APPLICATION NUMBER	EL/26/1278

DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Elmbridge Borough Council

Location: Esher Depot, Mill Road, Esher, Surrey, KT10 8BL

Development: Variation of Conditions: 3 (Hours of Opening) and 5 (Vehicle Restriction) of planning permission 2016/2532 (Variation of Condition) for alterations to the hours of operation and increase maximum number of non-bridge compliant vehicles based at the depot from 25 to 40.

Contact Officer	Tim Dukes	**Consultation Date**	29 May 2026	**Response Date**	15 June 2026

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY (CHA) who have assessed the application on safety, capacity and policy grounds, and noted the history of the site in particular planning applications 2025/3216 and 2016/2532 whereby similar applications were considered, and the CHA raised no objections. Responses copied below for information.

The latest application has also been considered in the context of the presence of Cranmere School and the proposed school street - School Street schemes in Surrey - Surrey County Council. The Road Safety Team at the CHA have been consulted and are satisfied with the proposed conditions, subject to additional detail.

Therefore, the CHA raises no objection to the proposed variation to condition 3, subject to inclusion of the following text highlighted in yellow below, within the proposed condition:

"Between 06:00 and 18:00 hours from Monday to Friday, with no vehicle movements along Douglas Road and The Woodlands between 08:00 and 09:00 hours and between 14:45 and 15:45 hours, with a maximum of 30 journeys (one way) per week during these times to allow for exceptional operational needs.

Between 06:00 and 18:00 hours on Saturdays, with no vehicle movements along Douglas Road and The Woodlands after 13:00 hours, with a maximum of 4 journeys (one way) per week after 13:00 to allow for exceptional operational needs. For up to three Saturdays after Christmas where collections need to catch up after the holidays, vehicle movements along Douglas Road and The Woodlands after 13:00 will be permitted.

Between 08:00 and 16:00 hours on Sundays with no vehicle movements at all other than those going under the bridge located on Mill Road.

Between 06:00 and 18:00 hours on Bank Holidays."

Response to application ref: 2025/3216

THE COUNTY HIGHWAY AUTHORITY (CHA) has undertaken an assessment of the proposed variation to conditions 3 and 5 of planning permission ref: 2016/2532.

It is noted that the reasoning behind the CHA's position in 2016 was explained by the officer at that time, and this is copied below for information.

The latest application seeks to vary conditions to allow for vehicle movements during the currently restricted period (14:45 – 15:45), in addition it seeks to remove the limitation on the number of larger vehicles (those not capable of negotiating the Mill Lane bridge) based at the depot, currently 25.

The practical result of this is likely to result in more vehicles using the depot and more utilising the Douglas Road route to and from the site, the Applicant has sought to clarify this by reference to the current vehicle movements taking place in breach of the existing conditions (Table 4.1 in the Transport Note). It is the CHA's understanding, as it was in 2016, that the current arrangements have been operational for some time and the application seeks to regularise these.

It is also noted the considerable response to this application from local residents, and the CHA itself has concerns when assessing HGV movements in close proximity to vulnerable road users, as is the case when HGV routes pass through residential areas and close to schools. As mentioned by the previous officer, a more preferable route for HGVs would be via More lane.

However, the highway network in Surrey is often significantly restricted with modern vehicle use and movements, particularly with railway bridge limitations in Elmbridge, and in order to understand whether there is likely to be an "unacceptable" impact on highway safety, as per NPPF (2024) requirements, the Applicant has considered the RTI (Road Traffic Incident) record for the route, and has demonstrated that there is no obvious "hotspot" for RTI's. The CHA has confirmed this and carried out additional research farther back and again confirmed no RTI pattern associated with HGV use of this route.

In addition, it is noted that the Highway environment particularly around Cranmere Primary School, is characterised by wide footways, and good visibility for all road users including verges separating footways from carriageways. This further adds to reducing the Highway risk between differing traffic streams (pedestrians and vehicles).

Given the above, the CHA therefore considers that the variation of these conditions will not result in a significant impact on highway capacity, or an unacceptable impact on highway safety as per the NPPF (2024) and raises no objections on this basis.

Response to application ref: 2016/2532

THE COUNTY HIGHWAY AUTHORITY has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.

Note to planner:

The application is for the extension of opening hours and the removal of the restriction on the size of vehicle entering the site. The application will not lead to an increase in vehicle movements, if anything it should reduce the impact as the journeys are spread over a longer period. In addition to this, the extended opening hours fall outside of school drop off and pick up times so there is no potential conflict with the school.

The current planning condition No. 4 states that "The vehicles based at the site shall be restricted to those of a size and type which are capable of negotiating the railway bridge and junction of Mill Road and Lower Green Road" This wording does not actually require the HGV's to use this route and as a result there is no current restriction on the routeing of HGV's from the site. The HA would be prefer vehicles to use More Lane as this route is better suited to HGV use but this is not possible to achieve in relation to this current application.

If the application to remove planning condition no.4 is refused, it would result in smaller vehicles having to be used at the Depot that would lead to a significant increase in the number of HGV movements as more vehicles are needed to move the same volume of waste. The Transport Assessment estimates this to be 96 additional vehicles which is almost double the current number. This would potentially have a far greater impact on the highway network including Douglas Road as there is no requirement for vehicles to use More Lane.

According to the Transport Assessment, a number of the smaller vehicles capable of negotiating the bridge at More Lane were observed using Douglas Road which highlights the points above that there is no way forcing vehicles to route via More Lane.

Accident data has been assessed over the last 5 years which demonstrates that there have not been any personal injury accidents recorded along Douglas Road or the Woodlands involving HGV's.

It is also worth noting that the Transport Assessment states that vehicles depart from the depot each morning between the hours of 5.30 and 7.30 which falls outside of the school drop off times. Though it is acknowledged that some of these vehicles return during the afternoon school pick up period, though these are spread across a 3 hour period resulting in less of an impact than for the morning period.

My understanding is that both of these relaxations have already taken place and have been for 10 years or more, therefore the approval of this application would not result in any noticeable change on the highway network. The proposal will not have a significant impact on the local highway network or highway safety, therefore the County Highway Authority has no requirements.