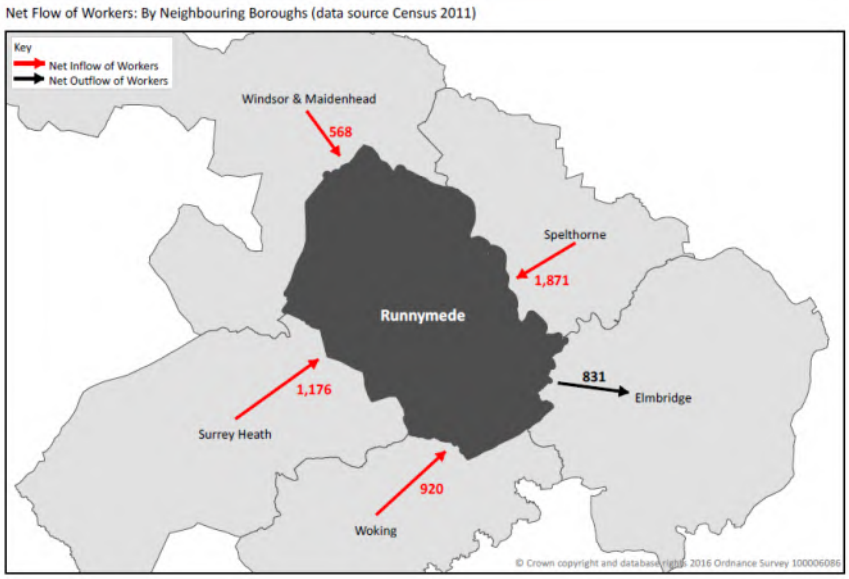
Figure 9 Commuting Patterns in and out of Runnymede (2011)



Source: 2011 Census origin and destination data ONS

6.2 Net inflows and outflows to and from Runnymede's neighbouring boroughs are shown in figure 10. The only net outflow is to Elmbridge, which has increased marginally since 2001. The largest net inflows are from Spelthorne and Surrey Heath; however the largest increase in net inflows between 2001 and 2011 has been from Woking.

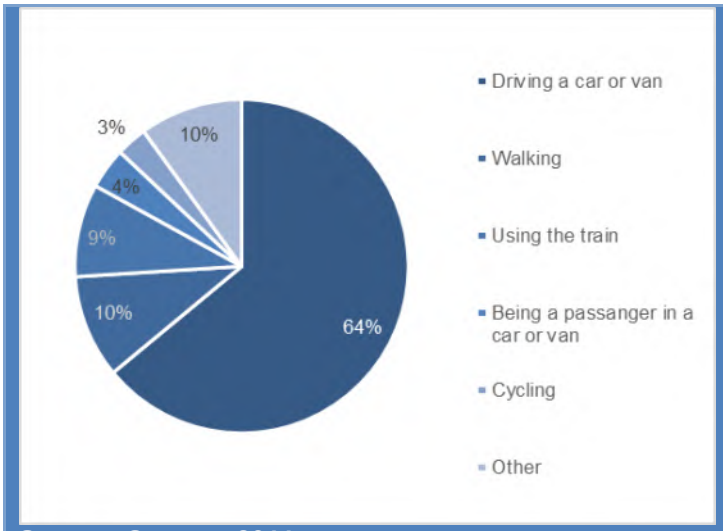
Figure 10 Net flows of workers by neighbouring boroughs (2011)



6.3 The self-containment rate of an area signals the proportion of working age residents working within it, as opposed to commuting elsewhere. In Runnymede, origin and destination data for 2011 indicates that the self-containment level for Runnymede continues to be generally low at 39% - a fall of 4% since 2001, reflecting the influence of London and density of the transport network.

Method of travel to work

Figure 11: Most popular travel to work mode for commuters to and from Runnymede



In 2011 by far the most popular method of travel to work for those commuting from and into Runnymede was driving a car or van (64.5%). Other popular methods of commuting included walking (9.9%) and using the train (8.5%), being a passenger in a car or van (3.8%), and cycling (2.9%).

Source: Census, 2011

6.4 Figure 6 in the Technical Annex shows the top inflows and outflows of people to and from Runnymede travelling by train, driving a car or van, by bicycle and on foot.

Major strategic investments and place shaping

6.5 One of the four key goals in the Borough's 2012 Sustainable Community Strategy - Revitalisation sought '*to create a better place to live, with the local services that our citizens need and expect, in a borough that is fit for the 21st Century.'* To achieve this goal the Council has used its strategic property assets in the town centres and elsewhere to bring forward major regeneration projects, including the Addlestone One development. This strategic priority for the Council is supported in the 2016-2020 Corporate Business Plan, which has as one of its four themes 'enhancing our environment'. A key priority under this theme is to proactively seek opportunities for regeneration in the Borough to assist with place shaping and the enhancement of the built environment. The following initiatives have or are being undertaken:

- The Addlestone One scheme, due for completion at the end of 2017, will deliver a range of retail units, restaurants, a gym, cinema and over 200 apartments. Further phases of regeneration in the town are being explored, and the Council is also working in conjunction with Surrey County Council and the EM3 LEP to bring forward highway improvements in the town.

- A major renewal scheme was completed in Chertsey at the end of the 1990's between the station and the main shopping area. This was successful in attracting a number of major companies to locate/remain in the town. In 2014, a masterplan for the town was produced jointly for Runnymede Borough Council and Surrey County Council to stimulate further private sector development. Since publication of the masterplan a number of international companies have located in empty offices within the town centre, several older commercial properties have been refurbished or converted to provide residential units and a major food retailer has been granted planning permission to locate in the town.

- In October 2015, the Council launched a procurement exercise to select a private sector partner to enter a development agreement with the Council to deliver a development programme of new or improved facilities in the Borough. This major regeneration programme known as 'Runnymede Regeneration' includes sites throughout the Borough, including the 'Egham Gateway' site, in the Station Road North area of Egham Town Centre, and Egham leisure centre.

- In addition to the above proposals, Royal Holloway, University of London, located a short distance from the town is also undertaking major redevelopment to its campus.

Transport proposals

6.6 Major highway improvements are due to start in 2015 at Runnymede roundabout, and along the Causeway through implementation of the Egham Sustainable package. Surrey County Council is completing a Transport Impact Assessment for the Borough which considers the resilience of the highway network and the impact of development proposals coming forward in the emerging Local Plan. This assessment, together with evidence in the Surrey Infrastructure study and other relevant infrastructure strategies, will inform the Runnymede Infrastructure Delivery Plan which will set out infrastructure requirements for the Borough. This plan is due to be completed in the autumn.

Implications for the Economic Development Strategy

6.7 The quality of the built environment, facilities and services in a location has a significant effect on the quality of life of residents and the attractiveness of a location to business. Continued investment by the public and private sectors, particularly within the Borough's town centres will be critical to encouraging future economic growth and prosperity. The Council will continue to use its strategic property assets in the town centers and elsewhere to bring forward major regeneration projects.

6.8 One of the effects of a strategically located borough with a strong density of job opportunities is a large two way flow of commuters. Rail connections to London, road connections to Heathrow and road and rail connections to neighbouring boroughs are important – it is encouraging that 10% of commuters use the train, (9%) walk and (3%) cycle. Continued investment in these modes will clearly have a number of benefits if the Borough is to retain its high quality of life and remain a location of choice for employers.

CHAPTER 7: EMPLOYMENT LAND AND PROPERTY

The main centres of economic activity and employment within the Borough are Addlestone, Chertsey and Egham town centres. There are also a series of suburban office parks and industrial estates[1], major public employment sites within the Green Belt[1], and smaller office and industrial locations scattered across the rest of the Borough.

Employment Land

7.1 In November 2015 there was approximately 631,100m^2 of commercial floor space in Runnymede, approximately 81,287m^2 (13%) of which was reported vacant. Table 16 shows that the bulk (58%) of employment floor space in the Borough is in office use.

Table 16: Total employment floor area in Runnymede (November 2015)

Use class	Total floor area (m^2)
B1a/b (office)	367,454
B1c/B2 (industrial)	85,785
B8 (warehousing)	177,883
Total	**631,122m^2**

Source: RBC/NLP ELR 2015

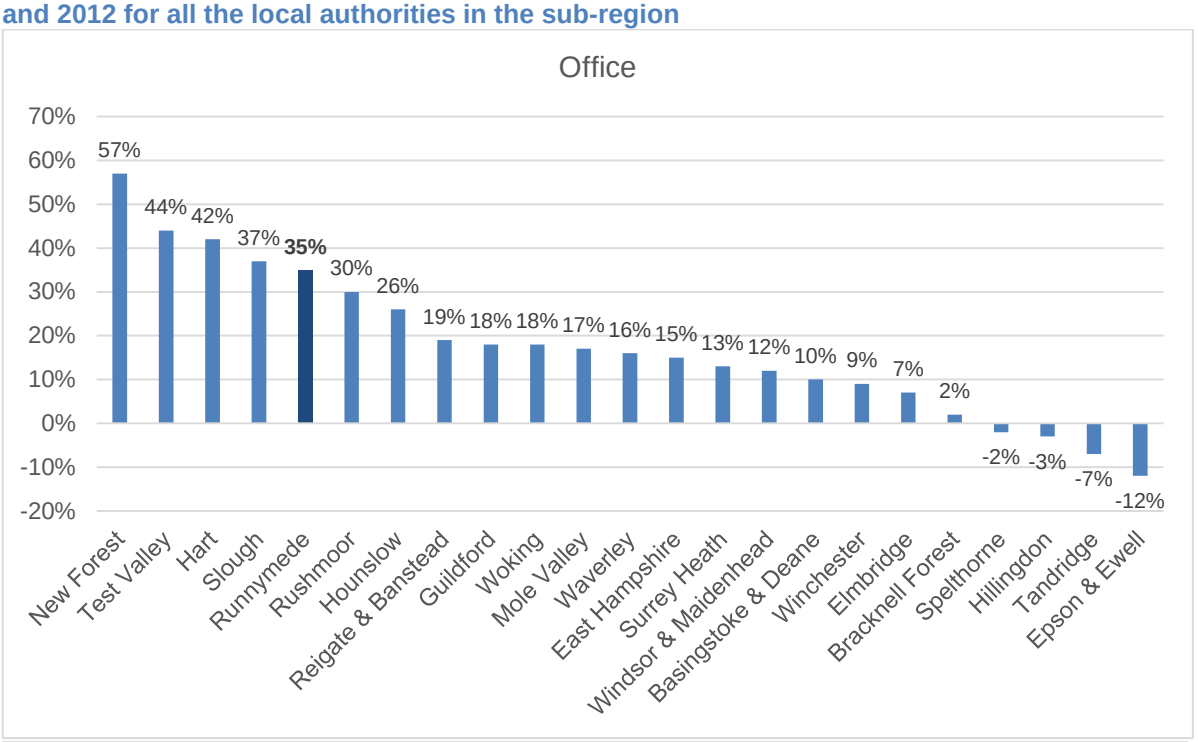
7.2 Table 17 shows the total amount of office, industrial and B use floor space for all the authorities in the sub-region in 2012. The data shows that Runnymede had the fourth lowest total B use floor space of the 14 EM3 LEP authorities and fifth lowest total B use floor space in Surrey. However, the Borough had the fourth highest concentration of B use floor space per hectare in the EM3 LEP area and third highest concentration of B use floor space per hectare in Surrey. Of particular significance is the former Defence Evaluation and Research Agency (DERA) site at Longcross Park on the western side of Runnymede extending into Surrey Heath. This site covers some 125 hectares split into two parts (north and south) and is dissected by the M3 motorway. The majority of the existing commercial development at the site is on the northern part of the site. On the basis of the extant planning consents, this site has the potential to become a high profile employment site if either consent is implemented with all floor space in one of the consents being built out and occupied. The proposals could provide the space for over 5,259 jobs.

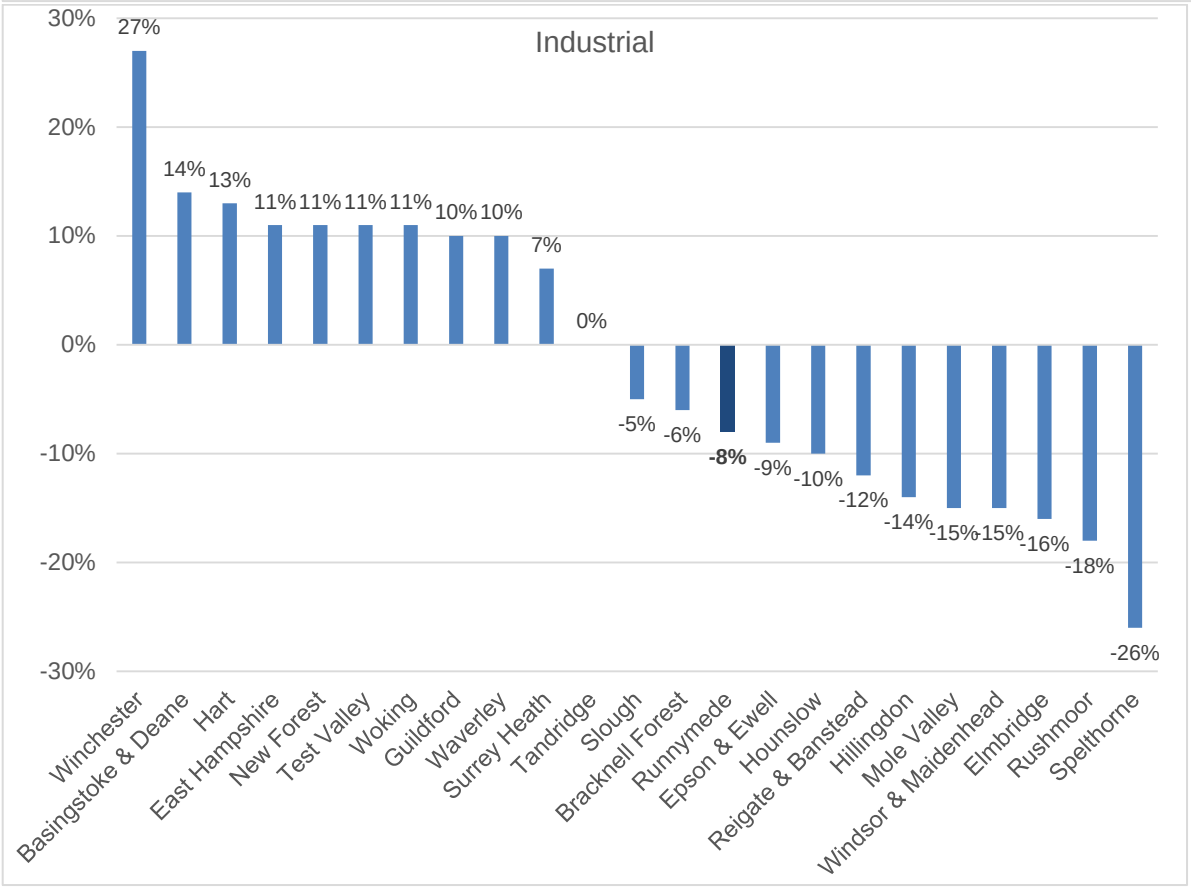
Table **17: Total B use floorspace in the authorities within the sub-region in 2012**					
Authority	Total office floorspace sq.m	Total industrial floorspace sq.m	Total B use floorspace sq.m	B use floorspace per hectare	Rank by B use floorspace per hectare
EM3 LEP Authorities					
Rushmoor	305,000	314,000	619,000	184	4
Spelthorne	153,000	313,000	466,000	104	5
Woking	245,000	323,000	568,000	89	6
Runnymede	291,000	224,000	515,000	66	8
Elmbridge	267,000	335,000	602,000	63	9
Surrey Heath	205,000	323,000	528,000	56	10
Guildford	323,000	373,000	696,000	26	14
Basingstoke & Deane	515,000	980,000	1,495,000	24	15
Hart	210,000	155,000	365,000	17	17
New Forest	113,000	604,000	717,000	16	18
Waverley	152,000	268,000	420,000	12	19
Winchester	285,000	444,000	729,000	11	20
East Hampshire	94,000	467,000	561,000	11	22
Test Valley	186,000	1,072,000	1,258,000	10	23
Other Surrey Las					
Epson & Ewell	95,000	86,000	181,000	53	11
Reigate & Banstead	311,000	295,000	606,000	47	12
Mole Valley	269,000	199,000	468,000	18	16
Tandridge	70,000	202,000	272,000	11	20
Other nearby Las					
Hounslow	756,000	1,163,000	1,919,000	475	1
Slough	503,000	1,042,000	1,545,000	475	1
Hillingdon	664,000	1,080,000	1,744,000	343	3
Bracknell Forest	417,000	345,000	762,000	70	7
Windsor & Maidenhead	430,000	313,000	743,000	38	13

Source: VOA 2012 (last year comprehensive data on commercial floor space at local authority level was produced)

7.3 Figures 11 and 12 show the percentage change in employment floor space between 2000 and 2012. The data highlights the considerable growth in office floor space which has occurred in Runnymede during this period - the highest percentage increase in Surrey and fourth highest percentage increase in the EM3 LEP area at 35%. It also shows the decline in industrial space that has occurred (8%), although this has not been as great as that experienced by some other authorities.

Figures 11 and 12: Percentage change in office and industrial floor space between 2000 and 2012 for all the local authorities in the sub-region





Source: VOA, 2012

Local property markets

7.4 Runnymede forms part of a wider M25 commercial property market, and in particular the south-west M25 quadrant which is characterised by its strong links with nearby Heathrow Airport to the east of the M25 and Thames Valley to the west. This accessibility, alongside quality of life factors and a skilled local workforce, make it an attractive business location. As a consequence of this, the Borough has a relatively large office market which has seen significant growth in recent years.

7.5 This wider M25/Thames Valley market comprises some significant employment centres including Staines-upon-Thames, Heathrow, Weybridge, Uxbridge and Slough and represents one of the most active and in-demand corridors of the M25. Within this wider area, local commercial property agents described the presence of two distinct sub-market areas of relevance to Runnymede: the North and the South.

7.6 The northern parts of the Borough in and around Egham are generally more popular for larger office occupiers due to easier access to Junction 13 of the M25, better train links to London and proximity to Staines-upon-Thames, the largest conurbation in the area. Occupiers seeking commercial property in this area will also tend to consider Staines-upon-Thames, Slough and Windsor and locations near to Heathrow. Meanwhile, Chertsey and Addlestone to the south of the Borough tend to compete with the nearby centre of Weybridge and the Brooklands business area in particular. Tables 17 and 18 highlights how industrial and office rents in Runnymede compare with others nearby.

Tables 17: Industrial Rents in Runnymede and Comparator Centres

Location	Prime/Grade A		Secondary/Grade B	
	Industrial Rent/ft^2	Rank	Industrial Rent/ ft^2	Rank
Brooklands	£14.00	1	£12.00	1
Heathrow	£13.75	2	£10.00	3
Uxbridge/Stockleigh Park	£12.00	3	£11.00	2
Staines-upon-Thames	£12.00	3	£10.00	3
Egham	£12.00	3	£10.00	3
Leatherhead	£12.00	3	£8.50	8
Weybridge	£11.50	7	£9.50	8
Slough	£11.50	7	£9.00	8
Maidenhead	£10.75	9	£8.00	11
Addlestone	£10.00	10	£10.00	3
High Wycombe	£10.00	10	£8.00	11
Woking	£10.00	10	£7.50	13
Chertsey	£10.00	10	£7.50	13
Windsor	£8.50	14	£8.50	9
Bracknell	£8.50	15	£6.50	15

Tables 18: Office Rents in Runnymede and Comparator Centres				
Location	Prime/Grade A		Secondary/Grade B	
	Office Rent/ ft^2	Rank	Office Rent/ ft^2	Rank
Maidenhead	£35.00	1	£26.00	2
Heathrow	£35.00	1	£16.00	11
Staines-upon-Thames	£34.00	3	£27.00	1
Uxbridge/Stockleigh Park	£34.00	3	n/a	n/a
Weybridge	£34.00	3	£22.50	4
Windsor	£32.50	6	£24.00	3
Brooklands	£32.00	7	n/a	n/a
Egham	£30.00	8	£17.50	8
Addlestone	£30.00	8	£16.00	11
Chertsey	£30.00	8	£16.00	11
Woking	£28.00	11	£20.00	5
Leatherhead	£28.00	11	£20.00	5
Slough	£27.00	13	£17.00	9
Bracknell	£22.50	14	£18.00	7
High Wycombe	£22.50	14	£17.00	9

Source: Colliers International Rent Map 2015 / Knight Frank, M25 Offices: Investment, Development & Occupier Markets Q3 2015 / EGi Property Link / Discussions with local commercial property agents

Implications for the Economic Development Strategy

7.7 There has been considerable growth in office floor space of over a third (35%) between 2000 and 2012, one of the fastest growth rates locally. Runnymede forms part of a wider commercial property market in the south-west M25 quadrant which is characterised by its strong links with nearby Heathrow Airport to the east of the M25 and Thames Valley to the west. This 'south-western wedge' is a very dynamic economy offering the ingredients - accessibility, quality of life factors and a skilled local workforce - of an attractive business location for high-value, knowledge intensive activities.

7.8 It is important the Strategy is able to ensure the Borough's new and existing businesses are able thrive, innovate and continue to be productive within the context of the 'south-western wedge'. This will require investment in infrastructure, skills and transport, as well as in the main town centres of Addlestone, Chertsey and Egham, and the key suburban office parks and industrial estates. The Longcross Park site[10] now has Enterprise Zone status and the potential to become a significant employment site of over 5,000 jobs. Ensuring these ambitious plans are realised is a key priority for the Borough and the EM3 area.

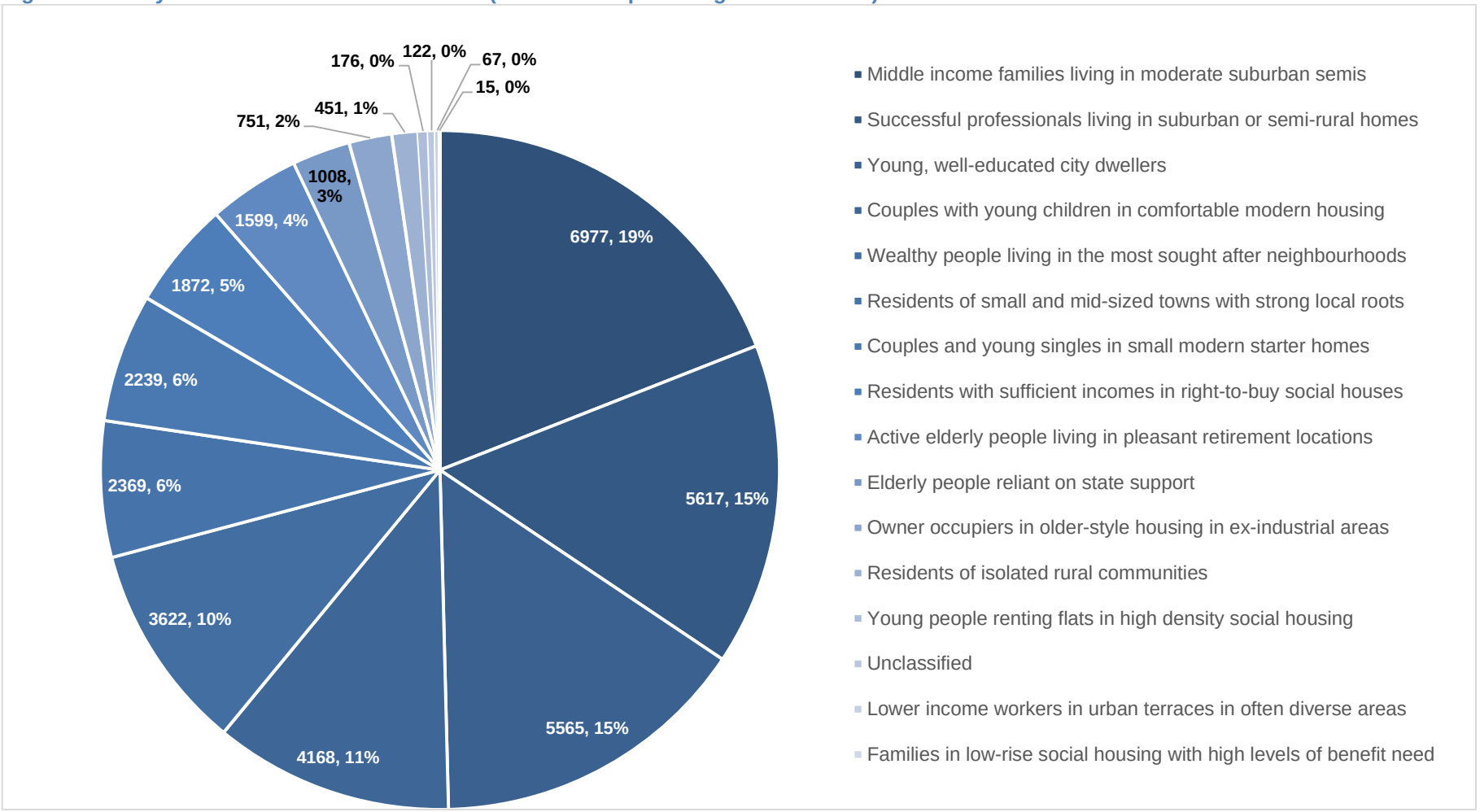
[10] Formerly known as the DERA site

Technical Annex

Table 1: Population change 2001-2011 and population density in the sub-region				
Authority	**2001 persons**	**2011 persons**	**% change**	**2011 population density**
LEP Authorities				
Basingstoke & Deane	152,573	167,799	10.0	2.6
East Hampshire	109,274	115,608	5.8	2.2
Hart	83,505	91,033	9.0	4.2
New Forest	169,331	176,462	4.2	2.3
Rushmoor	90,987	93,807	3.1	24
Test Valley	109,801	116,398	6.0	1.9
Winchester	107,222	116,595	8.7	1.8
Elmbridge	121,936	130,875	7.3	13.8
Guildford	129,695	137,183	5.8	5.1
Runnymede	78,033	80,510	3.2	10.3
Spelthorne	90,390	95,598	5.8	21.3
Surrey Heath	80,314	86,144	7.3	9.1
Waverley	115,667	121,572	5.1	3.5
Woking	89,854	99,198	10.4	15.6
Other Surrey Authorities				
Epsom and Ewell	67,059	75,102	12.0	22
Mole Valley	80,285	85,375	6.3	3.3
Reigate and Banstead	126,525	137,835	8.9	10.7
Tandridge	76,268	82,998	8.8	3.3
Other neighbouring authorities				
Bracknell Forest UA	109,617	113,205	3.3	10.3
Slough UA	119,067	140,205	17.8	43.1
Windsor & Maidenhead	133,626	144,560	8.2	7.4
Surrey	1,059,015	1,132,390	6.9	6.8
South East	8,000,645	8,634,750	7.9	4.5
England	49,138,831	53,012,456	7.9	4.1

Source ONS Census 2001 & 11 usually resident population

Figure 1: Runnymede household classification (Mosaic Groups[11] – highest to lowest)



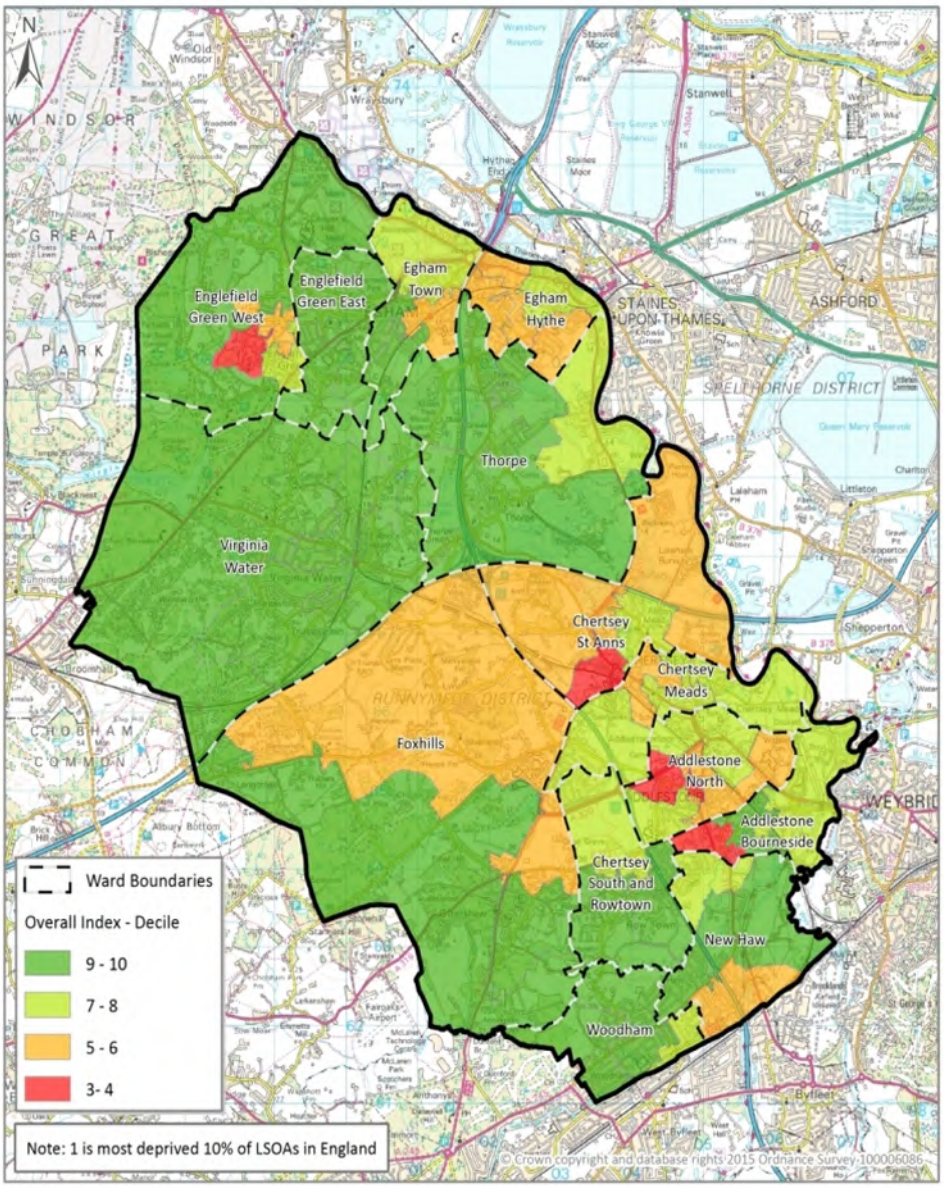
Source: Experian's 'Mosaic Public Sector'

[11] Data is from Experian's 'Mosaic Public Sector', a UK classification designed for use by the public sector focusing on the needs of citizens. It provides an understanding of each citizen's location, their demographics, lifestyles and behaviours.

Table 2: Indices of Multiple Deprivation across the sub-region (2015)									
	Rank of Average Rank	**IMD**	**Income**	**Employment**	**Education**	**Health**	**Crime**	**Barriers**	**Living**
EM3 LEP Authorities	Basingstoke & Deane	275	275	275	222	226	226	149	317
	East Hampshire	308	301	300	298	295	288	135	302
	Hart	326	325	325	319	324	298	218	325
	New Forest	257	253	235	214	256	206	126	251
	Rushmoor	205	198	242	111	148	126	177	279
	Test Valley	286	290	291	258	288	253	101	284
	Winchester	307	306	301	312	299	286	110	276
	Elmbridge	322	314	319	317	315	234	282	195
	Guildford	304	308	308	284	304	221	174	215
	Runnymede	280	289	307	234	282	243	53	146
	Spelthorne	233	234	261	132	249	132	189	130
	Surrey Heath	320	321	317	296	303	265	148	319
	Waverley	323	316	312	313	302	301	247	307
	Woking	301	287	293	287	272	213	210	220
Other Surrey Authorities	Epsom and Ewell	313	311	309	310	307	201	202	198
	Mole Valley	305	317	305	306	301	294	132	191
	Reigate and Banstead	292	279	286	267	285	181	137	267
	Tandridge	284	283	276	249	278	108	183	256
Other neigh-boring authorities	Bracknell Forest	287	267	284	219	268	249	78	326
	Hillingdon	153	120	193	185	175	44	86	165
	Hounslow	86	86	175	224	161	28	7	57
	Slough UA	79	66	139	116	141	14	30	77
	Windsor & Maidenhead	306	300	306	308	311	152	235	244

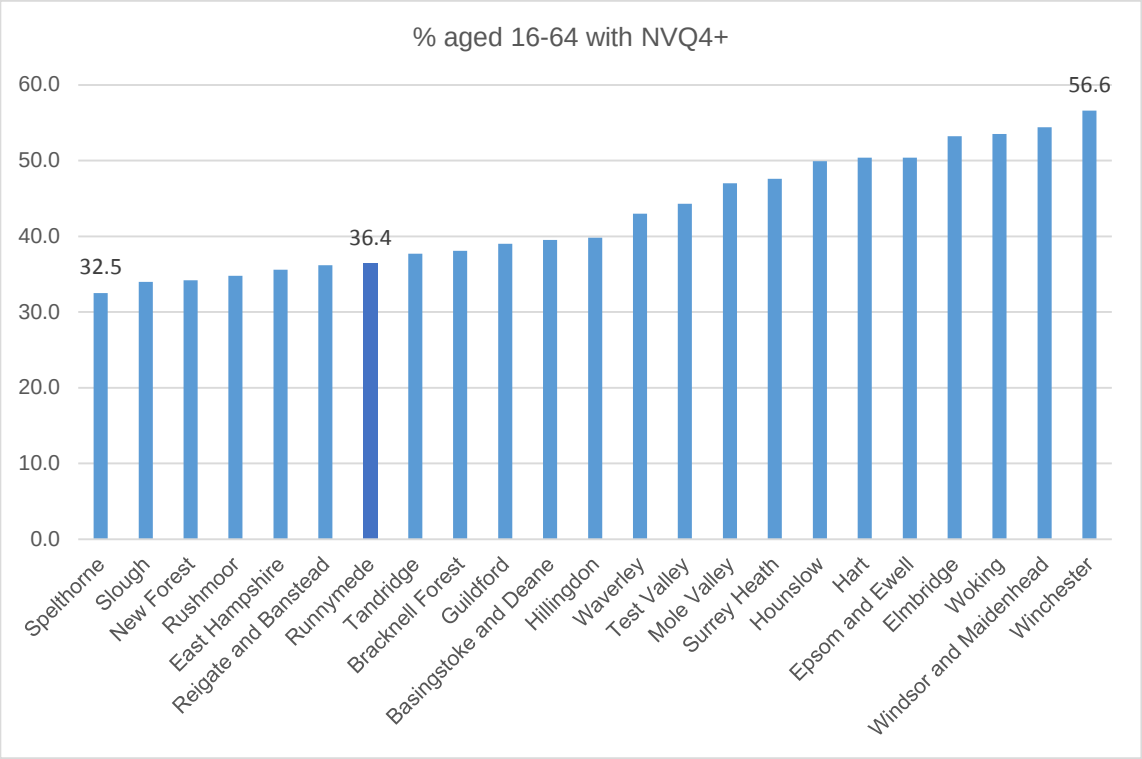
Source: IMD 2015 (based on 2012/13 data). 1 most deprived – 326 least deprived. Population weighted average of the combined ranks for the LSOAs in a larger area.

Figure 2: Ward level of deprivation in Runnymede



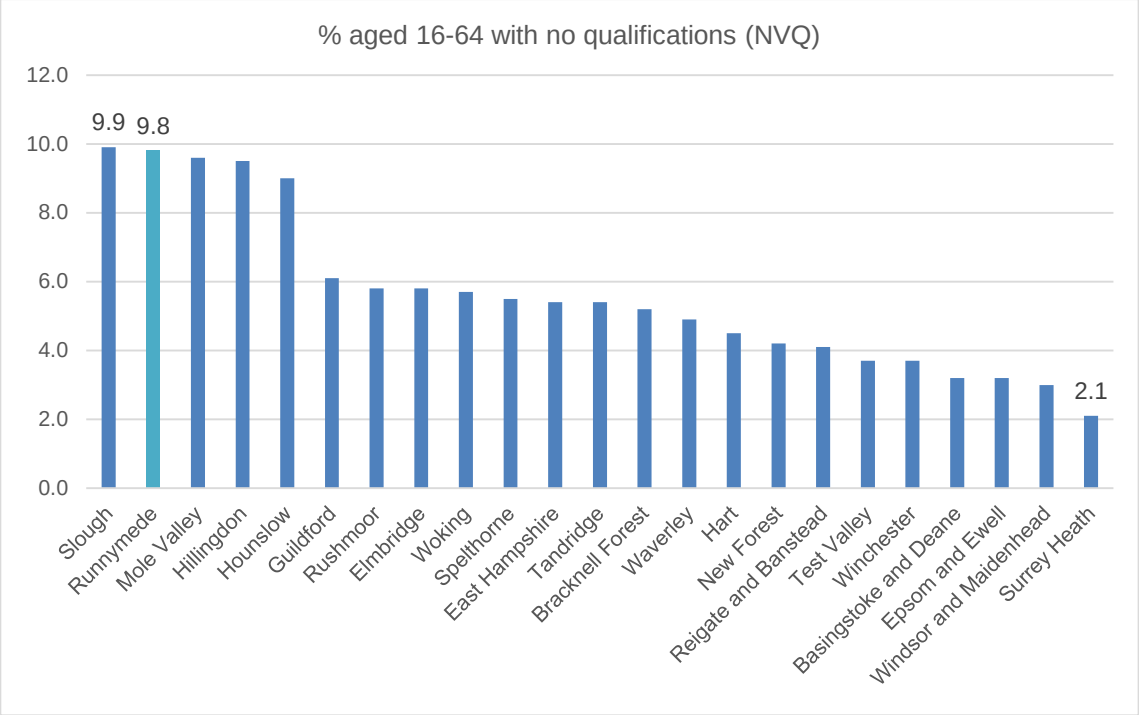
Source: IMD

Figure 3: Percentage of those aged 16-64 with NVQ4+



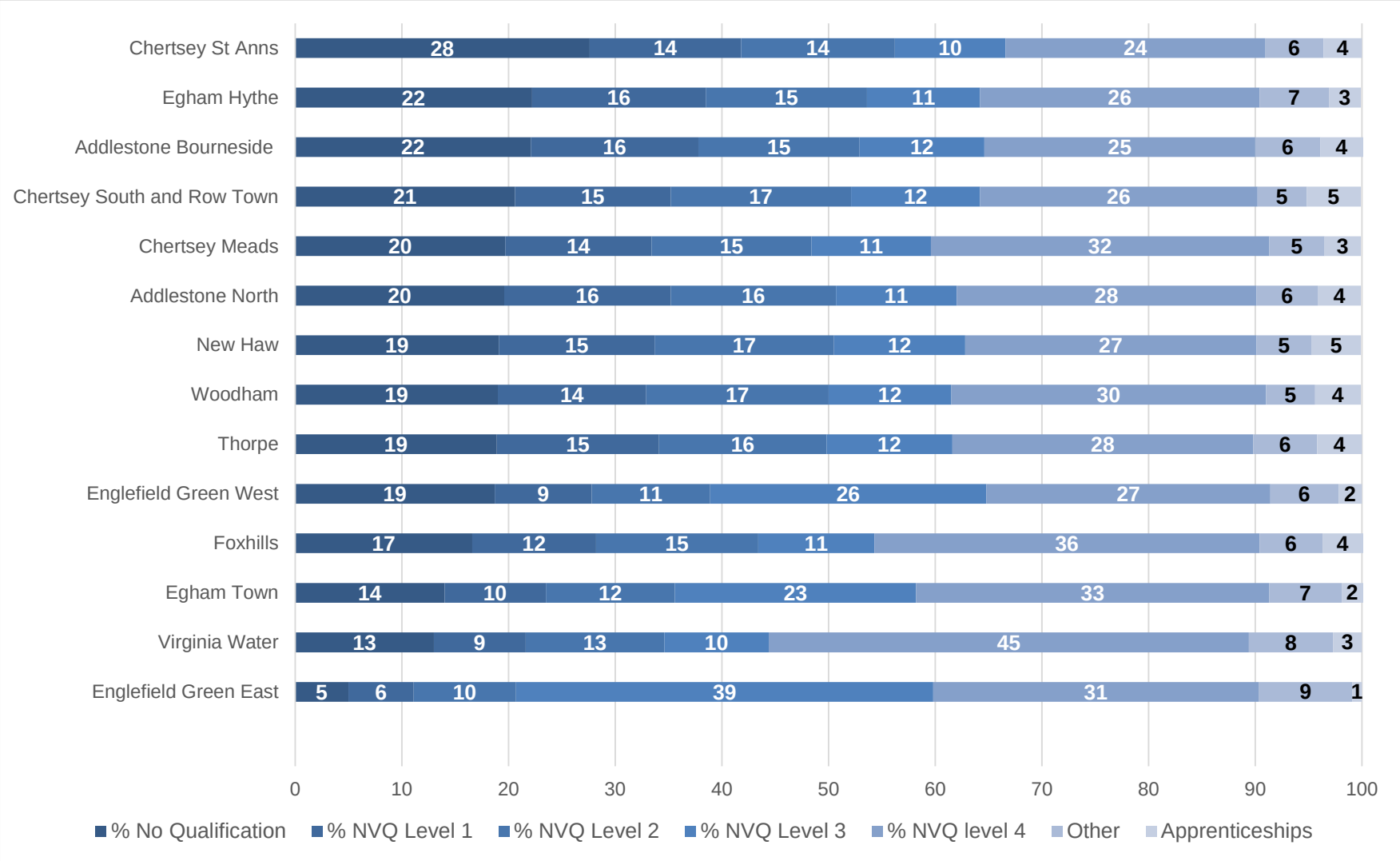
Source: ONS Annual Population Survey (January 2014 to December 2014)

Figure 4: Percentage of those aged 16-64 with no qualifications



Source: ONS Annual Population Survey (January 2014 to December 2014)

Figure 5: Highest level of qualification by ward



ONS: All usual residents aged 16+

Table 3: % Students achieving 5 GCSE (or equivalent) Grades A*-C				
	2011	2012	2013	2014
Fullbrook School	66%	69%	78%	72%
Jubilee High School	na	na	na	54%
Salesian School	87%	86%	83%	80%
The Magna Carta School	64%	52%	60%	67%
Surrey average	na	na	na	63.5%
England average	na	na	na	53.4%

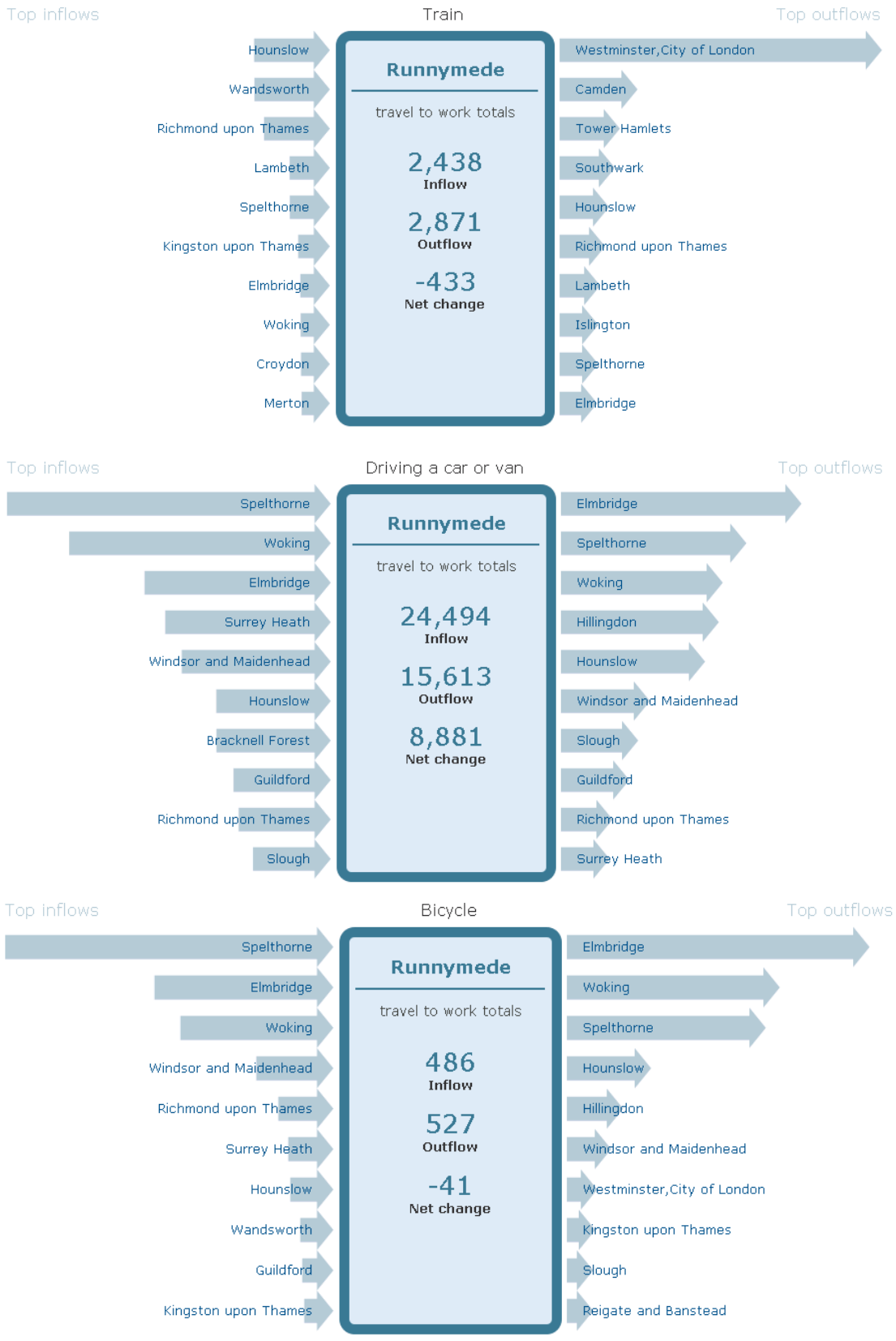
Source: DfE

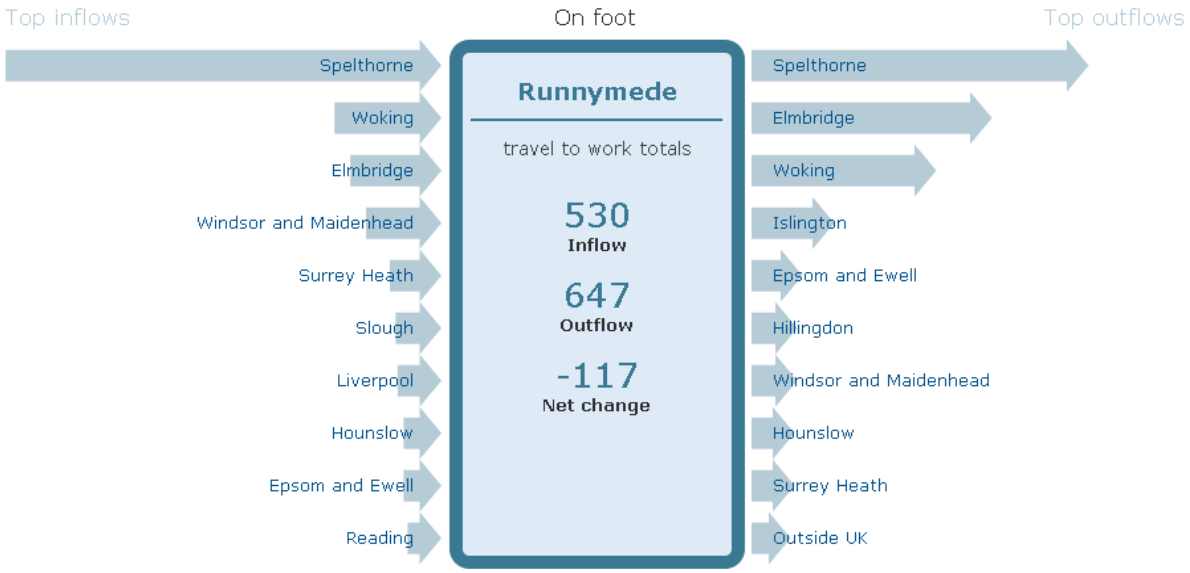
Table 4: Median Earning Residents		
Sub-Region	**Median Residents Earnings**	**Rank**
Elmbridge	£744	1
Hart	£708	2
Windsor & Maidenhead	£695	3
Waverley	£690	4
Spelthorne	£658	5
Surrey Heath	£654	6
Epson & Ewell	£652	7
Winchester	£648	8
Guildford	£646	9
Tandridge	£637	10
Reigate & Banstead	£635	11
Basingstoke & Deane	£623	12
Woking	£615	13
Hillingdon	£606	14
Test Valley	£603	15
Runnymede	**£598**	**16**
Mole Valley	£598	17
Bracknell Forest UA	£586	18
East Hampshire	£579	19
Hounslow	£566	20
Slough UA	£540	21
New Forest	£537	22
Rushmoor	£518	23

Source: ONS Annual Survey of Hours and Earnings – Resident Analysis (2015).

Note: Median earnings in pounds for employees living in the area.

Figure 6 Top inflows and outflows by train, driving a car or van, by bicycle and on foot.





Source: Census, 2011

Runnymede Borough Council

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey
KT15 2AH
www.runnymede.gov.uk

Runnymede
BOROUGH COUNCIL

APPENDIX 18

SURREY
COUNTY COUNCIL

APPLICATION NUMBER	RU/22/0776

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	[redacted]	Consultation Date	23 May 2022	Response Date	9 February 2023

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 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 orginally 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 then 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.

APPENDIX 19

From: [redacted]
To: Planning
Subject: FW: Correction RE: EH Comments in respect of RU.22/0776
Date: 07 December 2022 15:28:05

Please treat as the consultion response from Environmental Health (noise)

From: [redacted]
Sent: 07 December 2022 14:40
To: [redacted]
Subject: EH Comments in respect of RU.22/0776

RUNNYMEDE BOROUGH COUNCIL - INTERNAL MEMORANDUM
CONSULTATION ON PLANNING APPLICATION
Planning Ref: RU.22/0776 Date: 07/12/2022
From: [redacted]
To: Planning

Proposal: 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

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

Current comment: Objection

1. Noise receptor R06 has been identified in Table 5 of the applicant's noise impact assessment 'Addendum Note' dated 18/10/22 as having a +4.5 dBA difference (night-time) resulting from a BS4142:2014+A1:2019 assessment and is at the Lowest Observed Adverse Effect Level.

   At such level the noise falls to be further reduced through appropriately detailed/calculated/modelled mitigation measures.

   This appears to be an omission as exactly the same difference is identified in respect of R08 and mitigation is outlined in respect of that receptor.

   Further reasoning: BS4142:2014+A1:2019 outlines that a 'difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context'. The standard also states that 'Rounding is to be done on the basis that a value of 0.5 is rounded up'

   Runnymede's policy EE2:Environmental Protection (which accords with NPPF on noise and NPSE) states that '…all proposals resulting or being subject to external impacts above Lowest Observed Adverse Effect Level will be expected to implement measures to mitigate and reduce noise impacts to a minimum'.

   No further comments are made at this time until further mitigation is proposed in

respect of receptor R06 (in the addendum as one receptor, R07, differs in location between original and addendum)

2. Further comments:

Treatment of temporary moorings

The pre-application advice commissioned by the Local Planning Authority (LPA) 'Environoise' recommended at 2.15 that the narrowboat moorings be assessed. The addendum from the applicant's noise consultant declined to do so for their reasons set out in said addendum at 4.3. I would suggest it is a matter for the LPA to determine whether to assess the noise impact to the amenity of users of these moorings on the River Wey Navigation (noting comments asserting below threshold of nuisance).

Fixed plant yet to be specified

The original noise impact assessment report and the addendum acknowledge fixed plant (to follow) is not specified. Where new baseline data is proposed for such an assessment, to avoid potential upward creep of background noise levels from successive development, reference should be made to baseline data in the original report and/or apply a criteria of 10dBA below background.

Construction noise

The original report (5.1.3) proposes start and finish times for construction work that extend before and after Runnymede Borough Council's guideline hours for noisy works, namely noisy works only between 8am to 6pm Monday to Friday, and 8am to 1pm on Saturday. There should be no noisy work on Sundays or Public Holidays.

Yours sincerely

[redacted] | Principal Environmental Health Officer | Runnymede Borough Council
[redacted] www.runnymede.gov.uk

APPENDIX 20

From:	[redacted]
To:	Planning [redacted]
Cc:	[redacted]
Subject:	[EXTERNAL] FORMAL RESPONSE: #18689 FURTHER INFORMATION RE: RU.22/0776 Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP
Date:	20 December 2022 13:37:47
Attachments:	95050 RU.220776 at Weybridge Business Park Addlestone Road Addlestone Surrey KT15 2UP.msg

For the attention of: [redacted] of Runnymede Borough Council

Planning Application: RU.22/0776

Site: Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP

Proposal: 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.

Our Reference: 95050 (Tracker No: #18689)

Dear [redacted]

Thank you for your e-mails dated 7 and 16 December 2022 informing us that additional and amended information had been submitted for the above proposal.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network. The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the M25 (particularly J11), M3 and A3.

We previously responded to this application on 25th August 2022 detailing that we had no objection as a result of the expected low number of trips on the SRN from the development.

The additional information being consulted on includes a TA Addendum revising the trip generation following a reduction in size of one unit and other minor changes to the proposals. The TA Addendum shows a reduction in trip generation from what we have already agreed to, and therefore no worsening of the impact on the SRN.

Based on the above, our recommendation therefore remains the same as our response dated 25th August 2022 where we stated that we had no objection to this planning application (see attached for convenience).

Regards

[redacted]
Assistant Spatial Planner (Area 3)
National Highways | [redacted]

[redacted]

APPENDIX 21

TECHNICAL NOTE

mode
transport planning
Butler House,
177-178 Tottenham Court Road,
London,
W1T 7NY
020 7293 0217
info@modetransport.co.uk

Weybridge Business Park, Weybridge

Transport Assessment Addendum

Client:	Bridge UK Properties 7 LP	Job No:	J326431
Date:	18 October 2022	File Name:	221018 J326431 TAA v1.2
Prepared by:	MF	Approved by:	CH

1.1 Context

1.1.1 This Transport Assessment Addendum (TAA) has been prepared by mode transport planning (mode) on behalf of Bridge Industrial (Bridge) to provide additional information to support amendments to an existing planning application for the proposed redevelopment of Weybridge Business Park, Addlestone Road, Weybridge.

1.1.2 The planning application [ref. RU.22/0776] has already been subject to pre-application and post-submission discussions and consultation with Surrey County Council (SCC) and National Highways (NH). The previously consulted upon proposals sought:

The 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 totalling a floor area of 17,820m² Gross Internal Area (GIA). The proposals will accommodate for revised and improved vehicular access arrangements, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

1.1.3 The planning application was registered on 23rd May 2022.

1.2 Purpose

1.2.1 Following the submission of the planning application, Runneymede Borough Council (RBC) provided a formal response in regard to the configuration of the Unit 100 building. This is due to potential visual impacts on the adjacent River Wey Navigation to the eastern boundary of the site. Subsequently, Bridge made the decision to reconfigure the positioning of Unit 100 to address the RBC comments.

1.2.2 As a result, the points of access, GIA and car parking arrangements of each unit have been amended. A summary of the prominent changes to the scheme are as follows:

- Relocation of Unit 100 to provide a buffer from the River Wey;

- Reduction in the GIA of Unit 100;
- The above resulting in an overall reduction in GIA across all units to 16,925m^2;
- Revised points of vehicular access to Unit 100, accommodating car access along Hamm Moor Lane and all vehicular access along Addlestone Road;
- A total of 77 car parking spaces for Unit 100 including 4 disabled bays and 16 active EV parking spaces; and
- Removal of 6 car parking spaces for Units 210 & 220 as a result of the Environmental Agency (EA) comments.

1.2.3 This Transport Assessment Addendum (TAA) should be read in conjunction with the previously submitted reports, these being a Transport Assessment (TA), Framework Travel Plan (FTP), updated Delivery and Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP).

1.2.4 A summary of the assessments undertaken in this TAA that were raised in the above reports are as follows:

- Updated trip generation (including HGV movements);
- Summarise changes to points of vehicular access;
- Stage 1 Road Safety Audit of revised access points; and
- Review of revised car parking arrangements.

1.3 Revised Trip Generation

1.3.1 The trip generation assessments undertaken as part of the submitted TA and subsequent documents responding to consultee comments have been revised to account for the reduced floor area of Unit 100. The following trip generation assessments have been revised and compared with the baseline trip generation of the lawful office use (as per the submitted TA):

- Industrial Estate TRICS Category across all units; and
- Commercial Warehousing TRICS Category across all units.

1.3.2 As before, the trip generation analysis has been converted into Passenger Car Units (PCU) with an HGV conversion factor of 2.5 PCUs.

1.3.3 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. In doing so, this provides for a significantly more robust net trip generation assessment in terms of ultimate impact on the surrounding highway network.

1.3.4 The total vehicular trip rates and associated PCU movements (as per factored HGVs) for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods are summarised in Tables 1.1 and 1.2, which compares the above trip generation assessment scenarios, respectively.

Table 1.1 Industrial Estate Across all Units – PCU Trip Generation

Industrial Estate in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 16,925sqm	Total Vehicular Trip Rate	0.379	0.143	0.522	0.168	0.426	0.594
	PCUs (vehicles)	69 (64)	27 (24)	94 (88)	28 (28)	74 (72)	103 (101)
Net compared to office use	PCUs	-153	-7	-163	-2	-121	-122

Table 1.2 Commercial Warehousing Across all Units – PCU Trip Generation

Commercial Warehousing in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 16,925sqm	Vehicular Trip Rate	0.11	0.034	0.144	0.012	0.068	0.08
	PCUs (vehicles)	28 (19)	12 (6)	39 (24)	4 (2)	15 (12)	19 (14)
Net compared to office use	PCUs	-194	-22	-218	-26	-180	-206

1.3.5 Tables 1.1 and 1.2 demonstrate that there continues to be a significant reduction in trips in comparison with the existing lawful office use. This is a greater reduction than the previous proposal on the basis of the revised floorspace for Unit 100.

1.3.6 It is also noted that other trip generation scenarios assessed and presented to National Highways (NH) as part of the previous proposals would only be reduced further on the basis of a reduced Unit 100, so have not been assessed again as part of this TAA.

1.4 Amended Access Arrangement

1.4.1 The previous access arrangement for Unit 100 was solely gained from Addlestone Road along the northern frontage of Unit 100, which was not previously raised as a concern by SCC highways.

1.4.2 As part of the development proposals one of the existing vehicular access points along Hamm Moor Lane will be repositioned to allow for greater levels of landscaping along the frontage. The repositioned access will serve 43 car parking spaces.

1.4.3 A vehicle access point will be repositioned to the eastern corner of the Unit 100 plot. This is in keeping with an existing point of access along Addlestone Road. The repositioned Addlestone Road access will accommodate all HGV movements (which aligns with the previous proposals for all HGV movements to be off Addlestone Road) as well as 34 car parking spaces.

1.4.4 The proposed access dimensions and arrangements within Appendix C, Drawings J32-6431-PS-005 Rev C and J32-6431-PS-007 Rev A provide details of the swept path analysis and horizontal visibility splays. The horizontal visibility splays align with the Manual for Streets guidance, which states that the required visibility for a priority junction at 30mph is 2.4m x 43m in both directions.

1.4.5 All other existing access points to the Unit 100 plot will be stopped up as part of the development proposals. The Unit 210 & Unit 220 site access proposals will not be altered as part of the scheme changes.

1.5 Stage 1 Road Safety Audit

1.5.1 In keeping with the previous planning submission at the request of the highways officer, the new Unit 100 access points have been subject to a Stage 1 Road Safety Audit (RSA1). The RSA1 and Designer's Response is provided in Appendix D.

1.5.2 All comments raised by the auditor have been accepted and incorporated into the revised access design.

1.6 Car Parking Provision

1.6.1 The Environment Agency (EA) provided comments back in relation to the creation of new hardstanding within a 10 metre buffer from the Addlestone Bourne river. This impacted the layout of the northern site compromising of Units 210 and 220 by the encroachment of a number of car parking spaces within the previous layout located to the south of Units 210 and 220. Therefore, parking provision for units 210 and 220 has been reduced by 6 spaces to a revised total of 54 spaces.

1.6.2 The removal of the 6 car parking spaces does not alter the operational areas of the northern site with the internal access roads remaining the same as the previously submitted arrangement.

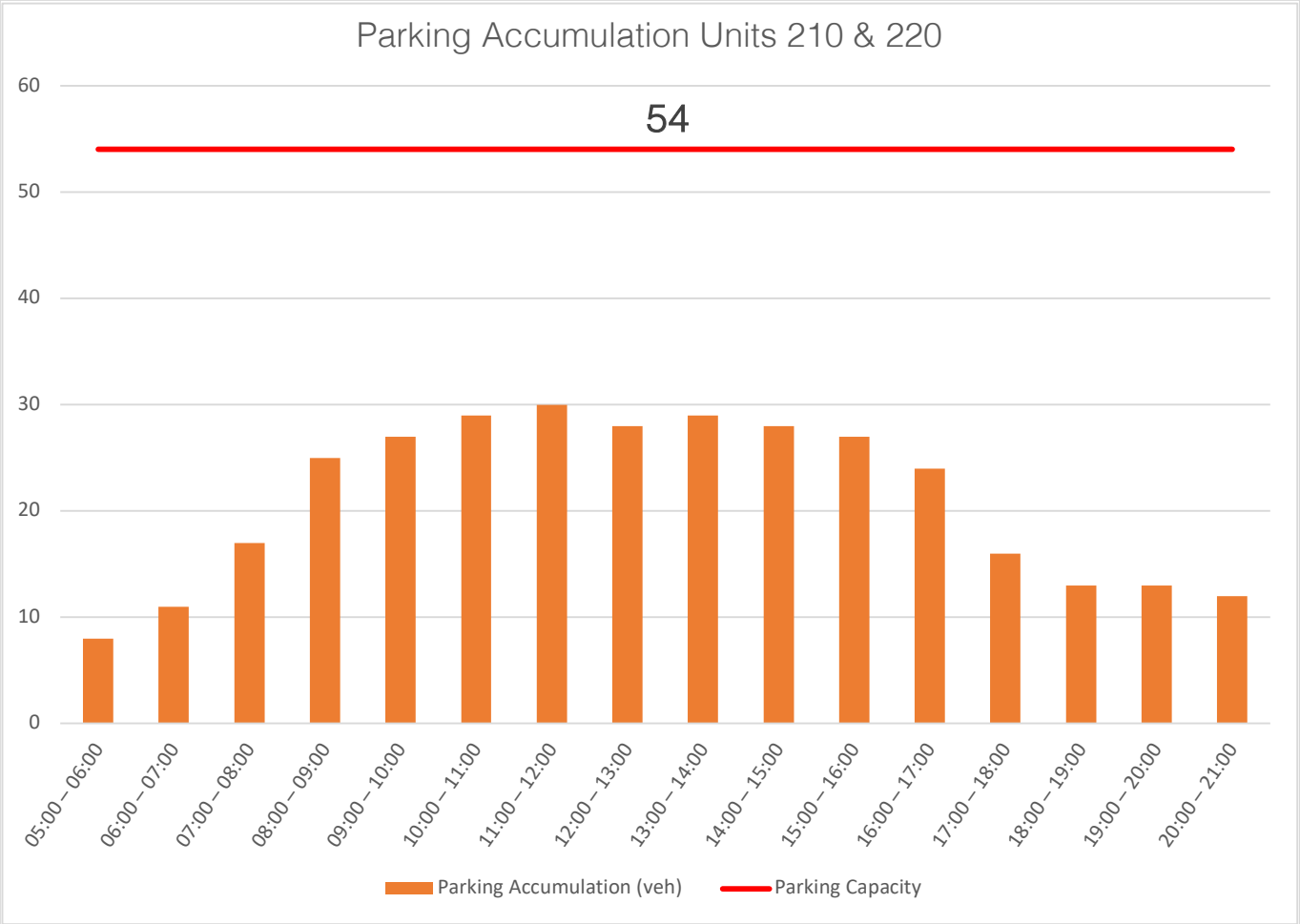
1.6.3 Nevertheless, a car parking accumulation assessment for units 210 and 220 has been updated in line with these amendments. A parking accumulation assessment for Unit 100 has also been undertaken and is provided further below.

Parking Accumulation Assessment

1.6.4 Parking accumulation analysis has been undertaken based on the TRICS arrivals and departures for the Industrial Estate TRICS category as submitted in the TA, for units 100, 210 and 220. These assessments have been undertaken to demonstrate the anticipated parking demand associated with the development proposals, including the capacity to accommodate the crossover of staff shift patterns.

1.6.5 Units 210 and 220 will now provide a total of 54 car parking spaces in the northern plot. The parking accumulation for the development proposals over a typical weekday profile is demonstrated on Figure 1.1.

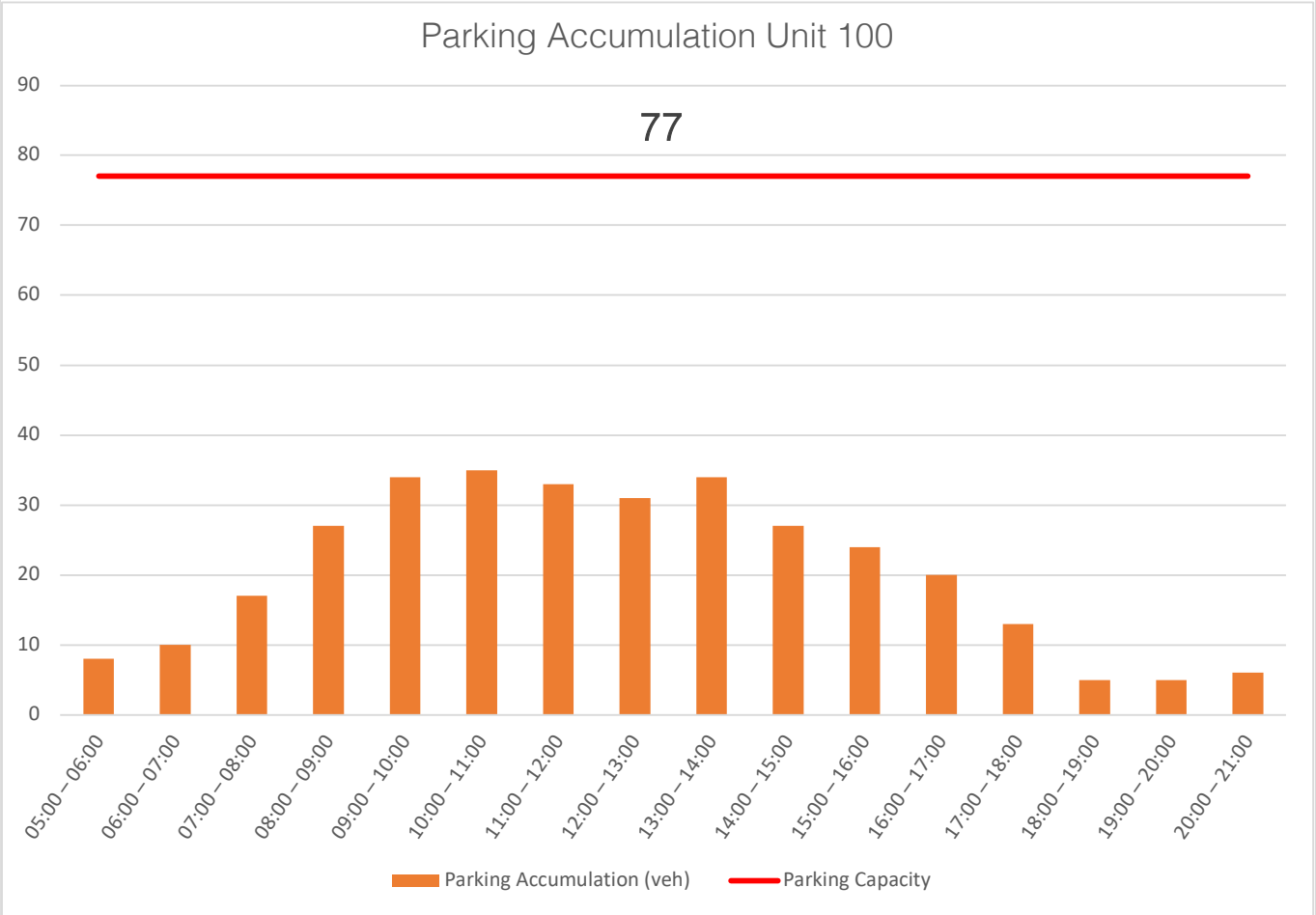
Figure 1.1 Parking Accumulation – Proposed Industrial Units 210 and 220



1.6.6 Figure 1.1 demonstrates that the development proposals would generate a maximum parking demand of 30 spaces on the northern plot for Units 210 and 220. Therefore, the proposed parking provision of 54 spaces will continue to more than adequately cater for the demand generated by the development, resulting in no overspill parking onto the surrounding local road network. The reduction of 6 car parking spaces in response to the EA will therefore not be expected to affect the parking rationale in this regard.

1.6.7 Unit 100 will provide a total of 77 car parking spaces in the southern plot. The parking accumulation for the development proposals over a typical weekday profile is demonstrated in Figure 1.2.

Figure 1.2 Parking Accumulation – Proposed Industrial Unit 100



1.6.8 Figure 1.2 demonstrates that the development proposals would generate a maximum parking demand of 35 spaces on the southern plot for Unit 100. Therefore, the proposed parking provision of 77 spaces will more than adequately cater for the demand generated by the development resulting in no overspill parking onto the surrounding local road network, including the capacity to accommodate the crossover of staff shift patterns.

HGV Parking Provision

1.6.9 It is noted that the provision of HGV parking has been increased as part of the site layout configuration. However, this TAA has confirmed that the level of HGVs accessing the site will have decreased as a result of the reduction in GIA.

1.6.10 The additional provision of HGV parking provides a benefit for the level of HGVs able to remain on site within the HGV parking provision, rather than have to leave the site to allow for another HGV to utilise the HGV parking space. As such, the increased level of HGV parking provides a benefit to reduce the requirement for higher levels of HGV movements to and from the site.

1.7 Summary

1.7.1 This TAA has informed RBC, Surrey County Council and NH of any highways related outcomes as a result of the amendments to the site layout as a result of the comments raised by RBC and the EA on Unit 100 and Units 210/220 respectively.

1.7.2 Fundamentally, this TAA demonstrates that all matters addressed within the previously submitted highways reports have not been negatively impacted. As such, the development proposals should continue to be acceptable on highways terms.

APPENDIX A

Site Layout

- 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

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

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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
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Date:	30.09.22
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UMC Project Number:	21490
Document Reference:	Drawing no: Revision:
21490 - UMC - ZZZZ - SI - DR - A	0602 V

Block Plan
Scale 1:500

10m SCALE 1:500

APPENDIX B

TRICS Outputs

Calculation Reference: AUDIT-754101-220503-0528

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 days
02	**SOUTH EAST**		
	SO	SLOUGH	1 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	3000 to 15583 (units: sqm)
Range Selected by User:	2000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 11/05/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2
Development Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
1b Very poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **HO-02-G-06** **DPD & DPD LOCAL** **HOUNSLOW**
FOREST ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 3862 sqm
Survey date: FRIDAY *26/04/19* *Survey Type: MANUAL*

2 **NT-02-G-02** **CITY LINK** **NOTTINGHAMSHIRE**
MILLENIUM WAY
NOTTINGHAM
PHOENIX CENTRE
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: MONDAY *17/06/13* *Survey Type: MANUAL*

3 **SO-02-G-02** **DHL** **SLOUGH**
HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Total Gross floor area: 15583 sqm
Survey date: TUESDAY *11/05/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
01:00 - 02:00	1	15583	0.096	1	15583	0.071	1	15583	0.167
02:00 - 03:00	1	15583	0.141	1	15583	0.135	1	15583	0.276
03:00 - 04:00	1	15583	0.205	1	15583	0.193	1	15583	0.398
04:00 - 05:00	1	15583	0.308	1	15583	0.225	1	15583	0.533
05:00 - 06:00	2	9723	0.489	2	9723	0.154	2	9723	0.643
06:00 - 07:00	**2**	**9723**	**0.766**	2	9723	0.324	2	9723	1.090
07:00 - 08:00	3	7482	0.561	**3**	**7482**	**0.699**	**3**	**7482**	**1.260**
08:00 - 09:00	3	7482	0.450	3	7482	0.463	3	7482	0.913
09:00 - 10:00	3	7482	0.321	3	7482	0.437	3	7482	0.758
10:00 - 11:00	3	7482	0.214	3	7482	0.365	3	7482	0.579
11:00 - 12:00	3	7482	0.196	3	7482	0.303	3	7482	0.499
12:00 - 13:00	3	7482	0.294	3	7482	0.285	3	7482	0.579
13:00 - 14:00	3	7482	0.379	3	7482	0.374	3	7482	0.753
14:00 - 15:00	3	7482	0.276	3	7482	0.330	3	7482	0.606
15:00 - 16:00	3	7482	0.299	3	7482	0.405	3	7482	0.704
16:00 - 17:00	3	7482	0.601	3	7482	0.481	3	7482	1.082
17:00 - 18:00	3	7482	0.446	3	7482	0.606	3	7482	1.052
18:00 - 19:00	3	7482	0.374	3	7482	0.388	3	7482	0.762
19:00 - 20:00	2	9292	0.544	2	9292	0.441	2	9292	0.985
20:00 - 21:00	2	9292	0.274	2	9292	0.248	2	9292	0.522
21:00 - 22:00	2	9292	0.183	2	9292	0.436	2	9292	0.619
22:00 - 23:00	1	15583	0.340	1	15583	0.314	1	15583	0.654
23:00 - 24:00	1	15583	0.116	1	15583	0.160	1	15583	0.276
Total Rates:			7.912			7.869			15.781

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	3000 - 15583 (units: sqm)
Survey date date range:	01/01/13 - 11/05/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	9723	0.000	2	9723	0.000	2	9723	0.000
06:00 - 07:00	2	9723	0.000	2	9723	0.000	2	9723	0.000
07:00 - 08:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
08:00 - 09:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
09:00 - 10:00	**3**	**7482**	**0.004**	**3**	**7482**	**0.004**	**3**	**7482**	**0.008**
10:00 - 11:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
14:00 - 15:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
15:00 - 16:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
16:00 - 17:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
17:00 - 18:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
20:00 - 21:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
21:00 - 22:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
01:00 - 02:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
02:00 - 03:00	1	15583	0.064	1	15583	0.083	1	15583	0.147
03:00 - 04:00	1	15583	0.116	1	15583	0.103	1	15583	0.219
04:00 - 05:00	1	15583	0.109	1	15583	0.122	1	15583	0.231
05:00 - 06:00	2	9723	0.118	2	9723	0.087	2	9723	0.205
06:00 - 07:00	2	9723	0.077	2	9723	0.082	2	9723	0.159
07:00 - 08:00	3	7482	0.071	3	7482	0.111	3	7482	0.182
08:00 - 09:00	3	7482	0.080	**3**	**7482**	**0.138**	3	7482	0.218
09:00 - 10:00	3	7482	0.080	3	7482	0.053	3	7482	0.133
10:00 - 11:00	3	7482	0.085	3	7482	0.116	3	7482	0.201
11:00 - 12:00	3	7482	0.040	3	7482	0.040	3	7482	0.080
12:00 - 13:00	3	7482	0.067	3	7482	0.045	3	7482	0.112
13:00 - 14:00	3	7482	0.045	3	7482	0.036	3	7482	0.081
14:00 - 15:00	3	7482	0.036	3	7482	0.080	3	7482	0.116
15:00 - 16:00	3	7482	0.031	3	7482	0.049	3	7482	0.080
16:00 - 17:00	3	7482	0.151	3	7482	0.116	3	7482	0.267
17:00 - 18:00	3	7482	0.040	3	7482	0.071	3	7482	0.111
18:00 - 19:00	3	7482	0.067	3	7482	0.094	3	7482	0.161
19:00 - 20:00	2	9292	0.048	2	9292	0.124	2	9292	0.172
20:00 - 21:00	2	9292	0.108	2	9292	0.054	2	9292	0.162
21:00 - 22:00	2	9292	0.075	2	9292	0.102	2	9292	0.177
22:00 - 23:00	**1**	**15583**	**0.212**	1	15583	0.083	**1**	**15583**	**0.295**
23:00 - 24:00	1	15583	0.083	1	15583	0.051	1	15583	0.134
Total Rates:			1.854			1.891			3.745

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
04:00 - 05:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
05:00 - 06:00	2	9723	0.010	2	9723	0.015	2	9723	0.025
06:00 - 07:00	2	9723	0.021	2	9723	0.010	2	9723	0.031
07:00 - 08:00	3	7482	0.018	3	7482	0.027	3	7482	0.045
08:00 - 09:00	3	7482	0.018	3	7482	0.013	3	7482	0.031
09:00 - 10:00	3	7482	0.009	3	7482	0.004	3	7482	0.013
10:00 - 11:00	3	7482	0.004	3	7482	0.009	3	7482	0.013
11:00 - 12:00	3	7482	0.013	3	7482	0.013	3	7482	0.026
12:00 - 13:00	3	7482	0.004	3	7482	0.018	3	7482	0.022
13:00 - 14:00	3	7482	0.022	3	7482	0.013	3	7482	0.035
14:00 - 15:00	3	7482	0.009	3	7482	0.022	3	7482	0.031
15:00 - 16:00	3	7482	0.027	3	7482	0.018	3	7482	0.045
16:00 - 17:00	3	7482	0.013	3	7482	0.013	3	7482	0.026
17:00 - 18:00	3	7482	0.013	3	7482	0.009	3	7482	0.022
18:00 - 19:00	3	7482	0.009	3	7482	0.018	3	7482	0.027
19:00 - 20:00	**2**	**9292**	**0.032**	2	9292	0.016	2	9292	0.048
20:00 - 21:00	2	9292	0.005	2	9292	0.005	2	9292	0.010
21:00 - 22:00	2	9292	0.032	**2**	**9292**	**0.032**	**2**	**9292**	**0.064**
22:00 - 23:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
23:00 - 24:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
Total Rates:			0.348			0.337			0.685

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	9723	0.000	2	9723	0.010	2	9723	0.010
06:00 - 07:00	2	9723	0.005	2	9723	0.005	2	9723	0.010
07:00 - 08:00	3	7482	0.004	3	7482	0.009	3	7482	0.013
08:00 - 09:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
09:00 - 10:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
10:00 - 11:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
14:00 - 15:00	3	7482	0.009	3	7482	0.004	3	7482	0.013
15:00 - 16:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
16:00 - 17:00	3	7482	0.004	3	7482	0.000	3	7482	0.004
17:00 - 18:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	**2**	**9292**	**0.011**	2	9292	0.000	2	9292	0.011
20:00 - 21:00	2	9292	0.000	2	9292	0.000	2	9292	0.000
21:00 - 22:00	2	9292	0.000	2	9292	0.005	2	9292	0.005
22:00 - 23:00	1	15583	0.006	**1**	**15583**	**0.013**	**1**	**15583**	**0.019**
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.039			0.058			0.097

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
01:00 - 02:00	1	15583	0.058	1	15583	0.051	1	15583	0.109
02:00 - 03:00	1	15583	0.058	1	15583	0.039	1	15583	0.097
03:00 - 04:00	1	15583	0.077	1	15583	0.083	1	15583	0.160
04:00 - 05:00	1	15583	0.128	1	15583	0.071	1	15583	0.199
05:00 - 06:00	2	9723	0.273	2	9723	0.051	2	9723	0.324
06:00 - 07:00	**2**	**9723**	**0.355**	2	9723	0.093	2	9723	0.448
07:00 - 08:00	3	7482	0.334	3	7482	0.316	**3**	**7482**	**0.650**
08:00 - 09:00	3	7482	0.276	3	7482	0.067	3	7482	0.343
09:00 - 10:00	3	7482	0.102	3	7482	0.080	3	7482	0.182
10:00 - 11:00	3	7482	0.071	3	7482	0.049	3	7482	0.120
11:00 - 12:00	3	7482	0.089	3	7482	0.098	3	7482	0.187
12:00 - 13:00	3	7482	0.129	3	7482	0.111	3	7482	0.240
13:00 - 14:00	3	7482	0.169	3	7482	0.200	3	7482	0.369
14:00 - 15:00	3	7482	0.098	3	7482	0.116	3	7482	0.214
15:00 - 16:00	3	7482	0.120	3	7482	0.232	3	7482	0.352
16:00 - 17:00	3	7482	0.147	3	7482	0.218	3	7482	0.365
17:00 - 18:00	3	7482	0.116	**3**	**7482**	**0.414**	3	7482	0.530
18:00 - 19:00	3	7482	0.147	3	7482	0.174	3	7482	0.321
19:00 - 20:00	2	9292	0.339	2	9292	0.156	2	9292	0.495
20:00 - 21:00	2	9292	0.054	2	9292	0.097	2	9292	0.151
21:00 - 22:00	2	9292	0.048	2	9292	0.258	2	9292	0.306
22:00 - 23:00	1	15583	0.096	1	15583	0.193	1	15583	0.289
23:00 - 24:00	1	15583	0.013	1	15583	0.083	1	15583	0.096
Total Rates:			3.303			3.250			6.553

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
04:00 - 05:00	1	15583	0.051	1	15583	0.006	1	15583	0.057
05:00 - 06:00	2	9723	0.082	2	9723	0.000	2	9723	0.082
06:00 - 07:00	**2**	**9723**	**0.309**	2	9723	0.129	**2**	**9723**	**0.438**
07:00 - 08:00	3	7482	0.120	3	7482	0.232	3	7482	0.352
08:00 - 09:00	3	7482	0.076	3	7482	0.245	3	7482	0.321
09:00 - 10:00	3	7482	0.116	**3**	**7482**	**0.290**	3	7482	0.406
10:00 - 11:00	3	7482	0.049	3	7482	0.187	3	7482	0.236
11:00 - 12:00	3	7482	0.053	3	7482	0.147	3	7482	0.200
12:00 - 13:00	3	7482	0.085	3	7482	0.107	3	7482	0.192
13:00 - 14:00	3	7482	0.125	3	7482	0.111	3	7482	0.236
14:00 - 15:00	3	7482	0.125	3	7482	0.098	3	7482	0.223
15:00 - 16:00	3	7482	0.111	3	7482	0.098	3	7482	0.209
16:00 - 17:00	3	7482	0.281	3	7482	0.125	3	7482	0.406
17:00 - 18:00	3	7482	0.267	3	7482	0.089	3	7482	0.356
18:00 - 19:00	3	7482	0.134	3	7482	0.094	3	7482	0.228
19:00 - 20:00	2	9292	0.118	2	9292	0.135	2	9292	0.253
20:00 - 21:00	2	9292	0.097	2	9292	0.081	2	9292	0.178
21:00 - 22:00	2	9292	0.022	2	9292	0.043	2	9292	0.065
22:00 - 23:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			2.246			2.229			4.475

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
05:00 - 06:00	2	9723	0.005	2	9723	0.000	2	9723	0.005
06:00 - 07:00	2	9723	0.005	2	9723	0.010	2	9723	0.015
07:00 - 08:00	**3**	**7482**	**0.013**	3	7482	0.009	**3**	**7482**	**0.022**
08:00 - 09:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
09:00 - 10:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
10:00 - 11:00	3	7482	0.004	3	7482	0.004	3	7482	0.008
11:00 - 12:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
12:00 - 13:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
13:00 - 14:00	3	7482	0.009	3	7482	0.009	3	7482	0.018
14:00 - 15:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
15:00 - 16:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
16:00 - 17:00	3	7482	0.000	3	7482	0.004	3	7482	0.004
17:00 - 18:00	3	7482	0.009	**3**	**7482**	**0.013**	3	7482	0.022
18:00 - 19:00	3	7482	0.000	3	7482	0.000	3	7482	0.000
19:00 - 20:00	2	9292	0.005	2	9292	0.000	2	9292	0.005
20:00 - 21:00	2	9292	0.000	2	9292	0.005	2	9292	0.005
21:00 - 22:00	2	9292	0.005	2	9292	0.000	2	9292	0.005
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.061			0.066			0.127

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Filtering Summary

Land Use	02/G	EMPLOYMENT/PARCEL DISTRIBUTION CENTRES
Selected Trip Rate Calculation Parameter Range	763-24154 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1496-15583 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 11/05/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday Friday	1 1
Main Location Types selected	Edge of Town	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000 10,001 to 15,000	1 1
Population <5 Mile ranges selected	125,001 to 250,000 250,001 to 500,000	1 1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	2
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-754101-220621-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1496 to 15583 (units: sqm)
Range Selected by User:	763 to 24154 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	LN-02-G-01	Gross floor area:	1496 sqm
Development Name:	PARCELFORCE WORLDWIDE		
Location:	LINCOLN	Parking spaces:	36
Postcode:	LN6 3LQ	No of Employees:	50
Main Location Type:	Edge of Town	Survey Date:	28/06/19
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		

Site(2):	SO-02-G-02	Gross floor area:	15583 sqm
Development Name:	DHL		
Location:	SLOUGH	Parking spaces:	798
Postcode:	SL3 0BB	No of Employees:	897
Main Location Type:	Edge of Town	Survey Date:	11/05/21
Sub-Location Type:	Development Zone	Survey Day:	Tuesday
PTAL:	n/a		

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
01:00 - 02:00	1	15583	0.096	1	15583	0.071	1	15583	0.167
02:00 - 03:00	1	15583	0.141	1	15583	0.135	1	15583	0.276
03:00 - 04:00	1	15583	0.205	1	15583	0.193	1	15583	0.398
04:00 - 05:00	1	15583	0.308	1	15583	0.225	1	15583	0.533
05:00 - 06:00	2	8540	0.609	2	8540	0.187	2	8540	0.796
06:00 - 07:00	**2**	**8540**	**0.667**	2	8540	0.375	2	8540	1.042
07:00 - 08:00	2	8540	0.492	**2**	**8540**	**0.925**	**2**	**8540**	**1.417**
08:00 - 09:00	2	8540	0.504	2	8540	0.369	2	8540	0.873
09:00 - 10:00	2	8540	0.351	2	8540	0.263	2	8540	0.614
10:00 - 11:00	2	8540	0.252	2	8540	0.316	2	8540	0.568
11:00 - 12:00	2	8540	0.217	2	8540	0.328	2	8540	0.545
12:00 - 13:00	2	8540	0.340	2	8540	0.310	2	8540	0.650
13:00 - 14:00	2	8540	0.445	2	8540	0.404	2	8540	0.849
14:00 - 15:00	2	8540	0.281	2	8540	0.316	2	8540	0.597
15:00 - 16:00	2	8540	0.351	2	8540	0.492	2	8540	0.843
16:00 - 17:00	2	8540	0.568	2	8540	0.492	2	8540	1.060
17:00 - 18:00	2	8540	0.404	2	8540	0.708	2	8540	1.112
18:00 - 19:00	2	8540	0.404	2	8540	0.422	2	8540	0.826
19:00 - 20:00	2	8540	0.580	2	8540	0.422	2	8540	1.002
20:00 - 21:00	2	8540	0.281	2	8540	0.222	2	8540	0.503
21:00 - 22:00	1	15583	0.218	1	15583	0.520	1	15583	0.738
22:00 - 23:00	1	15583	0.340	1	15583	0.314	1	15583	0.654
23:00 - 24:00	1	15583	0.116	1	15583	0.160	1	15583	0.276
Total Rates:			8.209			8.201			16.410

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	1496 - 15583 (units: sqm)
Survey date date range:	01/01/14 - 11/05/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
01:00 - 02:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
02:00 - 03:00	1	15583	0.064	1	15583	0.083	1	15583	0.147
03:00 - 04:00	1	15583	0.116	1	15583	0.103	1	15583	0.219
04:00 - 05:00	1	15583	0.109	1	15583	0.122	1	15583	0.231
05:00 - 06:00	2	8540	0.193	2	8540	0.111	2	8540	0.304
06:00 - 07:00	2	8540	0.129	2	8540	0.111	2	8540	0.240
07:00 - 08:00	2	8540	0.094	**2**	**8540**	**0.258**	**2**	**8540**	**0.352**
08:00 - 09:00	2	8540	0.111	2	8540	0.076	2	8540	0.187
09:00 - 10:00	2	8540	0.111	2	8540	0.076	2	8540	0.187
10:00 - 11:00	2	8540	0.123	2	8540	0.152	2	8540	0.275
11:00 - 12:00	2	8540	0.053	2	8540	0.053	2	8540	0.106
12:00 - 13:00	2	8540	0.088	2	8540	0.070	2	8540	0.158
13:00 - 14:00	2	8540	0.053	2	8540	0.053	2	8540	0.106
14:00 - 15:00	2	8540	0.064	2	8540	0.105	2	8540	0.169
15:00 - 16:00	2	8540	0.076	2	8540	0.064	2	8540	0.140
16:00 - 17:00	2	8540	0.111	2	8540	0.146	2	8540	0.257
17:00 - 18:00	2	8540	0.041	2	8540	0.094	2	8540	0.135
18:00 - 19:00	2	8540	0.082	2	8540	0.100	2	8540	0.182
19:00 - 20:00	2	8540	0.059	2	8540	0.123	2	8540	0.182
20:00 - 21:00	2	8540	0.105	2	8540	0.047	2	8540	0.152
21:00 - 22:00	1	15583	0.090	1	15583	0.122	1	15583	0.212
22:00 - 23:00	**1**	**15583**	**0.212**	1	15583	0.083	1	15583	0.295
23:00 - 24:00	1	15583	0.083	1	15583	0.051	1	15583	0.134
Total Rates:			2.218			2.254			4.472

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
04:00 - 05:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
05:00 - 06:00	2	8540	0.012	2	8540	0.018	2	8540	0.030
06:00 - 07:00	2	8540	0.023	2	8540	0.012	2	8540	0.035
07:00 - 08:00	2	8540	0.023	2	8540	0.035	2	8540	0.058
08:00 - 09:00	2	8540	0.023	2	8540	0.018	2	8540	0.041
09:00 - 10:00	2	8540	0.012	2	8540	0.006	2	8540	0.018
10:00 - 11:00	2	8540	0.006	2	8540	0.012	2	8540	0.018
11:00 - 12:00	2	8540	0.018	2	8540	0.018	2	8540	0.036
12:00 - 13:00	2	8540	0.006	2	8540	0.023	2	8540	0.029
13:00 - 14:00	2	8540	0.029	2	8540	0.018	2	8540	0.047
14:00 - 15:00	2	8540	0.012	2	8540	0.029	2	8540	0.041
15:00 - 16:00	2	8540	0.035	2	8540	0.023	2	8540	0.058
16:00 - 17:00	2	8540	0.018	2	8540	0.018	2	8540	0.036
17:00 - 18:00	2	8540	0.018	2	8540	0.012	2	8540	0.030
18:00 - 19:00	2	8540	0.012	2	8540	0.023	2	8540	0.035
19:00 - 20:00	2	8540	0.035	2	8540	0.018	2	8540	0.053
20:00 - 21:00	2	8540	0.006	2	8540	0.006	2	8540	0.012
21:00 - 22:00	**1**	**15583**	**0.039**	**1**	**15583**	**0.039**	**1**	**15583**	**0.078**
22:00 - 23:00	1	15583	0.032	1	15583	0.032	1	15583	0.064
23:00 - 24:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
Total Rates:			0.416			0.410			0.826

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 06:00	2	8540	0.000	2	8540	0.012	2	8540	0.012
06:00 - 07:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
07:00 - 08:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
08:00 - 09:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
09:00 - 10:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
10:00 - 11:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
11:00 - 12:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
12:00 - 13:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
13:00 - 14:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
14:00 - 15:00	**2**	**8540**	**0.012**	2	8540	0.006	2	8540	0.018
15:00 - 16:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
16:00 - 17:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
17:00 - 18:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
18:00 - 19:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
19:00 - 20:00	2	8540	0.012	2	8540	0.000	2	8540	0.012
20:00 - 21:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
21:00 - 22:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
22:00 - 23:00	1	15583	0.006	**1**	**15583**	**0.013**	**1**	**15583**	**0.019**
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.042			0.055			0.097

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
01:00 - 02:00	1	15583	0.058	1	15583	0.051	1	15583	0.109
02:00 - 03:00	1	15583	0.058	1	15583	0.039	1	15583	0.097
03:00 - 04:00	1	15583	0.077	1	15583	0.083	1	15583	0.160
04:00 - 05:00	1	15583	0.128	1	15583	0.071	1	15583	0.199
05:00 - 06:00	2	8540	0.316	2	8540	0.059	2	8540	0.375
06:00 - 07:00	**2**	**8540**	**0.422**	2	8540	0.094	2	8540	0.516
07:00 - 08:00	2	8540	0.299	2	8540	0.404	**2**	**8540**	**0.703**
08:00 - 09:00	2	8540	0.287	2	8540	0.053	2	8540	0.340
09:00 - 10:00	2	8540	0.105	2	8540	0.064	2	8540	0.169
10:00 - 11:00	2	8540	0.070	2	8540	0.053	2	8540	0.123
11:00 - 12:00	2	8540	0.094	2	8540	0.117	2	8540	0.211
12:00 - 13:00	2	8540	0.146	2	8540	0.146	2	8540	0.292
13:00 - 14:00	2	8540	0.240	2	8540	0.252	2	8540	0.492
14:00 - 15:00	2	8540	0.123	2	8540	0.129	2	8540	0.252
15:00 - 16:00	2	8540	0.152	2	8540	0.310	2	8540	0.462
16:00 - 17:00	2	8540	0.176	2	8540	0.240	2	8540	0.416
17:00 - 18:00	2	8540	0.146	**2**	**8540**	**0.492**	2	8540	0.638
18:00 - 19:00	2	8540	0.182	2	8540	0.217	2	8540	0.399
19:00 - 20:00	2	8540	0.357	2	8540	0.146	2	8540	0.503
20:00 - 21:00	2	8540	0.064	2	8540	0.088	2	8540	0.152
21:00 - 22:00	1	15583	0.058	1	15583	0.308	1	15583	0.366
22:00 - 23:00	1	15583	0.096	1	15583	0.193	1	15583	0.289
23:00 - 24:00	1	15583	0.013	1	15583	0.083	1	15583	0.096
Total Rates:			3.673			3.692			7.365

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
02:00 - 03:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
03:00 - 04:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
04:00 - 05:00	1	15583	0.051	1	15583	0.006	1	15583	0.057
05:00 - 06:00	2	8540	0.082	2	8540	0.000	2	8540	0.082
06:00 - 07:00	2	8540	0.088	2	8540	0.146	2	8540	0.234
07:00 - 08:00	2	8540	0.053	2	8540	0.211	2	8540	0.264
08:00 - 09:00	2	8540	0.082	**2**	**8540**	**0.222**	2	8540	0.304
09:00 - 10:00	2	8540	0.123	2	8540	0.117	2	8540	0.240
10:00 - 11:00	2	8540	0.047	2	8540	0.094	2	8540	0.141
11:00 - 12:00	2	8540	0.053	2	8540	0.141	2	8540	0.194
12:00 - 13:00	2	8540	0.100	2	8540	0.070	2	8540	0.170
13:00 - 14:00	2	8540	0.111	2	8540	0.070	2	8540	0.181
14:00 - 15:00	2	8540	0.082	2	8540	0.053	2	8540	0.135
15:00 - 16:00	2	8540	0.088	2	8540	0.094	2	8540	0.182
16:00 - 17:00	**2**	**8540**	**0.263**	2	8540	0.082	**2**	**8540**	**0.345**
17:00 - 18:00	2	8540	0.187	2	8540	0.094	2	8540	0.281
18:00 - 19:00	2	8540	0.129	2	8540	0.082	2	8540	0.211
19:00 - 20:00	2	8540	0.123	2	8540	0.135	2	8540	0.258
20:00 - 21:00	2	8540	0.105	2	8540	0.076	2	8540	0.181
21:00 - 22:00	1	15583	0.026	1	15583	0.051	1	15583	0.077
22:00 - 23:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
23:00 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			1.818			1.756			3.574

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

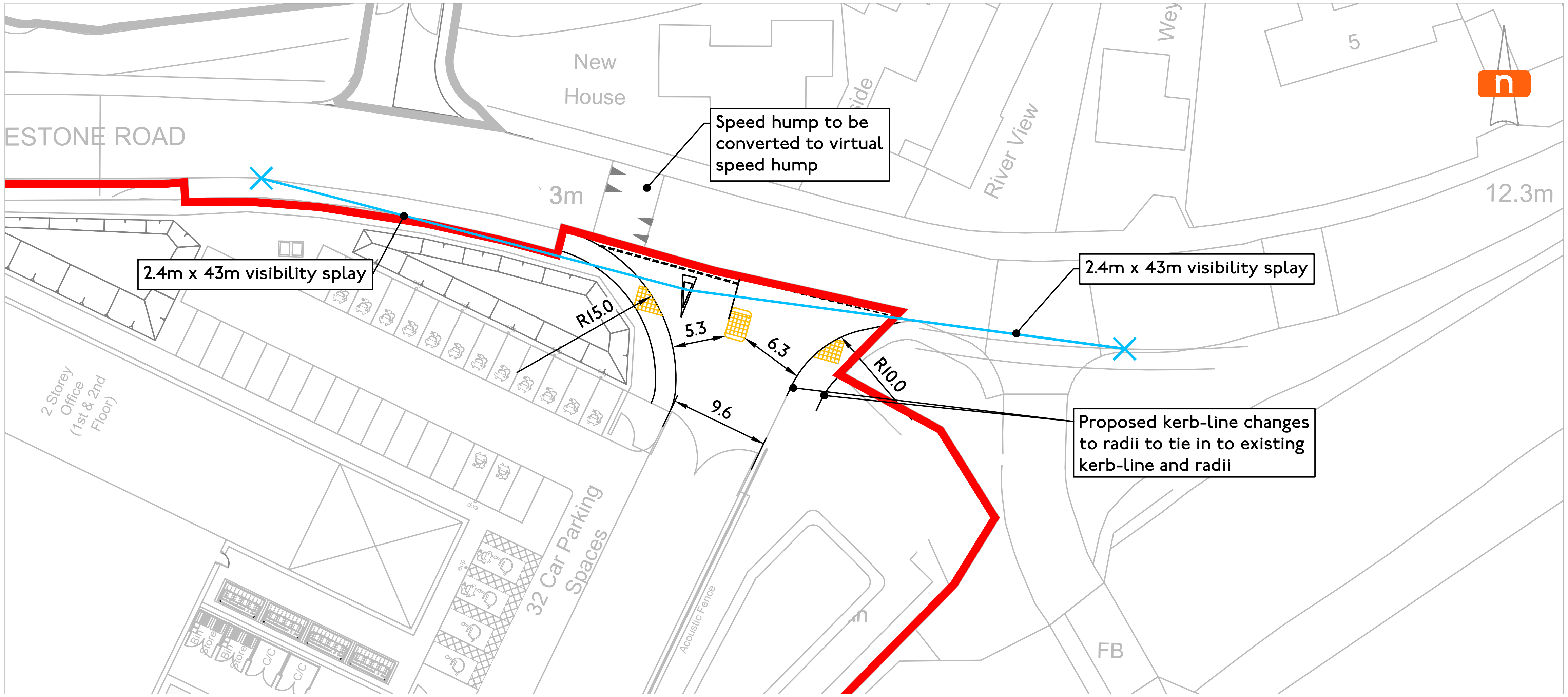
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 03:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
03:00 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 05:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
05:00 - 06:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
06:00 - 07:00	2	8540	0.006	2	8540	0.012	2	8540	0.018
07:00 - 08:00	**2**	**8540**	**0.018**	2	8540	0.012	**2**	**8540**	**0.030**
08:00 - 09:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
09:00 - 10:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
10:00 - 11:00	2	8540	0.006	2	8540	0.006	2	8540	0.012
11:00 - 12:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
12:00 - 13:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
13:00 - 14:00	2	8540	0.012	2	8540	0.012	2	8540	0.024
14:00 - 15:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
15:00 - 16:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
16:00 - 17:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
17:00 - 18:00	2	8540	0.012	**2**	**8540**	**0.018**	2	8540	0.030
18:00 - 19:00	2	8540	0.000	2	8540	0.000	2	8540	0.000
19:00 - 20:00	2	8540	0.006	2	8540	0.000	2	8540	0.006
20:00 - 21:00	2	8540	0.000	2	8540	0.006	2	8540	0.006
21:00 - 22:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
22:00 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.078			0.084			0.162

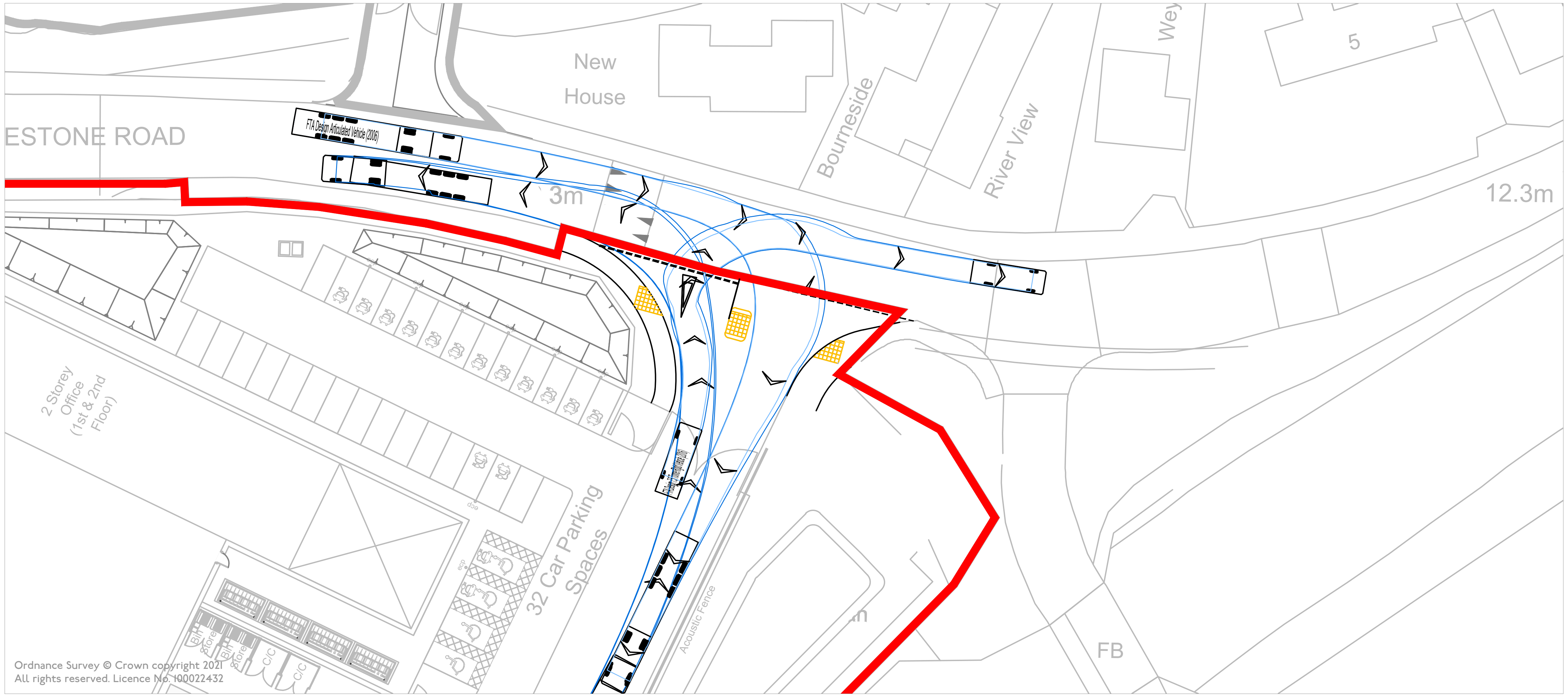
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX C

Access Arrangement Drawings





Note:

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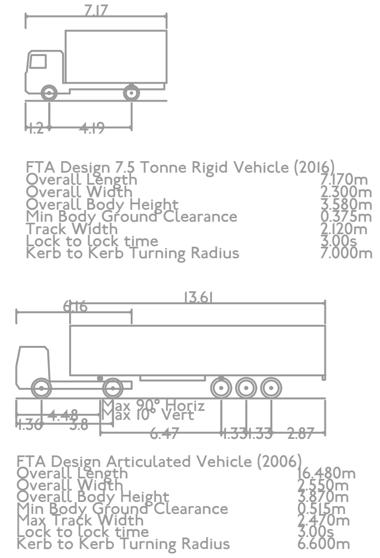
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.



REV	DATE	REMARKS
D	14.10.2022	Layout updated
C	11.10.2022	Kerb-line updated
B	22.09.2022	Layout Updated Following RSAI
A	16.09.2022	Layout Updated
-	09.09.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Southern Car Park Site Access
(Addlestone Road)

DRAWING NO.

J32-6432-PS-005

DRAWN	CHECKED
KM	MF
CREATED: Sep '22	SCALE: 1:500 at A3

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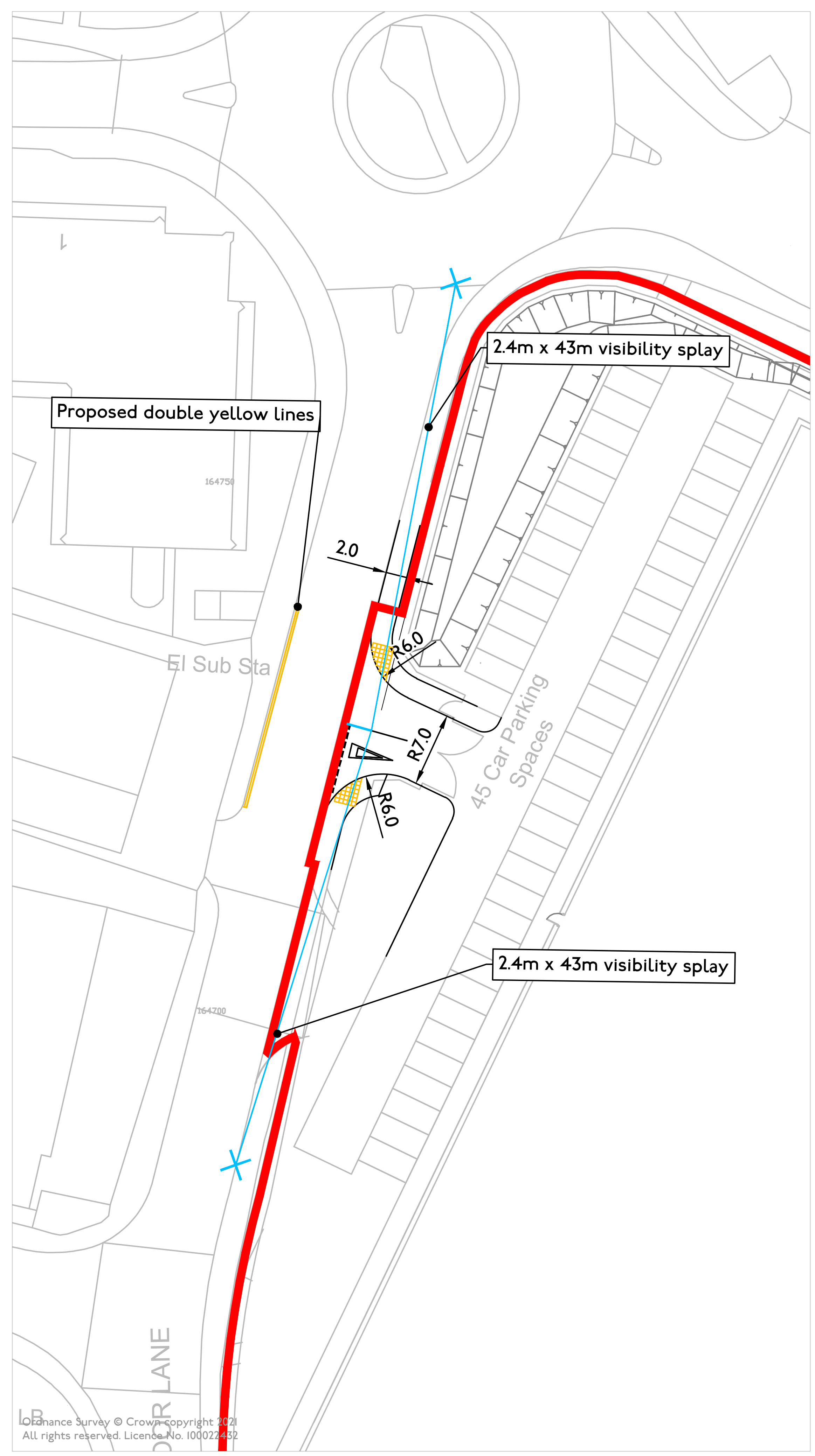
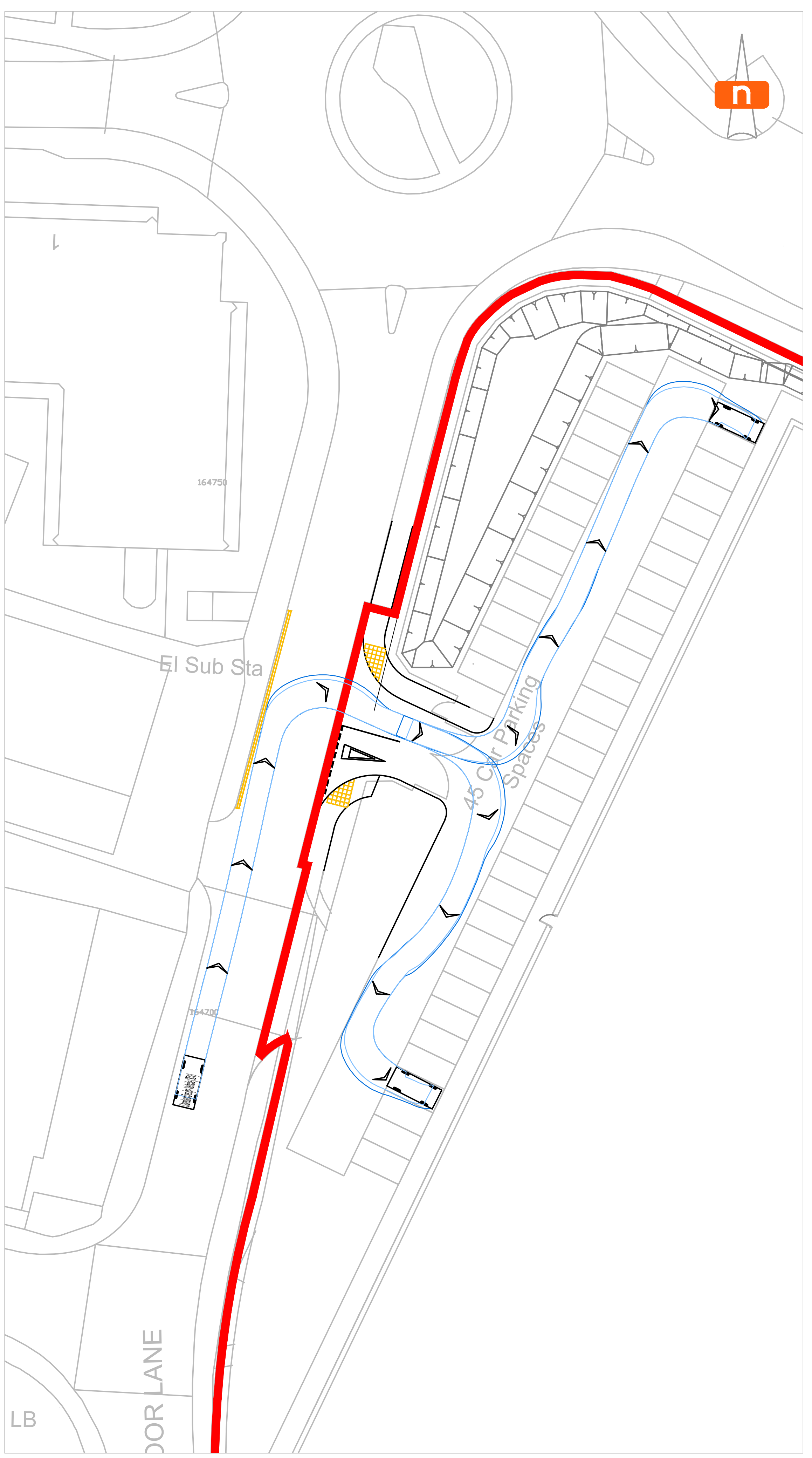
mode transport planning





Note:

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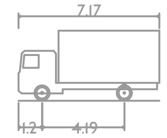
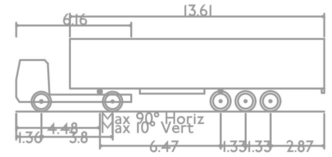


FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



FTA Design Articulated Vehicle (2006)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

REV	DATE	REMARKS
B	14.10.2022	Layout Updated
A	22.09.2022	Layout Updated Following RSAI
-	16.09.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Hamm Moor Site Access

DRAWING NO.

J32-6432-PS-007

DRAWN	KM	CHECKED	MF
CREATED	Sep '22	SCALE	1:500 at A3

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NW1 [illegible]

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transport planning

APPENDIX D

Stage 1 Road Safety Audit

WEYBRIDGE BUSINESS PARK, ADDLESTONE ROAD & HAMM MOOR LANE, WEYBRIDGE

Stage 1 Road Safety Audit

J190120

mode transport planning (London)

23rd September 2022

Grange Transport Consulting

Weybridge Business Park, Addlestone Road & Hamm Moor Lane, Weybridge

Stage 1 Road Safety Audit

J190120

September 2022

Client: mode transport planning (London)

Rev	Report Reference	Date	Issue Status	Prepared	Checked
-	220921_J190120_Weybridge_RSA1_v1.1.docx	23.09.22	Final	IM	WL

CONTENTS

1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 20 September 2022. The audit was undertaken on behalf of mode transport planning (London).

1.1.2 The audit has been carried out in response to a brief supplied by Matthew Fitchett of mode transport planning (London) and agreed with the audit team.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, HE CoC, MCHIT, MIHE

Audit Team Leader

Ian Medd MCHIT, FSoRSA

Audit Team Member

Jennifer Lee

Audit Team Observer

1.1.4 A site visit was undertaken by the Audit Team on Tuesday 20 September 2022, between the hours of 10:30 and 11:30. The weather was sunny, and the road surface was dry. Traffic was moderate and the level of pedestrians and cyclist passing the site was minimal.

1.2 Site Location

1.2.1 The site is located at part of the Weybridge Business Park, to the east of Hamm Moor Lane and along Addlestone Road, Weybridge.

1.3 Highway description

1.3.1 Addlestone Road is a two-way single carriageway road running generally east-west between Weybridge and Addlestone. To the east and at the River Wey, it becomes Bridge Road and connects with the B374 Heath Road. To the west Addlestone Road forms a 4-arm roundabout with Hamm Moor Lane, Dashwood Lang Road, and Link Road.

1.3.2 Traffic calming in the form of speed humps are installed at regular intervals along the entire section of Addlestone Road. The western extent of Addlestone Road serves commercial units whilst the eastern extent along Bridge Road serves residential dwellings.

1.3.3 Addlestone Road is subject to a 30mph speed limit. The carriageway has a 7.5T weight restriction and a reduced width of 7'0" at the bridge over the River Wey, where a single lane, traffic signal operation is in place.

1.3.4 In the vicinity of the site footways are provided on both sides of Addlestone Road. To the east of the site the footway is provided only on the northern side of the road, whilst a tow path is present along the River Wey (south of Addlestone Road).

1.3.5 The vertical alignment of Addlestone Road is generally level in the vicinity of the site, whilst the horizontal alignment comprises of a gentle left-hand and right-hand bend in the eastbound direction.

1.3.6 The existing northern access (former Toshiba office complex) incorporates a bridge over a River Wey tributary, which runs parallel and north of Addlestone Road in the vicinity of the site.

1.3.7 Hamm Moor Lane is a cul-de-sac routing in a southerly direction to serve the business park. It is a two-way single carriageway road of approximate 7.2 metres width in the vicinity of the site. Parking restrictions are present on either side of the road and take the form of double and single yellow lines.

1.3.8 Collison history data has been provided for the 5-year period between January 2016 and July 2021 in the vicinity of the site. A review of the collision data indicates two slight severity collisions occurred in January 2021 and May 2016 in the vicinity of the site on Addlestone Road. Three slight severity collisions occurred in Feburary, March, and August of 2016 at various locations on the Hamm Moor Lane roundabout.

1.4 Scheme proposals

1.4.1 The redevelopment of the Toshiba office complex north of Addlestone Road and the Weybridge Business Park south of the carriageway is proposed for warehousing and office units (17,820sqm GIA).

1.4.2 The proposals submitted for Stage 1 RSA relate only to the new access junction (eastern extent) on the southern side of Addlestone Road, and the new access junction on the eastern side of Hamm Moor Lane, including amended junction radii with priority working along Addlestone Road and Hamm Moor Lane, new crossing facilities, and footways.

1.5 Departures from Standards

1.5.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

1.6 Road Safety Audit

1.6.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.6.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning (London), and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.

1.6.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawings submitted for this Stage 1 RSA can be found at Appendix B.

1.6.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit. These plans are shown at Appendix C.

1.6.5 The recommendations offered within this report should not be regarded as prescriptive. Whilst recommendations have been made with this report, there may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 Addlestone Road (Site 1)

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Addlestone Road site access
Summary	Speed hump situated within the access bellmouth

The new access will involve increasing the existing junction radii. An existing speed hump is located close to the junction and will ultimately be within the vehicle turning area for the new junction. This may cause instability to HGVs and two-wheeled vehicles whilst manoeuvring in/out of the access.

Recommendation	Provide sufficient distance between the speed hump and the new junction.

Problem 2	
Location	Site access – gates
Summary	Insufficient clearance/setback of gate to carriageway
The site access includes a set of gates setback from Addlestone Road. The gates appear to be setback less than the length of the expected HGVs. This is likely to result in HGVs overhanging into Addlestone Road and in the path of passing vehicles, increasing the risk of collisions with passing traffic.	
Recommendation	Redesign the gate arrangement to ensure HGVs do not obstruct the highway if the gates are shut.

2.2 Hamm Moor Lane (Site 2)

2.2.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 3	
Location	Opposite the site access
Summary	On-street parking obstructing the new access
On-street parking occurs along the western side of Hamm Moor Lane where no parking restrictions are in place, and directly opposite the new access junction. This will cause northbound traffic to pass the parked vehicles using the opposing lane, and into the path of vehicles entering/exiting the site, resulting in head-on collisions.	
Recommendation	Prevent parking in the vicinity of the site access.

3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 23.09.22

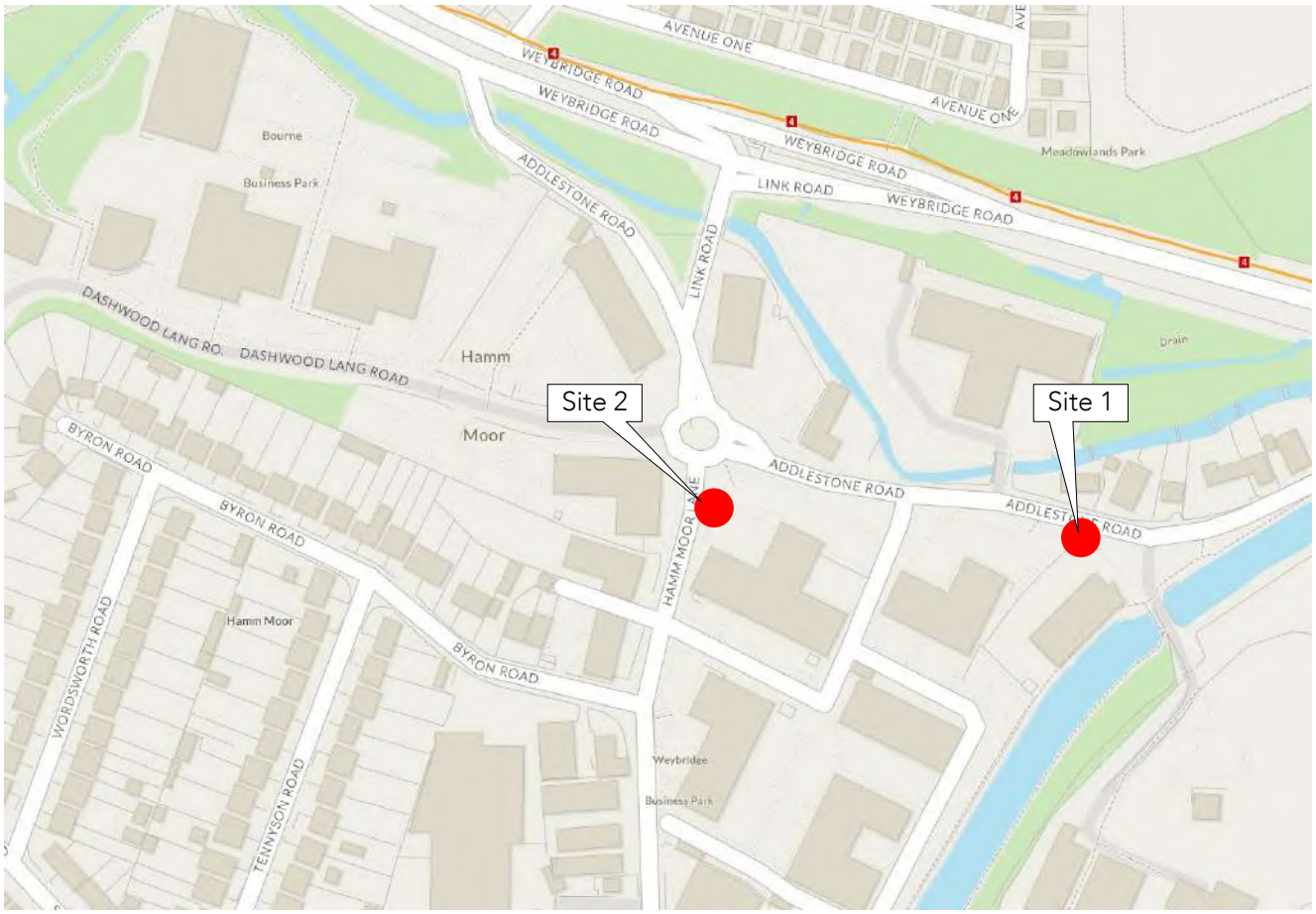
Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 23.09.22

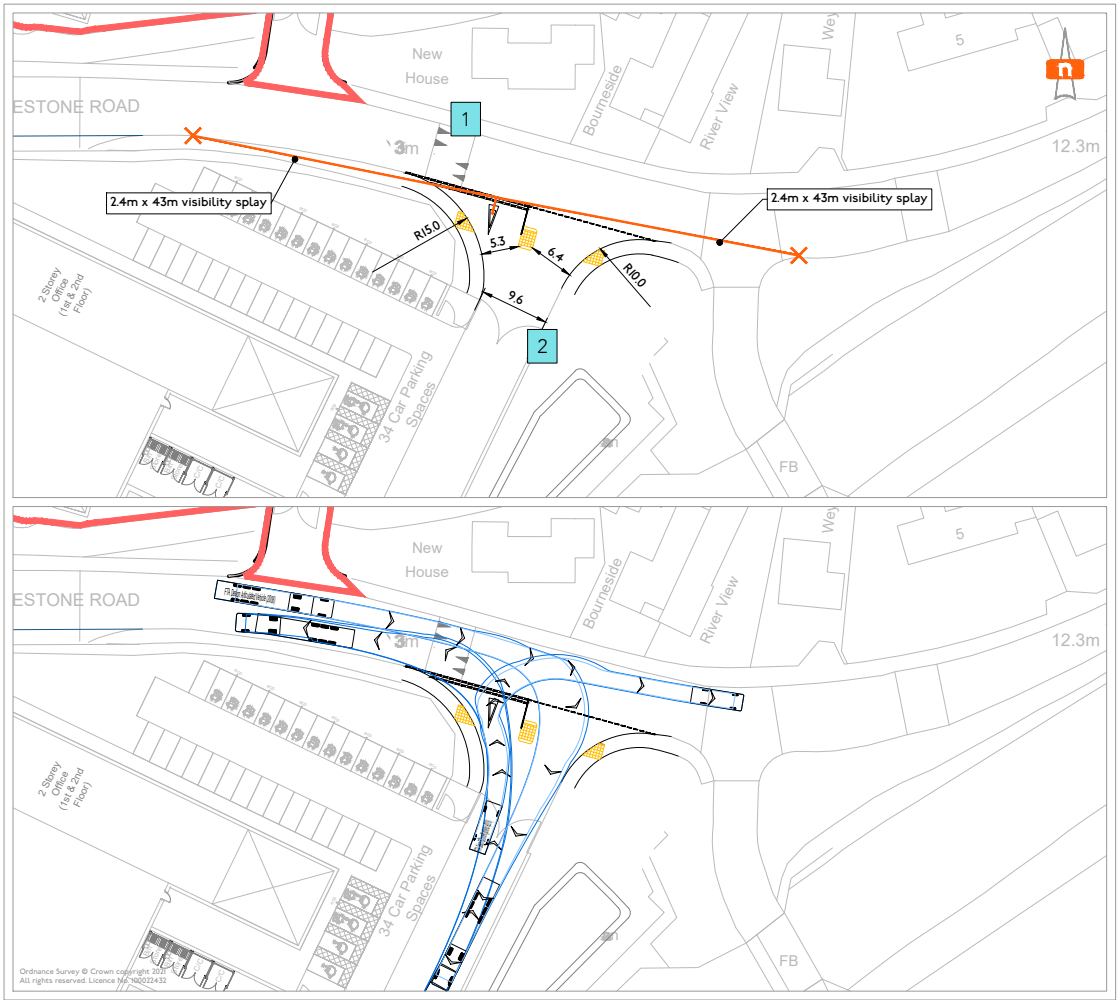
Appendix A Site Location Plan



Appendix B Documents provided for Audit

- J32-6431-PS-005 Rev A – Southern Car Park Site Access (Addlestone Road)
- J32-6431-PS-007 – Hamm Moor Site Access Option
- 220422 326431 Transport Assessment v1.1
- RSA Briefing Note_September 16th

Appendix C Problem Location Plan



Note:

1. This drawing is indicative and subject to discussions with Local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
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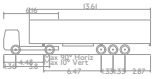
FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.500m
Overall Body Height	2.380m
Min Body Ground Clearance	0.240m
Max Track Width	2.500m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.000m



FTA Design Articulated Vehicle (2006)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	4.300m
Min Body Ground Clearance	0.150m
Max Track Width	2.500m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.600m

REV	DATE	REMARKS
A	16.09.2022	Layout Updated
-	09.09.2022	Initial Issue

CLIENT
Bridge UK Properties 7 LP

JOB TITLE
Weybridge Business Park

DRAWING TITLE
Southern Car Park Site Access (Addlestone Road)

DRAWING NO.
J32-6432-PS-005

DRAWN	CHECKED
KM	MF
CREATED	SCALE
Sep '22	1:500 at A3

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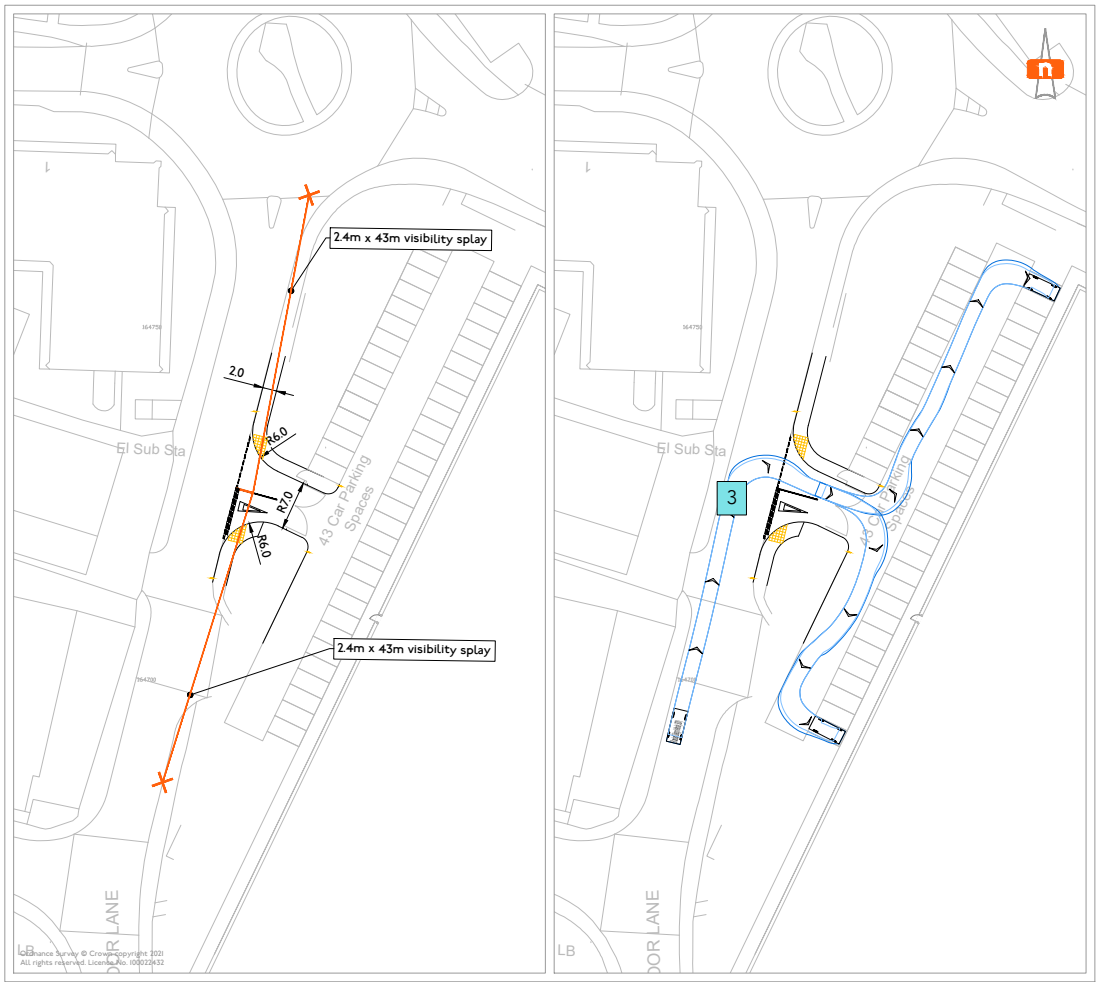
mode
transport planning

Weybridge Business Park, Addlestone Road & Hamm Moor Lane, Weybridge

Stage 1 Road Safety Audit



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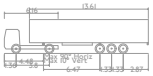
Lock to lock time	7.000m
Kerb to Kerb Turning Radius	7.000m



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Lock to lock time	7.000s
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REV	DATE	REMARKS
-	16.09.2022	Initial Issue

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Hamm Moor Site Access

DRAWING NO.

J32-6432-PS-007

DRAWN	CHECKED
KM	MF
CREATED	SCALE
Sep '22	1:500 at A3

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Ref: 221013 326431 Designers Response V1.0

1) Introduction

Weybridge Business Park - RSA Stage 1 Response Report

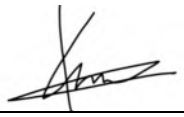
Job Number: 326431 Date: 13.10.22 Client: Bridge UK Properties 7

Prepared By: Karina Mudjahid Reviewed By: Matthew Fitchett

Project Details

Project:	Redevelopment of two plots of industrial land use on the northern and southern sides of Addlestone Road.
Report Title:	Stage 1 Road Safety Audit Response Report
Date of Report:	13.10.2022
Document Ref & Revision:	221013 326431 Designers Response V1.0
Prepared by:	mode Transport Planning

Authorisation Sheet

Prepared by:	Karina Mudjahid
Position:	Transport Planner
Signed:	
Organisation:	mode Transport Planning
Date:	13.10.2022

Approved by:	Wing Lee
Position:	Director
Signed:	
Organisation:	Grange Transport Consulting
Date:	

1.1. This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 20 September 2022 (Ref: 220921_J190120_RSA1_v1.1). The audit was undertaken on behalf of mode transport planning (London).

1.2. The audit was carried out in response to a brief supplied by Matthew Fitchett of mode transport planning (London) and agreed with the audit team.

1.3. The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, HE CoC, MCHIT, MIHE – **Audit Team Leader**

Ian Medd MCHIT, FSoRSA – **Audit Team Member**

Jennifer Lee – **Audit Team Observer**

1.4. Addlestone Road is a two-way single carriageway road running generally east-west between Weybridge and Addlestone. To the east and at the River Wey, it becomes Bridge Road and connects with the B374 Heath Road. To the west Addlestone Road forms a 4-arm roundabout with Hamm Moor Lane, Dashwood Lang Road, and Link Road.

1.5. Traffic calming in the form of speed humps are installed at regular intervals along the entire section of Addlestone Road. The western extent of Addlestone Road serves commercial units whilst the eastern extent along Bridge Road serves residential dwellings.

1.6. Addlestone Road is subject to a 30mph speed limit. The carriageway has a 7.5T weight restriction and a reduced width of 7'0" at the bridge over the River Wey, where a single lane, traffic signal operation is in place.

1.7. In the vicinity of the site footways are provided on both sides of Addlestone Road. To the east of the site the footway is provided only on the northern side of the road, whilst a tow path is present along the River Wey (south of Addlestone Road).

1.8. The vertical alignment of Addlestone Road is generally level in the vicinity of the site, whilst the horizontal alignment comprises of a gentle left-hand and right-hand bend in the eastbound direction.

1.9. The existing northern access (former Toshiba office complex) incorporates a bridge over a River Wey tributary, which runs parallel and north of Addlestone Road in the vicinity of the site.

1.10. Hamm Moor Lane is a cul-de-sac routing in a southerly direction to serve the business park. It is a two-way single carriageway road of approximate 7.2 metres width in the vicinity of the site. Parking restrictions are present

on either side of the road and take the form of double and single yellow lines.

1.11. A review of the five-year (2016-2021) collision data indicates two slight severity collisions occurred in January 2021 and May 2016 in the vicinity of the site on Addlestone Road. Three slight severity collisions occurred in February, March, and August of 2016 at various locations on the Ham Moor Lane roundabout.

1.12. The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.13. The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning, and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.

1.14. The redevelopment of the Toshiba office complex north of Addlestone Road and the Weybridge Business Park south of the carriageway is proposed for office and warehousing units (17,820sqm GIA).

1.15. The proposals submitted for Stage 1 RSA relate only to the new access junction (eastern extent) on the southern side of Addlestone Road, and the new access junction on the eastern side of Hamm Moor Lane, including amended junction radii with priority working along Addlestone Road and Hamm Moor Lane, new crossing facilities, and footways.

1.16. The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawing submitted for this Stage 1 RSA can be found at Appendix B of the Stage 1 RSA report.

1.1. The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

2) Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Response Organisation	Agreed RSA Response
2.1: Problem 1 Location: Addlestone Road site access Summary: Speed hump situated within the access bellmouth The new access will involve increasing the existing junction radii. An existing speed hump is located close to the junction and will ultimately be within the vehicle turning area for the new junction. This may cause instability to HGVs and two-wheeled vehicles whilst manoeuvring in/out of the access.	Provide sufficient distance between the speed hump and the new junction	**Problem – Agreed** **Recommendation – Disagreed** The existing speed hump will be amended to a virtual speed hump with only road markings used.	-	-
2.2: Problem 2 Location: Addlestone Road site access - gates Summary: Insufficient clearance / setback of gate to carriageway The site access includes a set of gates setback from Addlestone Road. The gates appear to be setback less than the length of the expected HGVs. This is likely to result in HGVs overhanging into Addlestone Road and in the path of passing vehicles, increasing the risk of collisions with passing traffic.	Redesign the gate arrangement to ensure HGVs do not obstruct the highway if the gates are shut	**Problem – Disagreed** **Recommendation – Disagreed** Site access gates will be managed 24/7 by on-site security to mitigate any potential occuranes of HGVs having to wait on Addlestone Road.	-	-
2.3: Problem 3 Location: Opposite Hamm Moor Lane site access Summary: On-street parking obstructing the new access On-street parking occurs along the western side of Hamm Moor Lane where no parking restrictions are in place, and directly opposite the new access junction. This will cause northbound traffic to pass the parked vehicles using the	Prevent parking in the vicinity of the site access	**Problem – Agreed** **Recommendation – Agreed** Double yellow lines are proposed on the western side of the Hamm Moor Lane carriageway to prevent cars parking and causing obstructions	-	-

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Response Organisation	Agreed RSA Response
opposing lane, and into the path of vehicles entering/exiting the site, resulting in head-on collisions.				

APPENDIX 22

Addendum Note

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0121 389 1472
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airandacoustics.co.uk

Weybridge Business Park, Weybridge

Job Number: 100492	**Date:** 18 October 2022	**Client:** Bridge Industrial
Prepared By: BB	**Approved By:** DS	

1. Introduction

1.1. This addendum has been produced by Air and Acoustic Consultants Ltd to assess the impacts of a commercial development located at Weybridge Business Park, Weybridge. A detailed noise assessment[1] was produced by Air and Acoustic Consultants Ltd in support of the application. This addendum considers the new proposed site layout and in light of this a revised operational noise impact assessment has been undertaken, the results of which are presented in this addendum.

2. Development Proposals

2.1. The development proposals comprise the construction of a number of commercial buildings with associated parking. The revised proposed layout, which includes a reduction in floor space for Unit 100 and a reduction in car parking spaces on the northern site, is shown in Figure 1.

[1] Air & Acoustic Consultants. 2022. *100492 Weybridge Business Park, Weybridge – Noise Assessment.*

Figure 1: Proposed Site Layout

3. Legislation and Guidance

3.1. The legislation and guidance which forms the basis of this updated assessment was detailed and discussed in the original noise assessment.

4. Assessment Receptors

4.1. The receptors have been updated and selected to represent the noise sensitive properties most exposed to the potential noise sources, resulting from the proposed development.

4.2. The original assessment included a receptor to represent the moorings located on the River Wey to the east of the application site.

4.3. The updated proposed development layout locates the service yard for Unit 100, which contains the majority of the proposed noise sources close to the moorings on the River Wey. The moorings on the River Wey cannot be considered dwellings or premises used for residential purposes because the maximum time that boats can stay at the moorings is 48 hours and there is no planning permission for any residential use. Additionally, individual boats at the moorings will not be able to experience noise that could be considered a nuisance because that would require the noise to affect them for periods longer than they are permitted to stay at the moorings. Therefore, the receptor representing the moorings on the River Wey has not been included in this addendum.

4.4. The exact wording contained in the scope of BS 4142:2014+A1:2019 states "*assessing sound at proposed new dwellings or premises used for residential purposes*".

4.5. The selected noise sensitive receptor locations are detailed in Table 1 and illustrated in Figure 2

Table 1: Noise Sensitive Receptors

Receptor	Height (m)	Description	Receptor Location Description
R01	4.0	22 Hamm Moor Lane	East façade
R02	4.0	20 Hamm Moor Lane	East façade
R03	7.0	Navigation House	East façade
R04	4.0	New House	North façade
R05	4.0	Bourneside	West façade
R06	4.0	Blackboy Farm	West façade

Figure 2: Assessment Receptor Locations

5. Baseline Noise Monitoring

5.1. The baseline noise monitoring data which is included in this updated assessment was detailed within the Baseline Monitoring section of the original assessment.

6. Operational Road Traffic Noise Assessment

6.1. The potential adverse effects from changes in road traffic noise have been assessed by considering the increase in traffic resulting from the proposed development operating at full capacity.

6.2. Based upon transport data provided by the project transport consultants, (Appendix B), the proposed development will generate a worst-case additional 397 vehicle trips on Addlestone Road east of the site accesses.

6.3. Traffic data has been provided for all surrounding roads in the opening year and five years in the future. The road that has the highest change in noise level is the link road connecting the Hamm Moor Lane Roundabout with the link road to the A317, however this road has no adjacent sensitive receptors. The worst affected road that has residential properties adjacent is Addlestone Road which will experience a BNL increase of +0.7 dB

6.4. To determine the likely impacts the change in noise level must be compared to the DMRB guidance, where a change in BNL of less than 1 dB indicates the predicted impacts would be classified as 'no change', or in terms of the NPPG (Noise) the NOEL.

7. Operational Commercial Sound Assessment

7.1. The potential adverse effects of commercial and/or industrial sound experienced at the closest noise sensitive receptors have been assessed using the methodology described in BS 4142:2014+A1:2019. The typical background sound levels for the daytime and night-time periods used in the assessment were provided within the original noise assessment.

7.2. The proposed layout for this planning application consists of three industrial buildings, two units (Unit 210 and Unit 220) are adjacent to each other on the northern parcel of the site and have not been changed in any way that will affect the noise assessment. Only Unit 100 has been changed to locate the access to the north and loading area to the east away from Hamm Moor Lane.

7.3. Unit 100 will have 14 HGV docks on the eastern façade as well as four level access doors, however it is understood that HGVs unloaded at the level access doors will be parked inside the building for any unloading with forklifts.

7.4. The proposed commercial premises will operate for 24-hours per day 7 days per week and has therefore been assessed during daytime and night-time periods.

7.5. The noise rating levels have been predicted at the façades of the identified noise sensitive receptors using a CadnaA noise propagation model, these noise rating levels are provided in Table 4.

7.6. The variables that have been used and any assumptions/limitations were detailed in the original noise assessment

7.7. The primary sources of operational sound likely to be produced by the proposed development have been identified as deliveries arriving and departing the site and the loading and unloading operations. Unloading may use trolleys or forklifts inside the buildings or trailers and have been included in the source terms. It is understood that should there be any forklifts on-site they will operate only inside of the buildings.

7.8. The source levels used for the predictions of goods vehicle movements, loading/unloading and forklifts, have been taken from the Air and Acoustic Consultants library of sound measurements. Details of the sources used in the assessment are provided in Table 2.

Table 2: Sound Sources Used in the Commercial Noise Assessment

Activity	Sound Power Level (dB) at Octave Band Centre Frequencies (Hz)								Overall (dBA)
	63	125	250	500	1 k	2 k	4 k	8 k	
HGV Movement	65.9	64.2	63.5	66.4	79.6	69.8	63.1	56.6	80.4
HGV Manoeuvring	96.9	93.0	86.3	87.4	88.5	87.7	89.9	75.6	95.4
HGV Loading	78.1	71.3	66.1	64.9	62.9	61.5	58.0	58.8	68.9

7.9. At this stage no fixed plant has been specified and has therefore not been included in the assessment.

7.10. Each sound source has had corrections added to account for the assessment period and activity duration as well as acoustic feature corrections in line with BS 4142:2014+A1:2019.

7.11. The on-time corrections for the operations have been derived using observations of similar types of developments observed by Air and Acoustic Consultants and from the traffic generation data provided by the transport consultants for the project, provided in the original assessment[2].

7.12. The on-time corrections are made using the following equation:

$$10 \times \log\left(\frac{d \times 10^{\frac{L}{10}}}{D}\right)$$

7.13. Where d is the duration of the activity in minutes, L is the sound power level of the activity and D is the assessment duration in minutes, one hour during the daytime and 15 minutes during the night-time. The on-time corrected noise sources are provided in Table 3.

7.14. The numbers of vehicle movement expected at Unit 100 have been predicted by the transport consultants for the project, however only the total numbers of movements per day have been provided. The provided data states there will be 58 HGVs in a day serving the northern site and 79 HGVs serving the southern site. There is no indication of whether certain hours will be busier than others but it is unlikely that HGV movements will be spread equally across the day; assumptions have been made about how many HGVs might enter the sites in the worst-case hours using the traffic predictions and the number of loading/unloading docks shown on the plans.

7.15. The total numbers of HGVs serving the southern site require a minimum of four HGVs to enter and leave the site in some hours and there are 14 unloading docks and four level access doors. A maximum of eight HGVs arriving and unloading have been assumed in the daytime assessment period and two during the night-time period.

7.16. A single HGV loading/unloading event, is likely to take longer than the 15-minute assessment period and so during the night-time the HGV loading/unloading events have been assumed to last for the whole assessment period.

7.17. The on-time corrections that have been applied to sources in the assessment are provided in Table 3.

Table 3: Sound Source On-Time Calculations

Activity/Equipment Name	Source Sound Power Level L_{WA} (dBA)	Duration (min)		Corrected Sound Power Level L_{WA} (dBA)	
		Daytime	Night-time	Daytime	Night-time
HGV Movement	80.4	4	0.66	68.6	66.8

[2] Air & Acoustic Consultants, 2022. *Weybridge Business Park, Weybridge – Noise Assessment.*

Activity/Equipment Name	Source Sound Power Level L_{WA} (dBA)	Duration (min)		Corrected Sound Power Level L_{WA} (dBA)	
		Daytime	Night-time	Daytime	Night-time
HGV Manoeuvring	95.4	1.5	1.5	79.4	85.4
HGV Loading	68.9	40	15	67.1	68.9

7.18. The calculation method used for the HGV movements in this assessment is based upon the haul road methodology described in BS 5228:2009+A1:2014.

7.19. As part of a BS 4142:2014+A1:2019 assessment distinctive characteristics of any specific sound source are accounted for with penalty corrections for tonality, impulsivity, and intermittency.

7.20. A full list of penalties applied to the proposed sources and resulting noise rating levels are provided in Table 4 along with justifications.

Table 4: BS 4142:2014+A1:2019 Acoustic Feature Corrections

Equipment /Activity	Characteristic and Justification	Penalty (dB)
HGV Movement	The existing ambient noise environment is currently affected by vehicle movements so this source will have similar characteristics and is unlikely to be prominent therefore no penalty has been added.	0
HGV Manoeuvring	There are likely to be predominantly impulsive elements to the sound when reversing and manoeuvring so a + 6 dB penalty has been added.	+6
HGV Loading	The unloading of the trailers is likely to have impulsive components to the noise, however, the impulsivity is likely to be less noticeable that from the manoeuvring.	+3

7.21. The sound sources included in the noise propagation model for the operational commercial noise assessment are shown in Figure 3.

Figure 3: Modelled Sound Source Locations, BS 4142 Commercial Noise Assessment

7.22. The predicted noise rating levels at each of the sensitive receptors are presented in Table 5 along with representative background sound levels used in the BS 4142:2014+A1:2019 assessment.

Table 5: Predicted Commercial Noise Impacts at Sensitive Receptors

Receptor	Height (m)	Daytime (07.00 – 23.00) (dBA)			Night-time (23:00 – 07:00) (dBA)		
		Rating Level $L_{Ar,\,Tr}$	Background Level	Diff	Rating Level $L_{Ar,\,Tr}$	Background Level	Diff
R01	4.0	19.1	51	-31.9	20.1	43	-22.9
R02	4.0	19.1	51	-31.9	20.0	43	-23.0
R03	7.0	31.9	51	-19.1	24.0	43	-19.0
R04	4.0	51.9	49	+2.9	53.0	42	+11.0
R05	4.0	50.9	49	+1.9	51.7	42	+9.7
R06	4.0	47.3	47	+0.3	45.5	41	+4.5
R07	4.0	48.7	49	-0.3	47.0	42	+5.0
R08	4.0	49.1	51	-1.9	47.5	43	+4.5

7.23. It can be seen in Table 5, that based upon a reasonable worst-case scenario, during the daytime all receptors will receive noise rating levels that are less than 5 dB above the background sound level. During the night-time three of the eight receptors will receive noise rating levels that are greater than 5 dB above the background sound level, these receptors are located on Addlestone Road, close to the site boundaries.

7.24. BS4142:2014+A1:2019 acknowledges context when considering the impacts of new noise sources. In this situation the proposed development will be situated close to an active industrial area which produces industrial sound. This suggests that the noise produced by the proposed development is likely to be similar to sound already experienced by some of the existing noise sensitive receptors. Therefore, the impacts suggested by the predicted noise levels are likely to be lower.

7.25. Predicted noise rating level contours are presented in Appendix A, showing how sound is likely to propagate from the sources to the sensitive receptors.

7.26. In accordance with national policy, the impacts would be categorised as LOAEL and will require some form of mitigation to reduce the noise levels at the affected residential receptors.

8. Operational Maximum Commercial Sound Levels Assessment

8.1. The WHO Guidelines state that to avoid night-time sleep disturbance indoor sound pressure levels should not exceed approximately 45 dB(A) L_{AFmax} more than 10 – 15 times per night. It is generally accepted that 60 dB(A) L_{AFmax} at the external façades of living spaces corresponds to the LOAEL. These values assume the sound reduction provided by a partially open window is 15 dB, resulting in an internal noise level of 45 dB(A) L_{AFmax}. The night-time maximum sound levels measured during the survey were consistently higher than the WHO L_{AFmax} criterion so the measured L_{AFmax} levels at the closest noise monitoring location have been used in this assessment.

8.2. The assessment of maximum noise levels has included noise from an HGV arriving or leaving and loading of a parked HGV at Unit 100.

8.3. All maximum events have been modelled as point sources at worst-case locations, the number of sources is fewer than in the BS 4142:2014+A1:2019 industrial noise assessment because maximum noise events are extremely unlikely to be simultaneous.

8.4. The source levels used in the assessment, have been taken from the Air and Acoustic Consultants library of sound measurements, details of the sources used in the assessment are provided in Table 6.

Table 6: Sound Sources Used in the Maximum Noise Assessment

Activity	Sound Power Level (dB) at Octave Band Centre Frequencies (Hz)								Overall dB(A)
	63	125	250	500	1 k	2 k	4 k	8 k	
HGV Movement	84.5	83.9	83.7	87.0	101.2	94.2	87.5	80.6	101.6
HGV Manoeuvring	106.3	93.9	88.7	88.2	89.8	88.4	92.7	84.2	95.9

8.5. The sound sources included in the noise propagation model for the maximum operational noise assessment are shown in Figure 4.

Figure 4: Modelled Sound Source Locations, Maximum Noise Assessment

8.6. The predicted levels at receptors from maximum noise events are provided in Table 7.

Table 7: Predicted Maximum Commercial Noise Impacts at Sensitive Receptors

Receptor	Height (m)	Night-time (23:00 – 07:00) (dBA)		
		Predicted Level	Criteria Level	Difference
R01	4.0	29.1	73.6	-44.5
R02	4.0	28.6	73.6	-45.0
R03	7.0	39.3	73.6	-34.3
R04	4.0	66.2	69.4	-3.2
R05	4.0	62.6	69.4	-6.8
R06	4.0	57.0	66.6	-9.6
R07	4.0	64.1	69.4	-5.3
R08	4.0	64.8	73.6	-8.8

8.7. The predicted maximum noise event levels from the commercial operations are higher than the WHO Community Noise Guideline of 60 dB(A) at three of the seven noise sensitive receptors, however, they are lower than the existing measured night-time maximum levels so mitigation will not be required.

8.8. Predicted night-time maximum noise level contours are presented in Appendix A, showing how sound is likely to propagate from the sources to the sensitive receptors.

9. Operational Car Parking Noise Assessment

9.1. The car parking associated with the proposed development has the potential to have adverse impacts on the existing residential properties because of vehicles entering and leaving the site, however, the vehicles will tend to move slowly compared with vehicles travelling on highways.

9.2. The total daily vehicle movements have been provided by the traffic consultants for the project (Appendix B) as have the number of parking spaces, which are indicated in the proposed plans. There is a higher number of vehicles predicted to enter the southern site however there are also a higher number of parking spaces. The corresponding movements of vehicles per space per hour is 0.15 for the north site and 0.08 for the south site.

9.3. The predictions are provided in Table 8 along with comparison to the daytime and night-time $L_{Aeq,T}$ sound level that represents each receptor.

Table 8: Predicted Car Parking Noise Impacts at Sensitive Receptors

Receptor	Height (m)	Daytime (07.00 – 23.00) (dBA)			Night-time (23:00 – 07:00) (dBA)		
		Predicted $L_{Aeq,16hr}$	Existing $L_{Aeq,16hr}$	Diff	Predicted $L_{Aeq,8hr}$	Existing $L_{Aeq,8hr}$	Diff
R01	4.0	18.7	61	-42.6	18.7	54.7	-36.0
R02	4.0	24.6	61	-36.7	24.6	54.7	-30.1
R03	7.0	41.4	61	-19.9	41.4	54.7	-13.3
R04	4.0	44.8	54	-8.9	44.8	47.7	-2.9
R05	4.0	42.2	54	-11.5	42.2	47.7	-5.5
R06	4.0	30.4	53	-22.5	30.4	46.4	-16.0
R07	4.0	37.9	54	-15.8	37.9	47.7	-9.8
R08	4.0	40.1	61	-21.2	40.1	54.7	-14.6

9.4. The predicted car parking noise levels at the sensitive receptors are all less than the existing daytime and night-time $L_{Aeq,T}$ sound levels. If the predicted levels were to be added to the existing sound levels the change in noise level would be less than 3 dB and it is unlikely that the change in noise level would be perceptible as specified in the IEMA guidance.

10. Mitigation Measures

10.1. The assessments show that mitigation will be required to ensure commercial noise levels are reduced at sensitive receptors R04, R05 and R07.

10.2. The specification of this barrier is as follows:

- Minimum height 4.5 meters;
- No gaps or holes in the barrier, below the barrier or between panels; and
- Minimum surface density of 16 kg/m^2.

10.3. Figure 5 shows where barriers should be located to reduce noise rating levels at the receptors to less than 5 dB above the background sound levels.

Figure 5: Noise Mitigation Measures

10.4. The assessment has considered the potential noise impact upon the closest noise sensitive receptors to the proposed development. It has been demonstrated, using the methodology and criteria within BS 4142:2014+A1:2019, that the proposed development would represent NOEL to LOAEL if the specified noise mitigation features are included. Where there are no likely adverse effects no further action is required.

11. Conclusions

11.1. The predicted changes in road traffic noise as a result of the development are negligible, roads that have houses adjacent are affected by a maximum of +0.7 dB in the opening year of the development.

11.2. The predicted night-time maximum sound levels are less than the noise sensitive receptors experience from the existing sound level environment and the predicted noise levels from the car parks will also be lower than the existing sound levels.

11.3. 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 without any mitigation. Therefore, a mitigation strategy employing an acoustic barrier has been designed to ensure that the noise rating level at all the noise sensitive receptors is less than 5 dB above the background sound level.

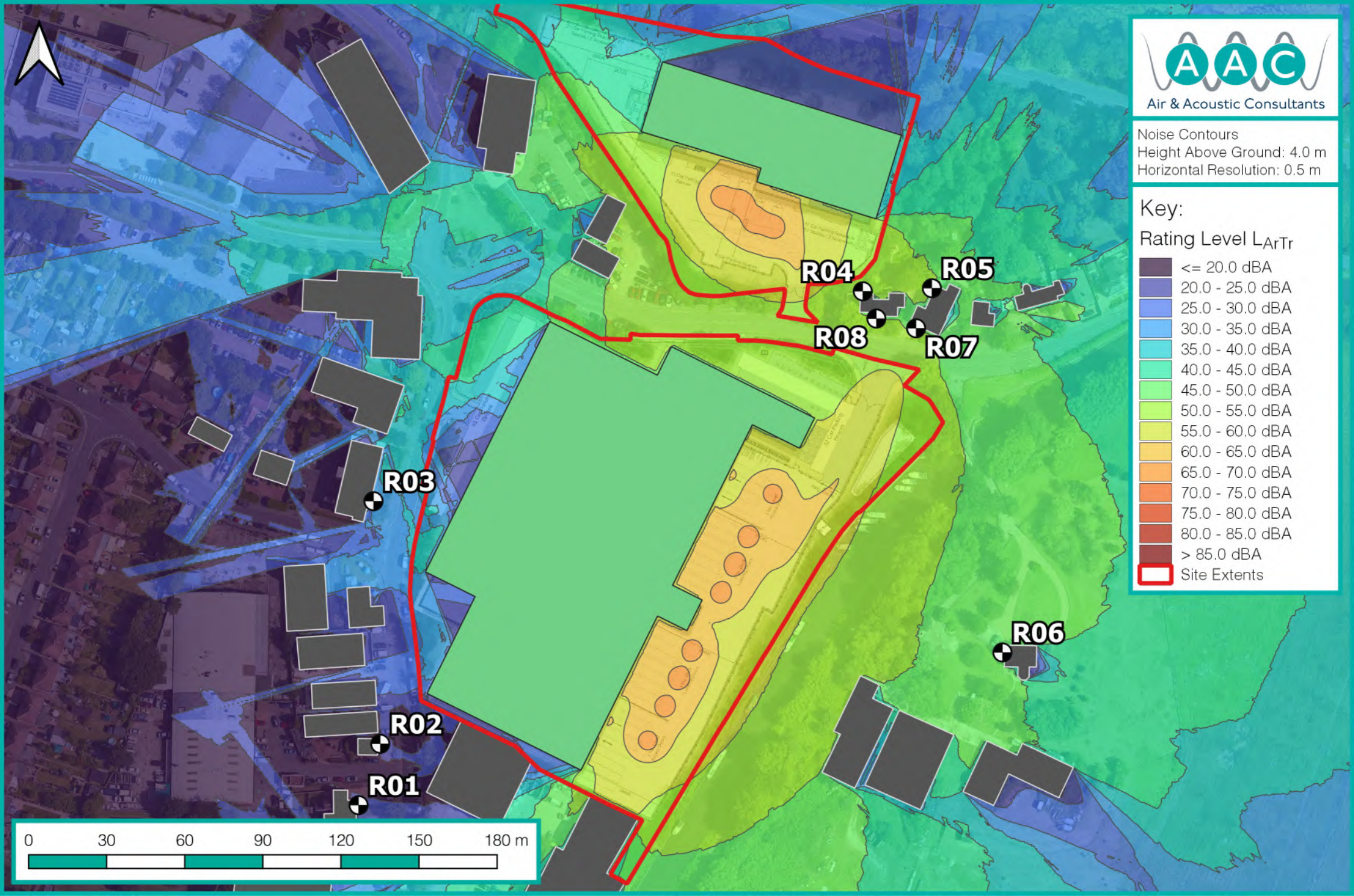
11.4. It can, therefore, be concluded that the proposed development with the specified mitigation measures is unlikely to conflict with national, regional and local planning policy or guidance.

Air & Acoustic Consultants

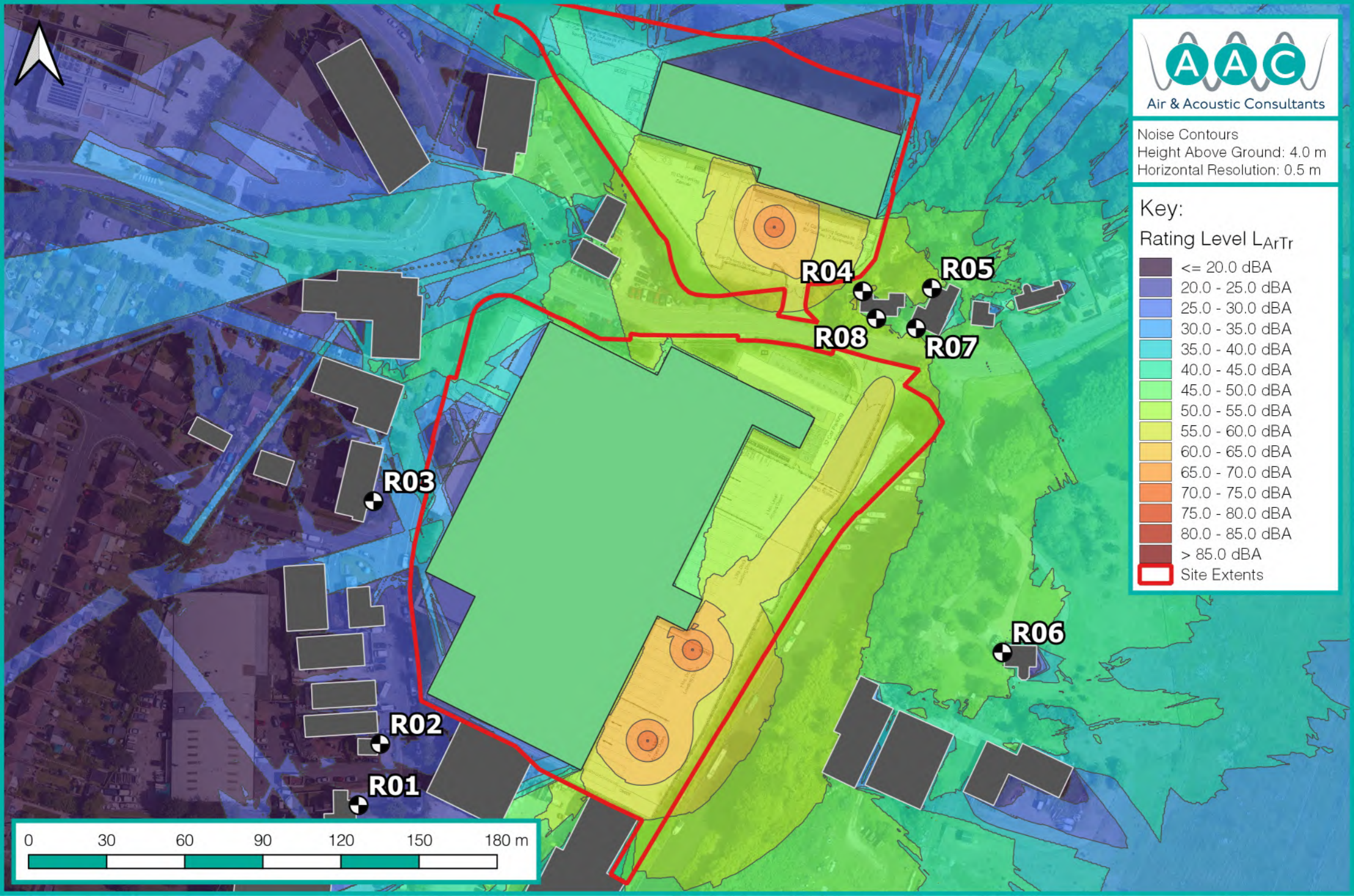
APPENDICES

APPENDIX A – NOISE CONTOURS

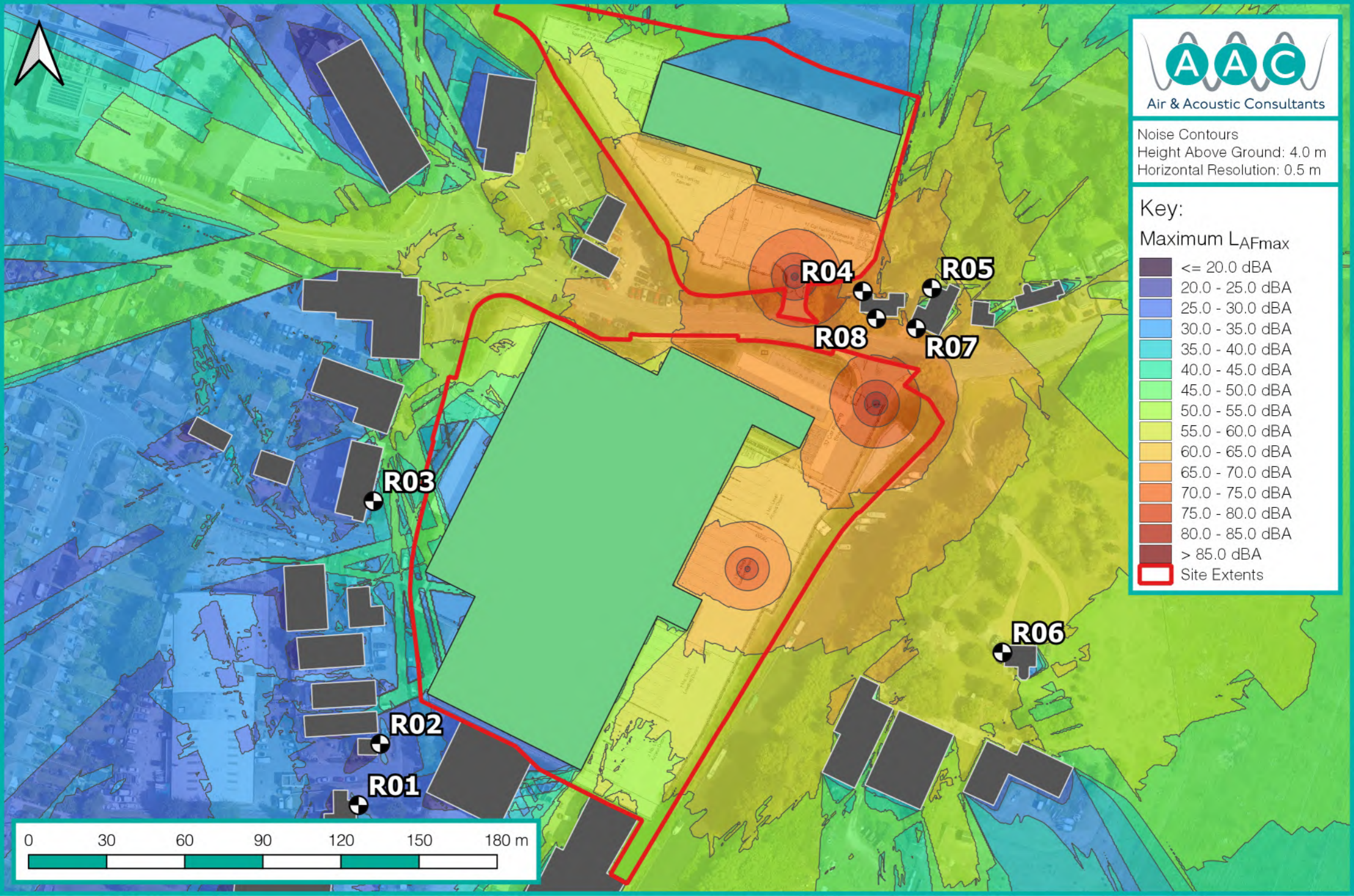
A.1 Daytime Industrial Noise Contours



A.2 Night-Time Industrial Noise Contours



A.3 Night-Time Maximum Noise Contours



APPENDIX B – TRAFFIC DATA

Table B.1: Development Flow Data provided by the Transport Consultant

Location of Link	Posted Speed Limit (mph)	2022 Opening Year			2022 Base + Development		
		Total	HGV	HGV%	Total	HGV	HGV%
Site Access (Northern site)	20.0	0	0	0%	183	58	30%
Site Access (Southern Site)	20.0	0	0	0%	221	79	36%
Addlestone Road (east of site accesses)	30.0	2725	87	3%	2733	90	3%
Addlestone Road (west of site accesses)	30.0	2725	87	3%	3122	218	7%
Hamm Moor Lane	30.0	4779	206	4%	4779	206	4%
Dashwood Lang Road	20.0	692	36	5%	692	36	5%
Link Road (two-way)	30.0	4465	93	2%	4862	224	5%
A317 Weybridge Rd (east of Link Rd)	40.0	28086	1209	4%	28151	1230	4%
Link Road (southbound)	30.0	3191	54	2%	3392	120	4%
A317 Weybridge Rd (between Link Rd and Link Rd)	40.0	0	0	0%	32	11	33%
Link Road (northbound)	30.0	2464	95	4%	2922	121	4%
A317 Weybridge Rd (west of Link Rd)	40.0	23038	748	3%	23664	868	4%
Station Road	30.0	11561	238	2%	11727	293	2%
Woburn Hill	40.0	23932	223	1%	24098	278	1%

APPENDIX 23

PLANNING PERFORMANCE AGREEMENT

Between

Runnymede Borough Council
('The Council')
and
('The Developer')

Weybridge Business Park, Addlestone Road,
Addlestone, KT15 2UP

25th March 2022

Background and Purpose

Introduction

1.1 The Planning Performance Agreement (PPA) is a project plan framework for the Council and the Developer to manage the submission and determination of a planning application 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.

1.2 This framework should:

- Improve and speed up the planning process by committing both parties to an agreed timetable.
- Ensure all Partners are in agreement as to the manner in which the proposal is being taken forward, and to clearly understand roles, actions and timeframes.
- Ensure all key planning issues are properly considered and resolved.

1.3 This PPA has been drawn up by the Council and the Developer and is in accordance with the guidance contained within DCLG/ATLAS Guidance Note "Implementing Planning Performance Agreements (April 2008)".

1.4 This document is not a legal agreement.

The Proposal

1.5 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.

1.6 Whilst this comprises the current description of development, it may be subject of refinement through the pre-application process.

The Partners

1.7 The Partners involved in delivering the project and subject to the PPA are:

- Runnymede Borough Council ("the Council")
- Bridge UK Properties 7 LP ("the Developer")

2. Working Arrangements of the Partners

2.1 The objective of this PPA is one of co-operation and consistency throughout and to provide a degree of certainty for the intended outcomes and timescales, including regular review mechanisms, to improve the quality of the proposal and of the planning decision. It is also to agree to the requirements and methods for consideration and determination of applications.

2.2 This agreement will be effective for the period up to the determination of the application and receipt of RBC's decision notice, and if applicable, signing of Section 106 Agreement.

2.3 The Term will be subject to review as may be agreed between the Developer and RBC.

2.4 The fees for the agreement will be paid by the Developer.

General Principles

2.5 The Council and the Developer agree to be governed at all times by the following principles:

- Principle 1 – To work together as a team and in good faith, and to respect each other's interests and confidentiality.
- Principle 2 – To commit and promptly provide information to support and manage the development process.
- Principle 3 – To be transparent and consistent at all times so that outcomes are anticipated, defined and understood
- Principle 4 – To provide an effective involvement and consultation.
- Principle 5 – To reach agreed milestones in the Key Issues/Task Plan and Project Programme which will remain fixed unless otherwise agreed.
- Principle 6 – To identify and involve specialist consultees and advisors where appropriate.

Resources and Liaison

2.6 The Partners will comprise the Council and the Developer's teams, as defined below. The teams may be expanded by agreement.

2.7 The Council's key point of contact is Christine Ellera and the Council's Team, which may be revised as required, is:

Name	**Position & Role**	**Contact Details**
Victoria Gibson	DM Manager	Victoria.gibson@runnymede.gov.uk
Christine Ellera	Assistant DM Manager	Christine.ellera@runnymede.gov.uk
Joel Grist	Senior Planner	joel.grist@runnymede.gov.uk
Julian Turpin	Tree Officer	Julian.Turpin@runnymede.gov.uk

Duncan Carins	Principal Environmental Protection Officer	Duncan.Carins@runnymede.gov.uk
Georgina Pacey	Planning Policy Manager	Georgina.pacey@runnymede.gov.uk
Rachel Raynaud	Corporate Head of Planning Policy and Economic Development	Rachel.Raynaud@runnymede.gov.uk

2.8 The Developer's key points of contact are the planning agents, Savills. The Developer's Team, which may be revised as required, is:

Name	**Position & Role**	**Contact Details**
Nick Green	Director	NDGreen@savills.com
Joseph Daniels	Associate Director	joseph.daniels@savills.com
Jack Conroy	Planner	jack.conroy@savills.com

Performance Standards

2.9 The Council agrees to use its reasonable endeavours to designate a case officer who alone or as part of a team shall be responsible for seeing that the consideration of all applications is carried out in accordance with this agreement.

2.10 If the designated case officer should become unavailable during the term of this agreement for whatever reason, the Council agrees to designate an alternative planning officer who alone or as part of a team shall be responsible for seeing that the consideration of all applications is carried out in accordance with this agreement.

2.11 The Council shall provide a copy of all consultation responses from within 5 working days of receipt.

2.12 The Council and the Developer both jointly commit to the following standards:

- To use reasonable endeavours to adhere to the timetable for the project.
- Both parties will address expeditiously any requests for clarification and/or further information. Communications (email, telephone, or hard copy) shall be acknowledged within 48 hours with a suitable response where possible.
- The Council's Case Officer, Christine Ellera, and the Developer's key points of contact, Joseph Daniels, will be copied into all exchanges of correspondence between any members of the Council's Project Team and the Developer's Project Team (unless otherwise agreed in writing by all parties).

- Relevant information will be circulated by all parties no later than 5 working days prior to a meeting.

- The Developer will circulate the agenda, unless otherwise agreed, no later than 3 working days prior to any meeting.

- Unless otherwise agreed, minutes will be circulated by the Developer no later than 5 working days after a meeting. Any comments on the minutes will be circulated no later than 5 working days following the receipt of the minutes. If no comments are received within this time period the minutes will be deemed approved by all parties.

- Both parties will undertake to meet and/or discuss matters by telephone, Microsoft Teams or email in a spirit of co-operation and where necessary seek early resolution of any areas of misunderstanding or dispute.

2.13 This agreement will not fetter RBC in exercising its statutory duties as local planning authority. It will not prejudice the outcome of the planning (and related) application(s) or the impartiality of RBC.

2.14 This agreement will not restrict or inhibit the developer from exercising the right of appeal under Section 78 of the Town and Country Planning Act 1990 (as amended).

Costs

2.15 The Council commits to:

- A receipt will be provided by the Council when payment is received as appropriate.

2.16 The Developer commits to cover:

- The relevant planning application fee and legal costs which are not accounted for by this PPA. (if applicable)

2.17 The agreed total fee for the services subject to this PPA is £20,000. This shall comprise of an initial payment of £10,000 become payable upon signing of the PPA, a further payment of £5k after final written pre-application comments. A further payment of £5,000 shall be payable upon publication of the committee report for the said application.

Project Programme

2.18 The project programme is devised to provide a realistic timeframe for the application to continue to proceed. The programme is attached as Appendix 2. The timetable will be reviewed between both parties and amended as necessary to take account of any relevant unforeseen matters that might arise. Any revisions to the project programme shall be agreed in writing between the parties.

Planning application documents

2.19 A list of the planning application documents that are to accompany a planning application for The Proposal subject to this PPA are set out in Appendix 3 and is confirmed as being agreed by both parties.

Confidentiality

2.20 Information held by public authorities is subject to provisions of the Freedom of Information Act 2000 and the Environmental Information Regulations 2004. There can be no general presumption of confidentiality for information relating to this project. Each partner will cooperate as may be necessary to fulfil any statutory obligation relating to the disclosure of information.

Breach and Termination

2.21 If any party shall commit any breach of its obligations under this Agreement and shall not remedy the breach within 20 working days of written notice from the other party to do so (or such longer period as may be agreed between the parties), then the other party may notify the party in breach in writing that it wishes to terminate this Agreement forthwith and the Agreement shall be terminated immediately upon the giving of written notice to this effect to the party in breach provided always the breach is within the control of the party that is in breach and is capable of being remedied. The Developer also reserves the ability to withhold the final payment if the agreed services consistently fails to be adequately provided until the service issue is rectified. There will be no refund of any fees paid.

2.22 Were the developer to exercise the right of appeal under Section 78 of the Town and Country Planning Act 1990 (as amended). The PPA shall be terminated.

2.23 Any disagreement between the parties arising out of or connected to this Planning Performance Agreement shall be referred to the Senior Representatives below. The Senior Representatives shall hold discussions to resolve the dispute amicably on a full and final basis within 10 working days of receiving notice from either of the parties.

Ashley Smith Corporate Head of Development Management and Building Control – Council Senior Representative

Nick Green, Director, Savills – Developer's Senior Representative

3. Signatories

This Agreement is made between the following Partners on the date of: 25.03.2022

For the Council:

Date: 25.03.2022

Signature: CMEllera

Name: Christine Ellera (signed on behalf of the Corporate Head of Development Management & Building Control)

Position: Assistant Development Manager

For the Developer:

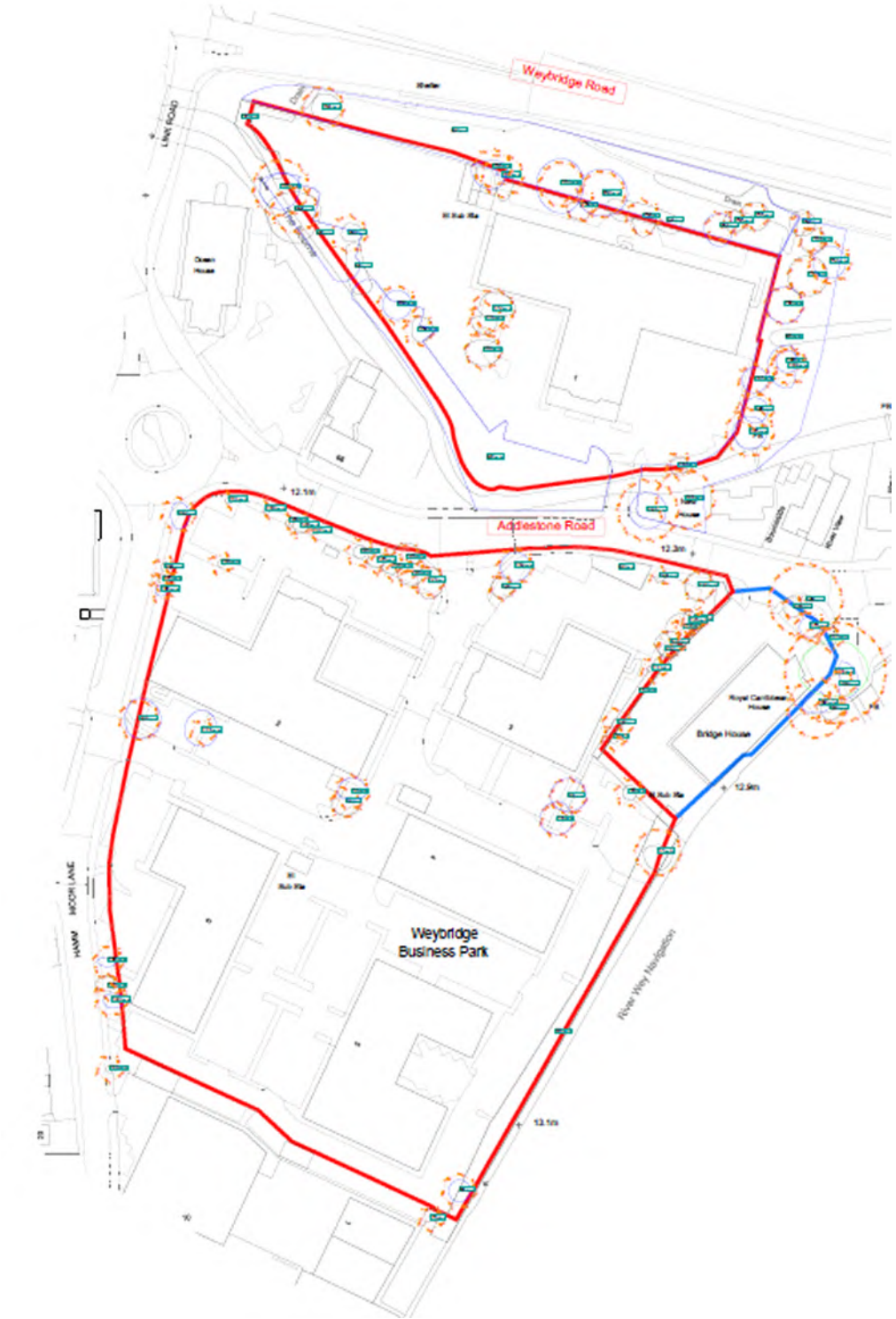
Date: …25/03/2022……

Signature Aisling O'Kane

Name: Aisling O'Kane

Position: Head of Planning, Bridge Industrial

Appendix 1 - Site Plan as existing (Plan to be inserted below)



Appendix 2 – Programme

The timetable/obligations are as follows – it is expected that ongoing communication will take place between these milestones:

Stage	Responsibility	Target	Meeting Topic/obligation
Pre-application meeting 1	Applicant and RBC	W/c 28th February 2022	Site opportunities and constraints Approach to scheme layout
Pre-application meeting 2	Applicant and RBC	W/c 28th March 2022	Approach to scheme layout (contd.) Technical matters
Pre-application meeting 3	Applicant and RBC	W/c 4th April 2022	Final meeting to discuss any residual matters
Submission of planning application	Applicant	11th April 2022	
Validation of application	RBC	Wk/c 11th or 19th April 2022	RBC will complete checking and validation of the application within 5 working days of receipt of complete application. Any delay in the validation date caused by the absence or significant inaccuracy of documents listed in appendix 3 will result in invalidity. Any delays from the applicant in submitting missing information may result in matching delays to rest of programme.
Start consultation	RBC	Wk/c 18th / 25 April 2022	RBC to issue a consultation list to the planning agent within 5 working days of

Stage	Responsibility	Target	Meeting Topic/obligation
			validation of the application. RBC to. RBC to issue consultation responses to the Developer within 5 working days of receipt. This can be through publishing response online
Briefing on consultation responses	RBC	Wk/c 16rd May 2022	Meeting to discuss consultation responses between Savills and RBC. RBC to advise Savills in a timely fashion of any issues that arise as a result of consultation responses received on the application so that any matters arising can be addressed by Savills at the earliest opportunity.
Planning conditions	RBC	TBC	To allow Savills 5 working days prior to the publication of the committee report, and where possible ahead of the finalisation of the committee report by CHDMBC to review and comment on conditions. RBC to consider comments received ahead of meeting.
Committee	RBC	TBC	This is the target planning committee should the application be recommended for approval. RBC will use best endeavours to bring the application before the committee or provide a decision within 12 weeks from the confirmed date of validation.

Stage	Responsibility	Target	Meeting Topic/obligation
			This timeframe may vary due to any significant matters arising during the consideration period, or lack of information provided with the original submission. RBC agrees to update the applicant in a timely manner to any significant issues that arise. The applicant agrees to submit any reasonably required information in a full and timely manner. The applicant acknowledges that failure to do so may lead to delays in determination.
Fall Back Committee	RBC	TBC, or the earliest available date.	A replacement committee date will be agreed for the next earliest practical planning committee. This is subject to any outstanding information and matters being resolved, in the instance when, despite best endeavours the application has not been able to go to the May committee. **Please note that the application cannot go to a Planning Committee without the statutory consultee responses having been received from the Environment Agency and Natural England or with any other significant issues outstanding which might warrant the refusal of planning permission or a decision not being reasonably able to be made.*

Stage	Responsibility	Target	Meeting Topic/obligation
Section 106 agreement			If a Section 106 agreement is required, both parties agree that it would be beneficial for work to commence on the Section 106 agreement as soon as possible after the validation of the application. If applicable, RBC will instruct its legal services team to progress the draft S106 Agreement in association with the Developer's legal representative within 6 weeks of validation of the application, unless both parties agree otherwise, or an agreement is not required.
Referral to NPCU	RBC	3 working days	If referral is necessary to refer the application as soon as is reasonably possible to the NPCU and to update the applicant in a timely manner when any response is received.
Decision	RBC	Within 5 Working days of last matter being resolved.	Recognising that the application may need to be referred to the NPCU, and that there may or may not need to be a s106 agreement. Should the Planning Committee direct that a decision should be made, either approving or refusing the application, the Council will issue the planning decision on the application within 5 working days of the last matter being resolved, unless otherwise agreed with the applicant.

Appendix 3 – Agreed list of planning application documents

Application Deliverable
Covering Letter
Application Form & Ownership Certificate (where required)
Application Fee
CIL Form 1
Site Location Plan
Block Plan (inc. Roofs) (Existing and Proposed) Proposed to include annotated distances to boundaries and dimensions of key matters such as annotations on a parking bays etc. It would also be useful if such a plan identify any EVC charging points etc
Existing floorplans, sections and elevations
Proposed floorplans, roof plan, cross-sections and elevations Proposed cross section will go across the whole of each “part” of the site and shall show the canal and proposed as relevant. Where PV panels proposed as a renewable energy option the plans will show there indicative siting/position including on cross sections
Proposed site levels and finished floor levels
Proposed landscape plans/drawings
Design and Access Statement (including Crime Prevention measures)
Existing Topographical Survey
Landscape Statement (potentially incorporated within Design and Access Statement)
Landscape & Visual Impact Assessment (including photographs)
Planning Statement
Air Quality Impact Assessment
Arboricultural Impact Assessment, including (but not necessary exclusively): • Tree Survey • Tree Protection Plan
Biodiversity Net Gain Report/Plan, including submission via the NE Matrix

Application Deliverable
Economic Report
Energy and Sustainability Statement
Fire Statement
Flood Risk Assessment & Sustainable Urban Drainage Strategy
Framework Travel Plan
Geo-Environmental Assessment
Green and Blue Infrastructure Checklist
Historic Environment Desk-Based Assessment (comprising Heritage and Archaeological Assessments)
Lighting Assessment Which will link to any ecological appraisals and landscaping plan
Noise Impact Assessment
Outline Construction Logistics Plan
Preliminary Ecological Appraisal
Statement of Community Involvement
Transport Assessment, including (but not limited to): • Delivery & Servicing Plan • Site Waste Management Plan To be agreed through a scoping with the Highways Authority as required
Utilities Statement