

IMPORTANT OTHER POINTS WORTH HIGHLIGHTING

- If end user is a parcel fulfilment operator there is no provision for parking for the vans that would need to service the development
- The acoustic assessment is based on 137 HGVs in a 24-hour day. The independent travel assessment shows this would be 987 in a 16-hour period. Therefore this significantly underestimates the noise levels especially as the development traffic is not compared to the current VACANT use but assumes all 5 existing buildings are fully occupied
- Despite showing a single HGV manoeuvre measures 95.4 dBA, the assessment concludes that daytime noise will only increase by +0.7dB in the opening year
- It predicts night-time maximum sound level are less than experienced from existing sound levels, it claims that only 3 properties on Addlestone Road will experience an increase of +5dB so is mitigating this with some acoustic fencing (this may have overshadowing impact not incl. in daylight assessment).
- It no longer includes the moorings on the Wey as a receptor as claim they are 48-hour max stay and do not have residential use
- The Daylight & sunlight Assessment shows Unit 100 impact some properties on Addlestone Road, Bournside House, Navigation House and Hamm Moor Lane

REMEMBER

- ✓ Your letter or email must include your full name and address
- ✓ Write to object to the new plans even if you objected before
- ✓ Make it clear this is an objection
- ✓ Give reasons for your objection that matter to you, state what the harm is to you, keep it personal, keep it factual, not emotional
- ✓ Quote relevant planning policy numbers – see below
- ✓ Include the planning application reference [RU.22/0776](#)
- ✓ Send email to planning@runnymede.gov.uk by **15th December 2022**
- ✓ Post or Hand deliver to:
Planning Business Centre, Runnymede Borough Council, Runnymede Civic Centre, Station Road, Addlestone, KT15 2AH

How to write your objection email or letter

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If you object to:

- ☹ Increased traffic, congestion, inadequate parking provision and harm to road safety **Quote Policies SD3, SD4 and SD5**
- ☹ Lack of highway improvements in the plans to mitigate the increased traffic, especially number of HGVs **Quote Policy SD4**
- ☹ The visual impact i.e. scale, size, density, and reduction your enjoyment of the neighbourhood incl. risk of crime increasing **Quote Policy EE1**
- ☹ Reduced air quality from vehicle pollution, unacceptable increase in noise levels, light pollution from 24/7, reduction in daylight and overshadowing **Quote Policy EE2** (*Navigation House and Properties on Addlestone Road are affected by overshadowing*)
- ☹ Negative impact on habitats, biodiversity, the harm caused to the conservation area **Quote Policies EE5 and EE9**
- ☹ The harm to your enjoyment of the Wey, Coxes Lock etc. due to ruining views and effects of noise and pollution **Quote Policy EE3**
- ☹ Flood risk, particularly to the obstruction caused by Unit 100 **Quote Policy EE13**

Consideration	May 2022 Proposals	October 2022 Proposals
Number of HGV Bays	Unit 100: 10 Teledock HGV Bays, Unit 100: 3 Level Access HGV Bays Unit 210: 2 Level Access HGV Bays Unit 220: 2 Level Access HGV Bays	Unit 100: 14 Teledock HGV Bays INCREASE OF 4 , Unit 100: 4 Level Access HGV Bays INCREASE OF 1 Unit 210: 2 Level Access HGV Bays Unit 220: 2 Level Access HGV Bays
Location of Unit 100	Located adjacent to River Way with operational yard fronting Hamm Moor Lane.	Location revised to front Hamm Moor Lane, with operational yard separating the building from the River Way
Separation Distance between Unit 100 and the River Way	12 metre set back	46 metre set back (compared to 18m existing)
Unit 100 Building Heights (to parapet)	18.5 metres	15 metres
Car Parking Spaces Proposed	180	131
Site Access	Unit 100: Staff car park access from Addlestone Road. Operational access from Addlestone Road (closer to roundabout). Units 210/220: Access from Addlestone Road retained.	Unit 100: Staff car park access off Hamm Moor Lane but moved further north away from existing point of access directly opposite Navigation House. Operational access from Addlestone Road moved further eastwards away from roundabout. Units 210/220: Access from Addlestone Road retained.
Floorspace Quantum (GIA)	Unit 100: 14,752sqm Unit 210: 1,407sqm Unit 220: 1,660sqm Total: 17,820sqm	Unit 100: 13,859sqm Unit 210: 1,411sqm Unit 220: 1,655sqm Total: 16,925sqm

KEY FINDINGS FROM TRAVEL CONSULTANT

- New plans show 38% increase in number of loading bays in Unit 100 i.e. from 13 to 18 bays against a 5% reduction in size
- The Bridge Transport Assessment summarises impact on traffic from 2 types of potential End Use categories: Industrial Estate or Commercial Warehousing. It does not summarise impact of use of a Parcel Distribution Centres. As a Parcel Distribution Centre, it will generate **10 to 16 times** more HGVs

Land Use Scenario	Number of HGVs between 6am-9pm	All Vehicles between 6am and 9pm
Industrial Estate	55	958
Commercial Warehouse	94	255
Parcel Distribution Centre	897	2777

- The table above shows daily hours of operation of 16 hours, the planning application is for 24/7 hours of operation so the actual daily number of HGVs will be higher
- If the development operates as a Parcel Distribution Centre, daily traffic flows on Addlestone Road will be **564%** higher and on Link Road will be **915%** higher
- The proposed site entrance and above HGV forecasts show potential for conflicts between pedestrians and cyclists significantly compromising safety for vulnerable road users
- Parking has reduced by 27%, the new plans have only a 5% reduction in floor area, this increases the risk of displacement of parking off-site
- The substantial increase in loading bays highlights the potential for a high intensity site occupier
- Noise and Air Quality Assessments submitted by Bridge are based on the estimated lower number of HGVs, these are compared to the Existing Use of the site and therefore suggest there is minimal impact caused by the development and therefore propose inadequate mitigations