

**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](#)

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**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 25<sup>th</sup> 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 25<sup>th</sup> 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]

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