



Proposed Mixed-Use Development
7 Station Approach, Stoneleigh

Travel Statement

for

Woolbro Homes Ltd

Document Control Sheet

Travel Statement – Residential Redevelopment
7 Station Approach, Stoneleigh, Epsom, Surrey
Woolbro Homes Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/05/2019	1 st Draft	AM	DM
28/05/2019	Final	AM	DM
02/04/2020	Final V2	AM	DM
03/03/2021	Final V3	AM	DM

Contents

1.0	Introduction.....	1
2.0	Transport Policy & Plan Objectives.....	2
3.0	Baseline Conditions.....	7
4.0	Development Proposal	12
5.0	Plan Measures.....	13
6.0	Action Plan	15

Figures

- 3.1 Application Site Location
- 3.2 Local Public Transport Facilities in Relation to the Application Site

Appendices

- A Architect's Site Layout Plan

1.0 Introduction

- 1.1 This Travel Statement (TS) has been prepared on behalf of Woolbro Homes Ltd to accompany a planning application for the redevelopment of land at 7 Station Approach, Stoneleigh, Epsom, Surrey, KT18 0QZ (hereafter referred to as the "Application Site"). The site is currently occupied by a retail unit and an employment unit at ground floor level below residential accommodation.
- 1.2 It is proposed that this mixed-use accommodation be replaced with 13 residential units (eight x 1-bedroom flats and five x 2-bedroom flats), cycle parking and refuse bin storage, and that the development be car-free.
- 1.3 Having regard to guidance prepared by Surrey County Council (SCC), a Travel Statement is only usually required for residential proposals for 50 or more residential units. However, this Travel Statement has been prepared in support of the car-free nature of the proposals.
- 1.4 The site is in the centre of Stoneleigh, circa 3.7 kilometres north of Epsom town centre, bordered by Station Approach to the south and Stoneleigh Park Road to the west, and within the administrative boundaries of SCC and Epsom and Ewell Borough Council (EEBC).
- 1.5 It is proposed that pedestrian access to the site will be from Stoneleigh Park Road via an entrance lobby at ground floor level. It is intended that appropriate on-site cycle parking provision will be delivered in accordance with the relevant standards and it is proposed that no car parking be provided.
- 1.6 Following this introduction, this TS comprises:
 - ▶ Section 2 – summarising local policy and the objectives of the Plan;
 - ▶ Section 3 – describing the existing site and its accessibility;
 - ▶ Section 4 – detailing the proposed development;
 - ▶ Section 5 - presenting the measures that will be delivered; and
 - ▶ Section 6 - providing a summary Action Plan.

2.0 Transport Policy & Plan Objectives

Overview

- 2.1 Guidance published by SCC in July 2018, 'Travel Plans – A Good Practice Guide for Developers', indicates that proposals for more than 80 dwellings should be supported by a Travel Plan, whilst proposals for more than 50 units should include a Travel Statement.
- 2.2 Whilst the proposal to which this document relates is for 23 dwellings, this Travel Statement has been prepared in view of the car-free nature of the development.
- 2.3 The key policy documents that set the context for the development proposal are:
- ▶ National Planning Policy Framework, Ministry of Housing, Communities & Local Government, February 2019;
 - ▶ Planning Practice Guidance, Ministry of Housing, Communities & Local Government, March 2014;
 - ▶ Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
 - ▶ Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
 - ▶ Manual for Streets (MfS), Department for Transport, March 2007;
 - ▶ National Travel Survey (NTS), Department for Transport, 2015;
 - ▶ The Core Strategy, Epsom & Ewell Borough Council, 2007;
 - ▶ Development Management Policies Document, Epsom & Ewell Borough Council, September 2015;
 - ▶ Parking Standards for Residential Development - Supplementary Planning Document, Epsom & Ewell Borough Council, December 2015;
 - ▶ Vehicular and Cycle Parking Guidance, Surrey County Council, January 2018; and
 - ▶ Parking Standards for Residential Development - Supplementary Planning Document, Epsom & Ewell Borough Council, December 2015.

National Policy

National Planning Policy Framework (NPPF)

- 2.4 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.5 The NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 103).
- 2.6 With regard to the delivery of sustainable transport the NPPF states at paragraph 111 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.7 The NPPF goes on to describe a Travel Plan as: *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."* (NPPF pg. 73)

Planning Policy Guidance (PPG)

- 2.1 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).
- 2.2 The guidance describes Travel Plans as “... *long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.*” (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.3 Furthermore, the guidance indicates that “... *Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.*” (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.4 It is stated that the primary purpose of a Travel Plan is:
- “... *to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers.*” (PPG paragraph 005; reference ID: 42-005-20140306)

Working Together to Promote Active Travel - A Briefing for Local Authorities

- 2.5 In May 2016 Public Health England issued a briefing for Local Authorities containing their latest research findings relating to active travel:
- ▶ *“Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society*
 - ▶ *The growth in road transport has been a major factor in reducing levels of physical activity*
 - ▶ *Building walking and cycling into daily routines are the most effective ways to increase physical activity*
 - ▶ *Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport*
 - ▶ *Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce.”*

Active travel – walking and cycling

Working Together to Promote Active Travel - A Briefing for Local Authorities

- 2.6 Public Health England issued a briefing for Local Authorities presenting active travel research findings:
- ▶ *“Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society*
 - ▶ *The growth in road transport has been a major factor in reducing levels of physical activity*
 - ▶ *Building walking and cycling into daily routines are the most effective ways to increase physical activity*
 - ▶ *Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport*
 - ▶ *Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce.”*

Planning for Walking and Cycling

- 2.7 Walking and cycling are active *and* sustainable forms of transport in their own right as well as being linking modes for accessing public transport, for example, when making longer journeys.
- 2.8 The Chartered Institution of Highways and Transportation (CIHT) documents Planning for Walking and Planning for Cycling provide an insight into these modes of transport:
- ▶ “Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes” (Planning for Walking, 2015, pg.6).
 - ▶ “Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles” (Planning for Cycling, 2014, pg.4).

Manual for Streets and National Travel Survey

- 2.9 Manual for Streets (MfS) identifies ‘walkable neighbourhoods’ as “having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”. Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.
- 2.10 The 2015 National Travel Survey (NTS) noted that “76% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres)

Local Policy

Epsom & Ewell Borough Council Local Plan

- 2.11 Planning applications within Stoneleigh are assessed against the planning policies that are contained within the ‘Epsom & Ewell Borough Local Plan’ (EEBLP). The two documents of relevance to this scheme are The Core Strategy (2007) and Development Management Policies Document (2015), which are considered here.

The Core Strategy

- 2.12 This document identifies the key issues and the social, economic and environmental objectives for the future development of the Borough up to 2022, accompanied by a strategy for achieving them.
- 2.13 Policy CS16 in the ‘Managing Transport and Travel’ section states that:
- “Encouragement will be given to development proposals and management policies which foster an improved and integrated transport network and facilitate a shift of emphasis to non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies in Epsom town centre to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, and to enhance the pedestrian environment.”*
- 2.14 This policy also states that:
- “Development proposals will be required to be consistent with, and contribute to, the implementation of the Surrey Local Transport Plan and should:*
- ▶ *minimise the need for travel, through measures such as travel plans or the provision or enhancement of local services and facilities;*
 - ▶ *provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;*

- ▶ *be appropriate for the highways network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;*
- ▶ *avoid highway improvements which harm the environment and character of the area;*
- ▶ *provide appropriate and effective parking provision, both on- and off-site, and vehicular servicing arrangements;*
- ▶ *ensure that vehicular traffic generated does not create new, or exacerbate existing, on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured to the provision of off-site works.*

All major developments should be well located for convenient access by non-car modes, including walking, cycling and high quality public transport."

Development Management Policies Document

2.15 This document incorporates the presumption in favour of sustainable development that is a key point of the NPPF in order to lead to higher quality development in EEBC.

2.16 Policy DM 35 regarding 'Transport and New Development' states that:

"The impact of new development on the transport network will be assessed against other plan policies and transport standards.

All planning applications for major developments should be accompanied by a Transport Assessment. Smaller developments should be accompanied by a Transport Statement where appropriate."

2.17 Policy DM 36 regarding 'Transport for New Development' states that:

"In order to secure sustainable transport patterns and usage across the Borough we will:

- ▶ *prioritise the access needs of pedestrians and cyclists in the design of new developments, protect and enhance pedestrian and cycle access routes to, and where possible, through development sites, including the protection or enhancement of the strategic cycling and walking networks; and*
- ▶ *require new development to provide on-site facilities for cyclists as appropriate, including showers, lockers and secure, convenient cycle parking, in accordance with standards."*

Parking Standards

2.18 Car parking standards for EEBC are discussed in Policy DM 37 of the 'Development Management Policies Document', which states that:

"New development proposals will meet ... standards. We will consider exceptions to this approach if an applicant can robustly demonstrate that the level of on-site parking associated with their proposal would have no harmful impact on the surrounding area in terms of street scene or the availability of on-street parking."

2.19 Detailed car and cycle parking standards are provided in EEBC's 'Parking Standards for Residential Development - Supplementary Planning Document' (SPD), to be applied as minima albeit there is scope for not meeting the minimum provision when clear supporting justification is supplied (par. 4.2, pg. 3).

2.20 SCC has also published 'Vehicular and Cycle Parking Guidance' outlining recommended parking provision. Within this document it is stated that: *"When responding to consultations on residential development, it is expected that SCC will only raise objections regarding parking if there is a shortfall that would lead to danger on the adjoining highway."*

2.21 The EEBC parking standards document refers to SCC's parking guidance document for determining the quantum of development-related cycle parking that should be provided on-site.

- 2.22 It is noted within SCC's Vehicular and Cycle Parking Guidance that "Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m)."
- 2.23 The information at Table 2.1 presents the Borough and County car and cycle parking standards applicable to the proposed development.

Document Author	Type of Development	Location Classification	Parking Standard	
			Car	Cycle
EEBC	1- & 2-bedroom flats	Not Epsom town centre	1 space per unit	See SCC standard
SCC	1- & 2-bedroom flats	Town centre	1 space per unit	~
	1- & 2-bedroom flats	Edge of town centre	1 space per unit	~
	1- & 2-bedroom residential units	Flats/houses without garages or gardens	~	1 space per unit

Table 2.1: Applicable Parking Standards for Proposed Development (EEBC & SCC)

Objectives

- 2.24 The principle objectives of this Travel Plan are listed below, as derived in line with the policy set out above:
- ▶ promote walking and cycling as a health benefit to residents;
 - ▶ reduce the perceived safety risk associated with walking and cycling;
 - ▶ seek to increase vehicle occupancy;
 - ▶ promote a vibrant and integrated community; and
 - ▶ encourage reduced travel demand, particularly car dependency, where possible.

3.0 Baseline Conditions

Overview

- 3.1 To put the Application Site into context a detailed review of the study area has been carried out. The following section summarises the results of this review, referring to the location of the Application Site, and its accessibility by applicable modes of transport.

Site Details

- 3.2 The site is bordered by Station Approach to the south and Stoneleigh Park Road to the west. It is located in central Stoneleigh, circa 3.7 kilometres north of Epsom town centre, within the administrative boundaries of SCC (the Highway Authority) and EEBC (the Planning Authority). The site is in proximity to major roads such as the A24, A240 and the A3, and Stoneleigh railway station immediately east of the site. The Application Site location is illustrated at Figure 3.1.

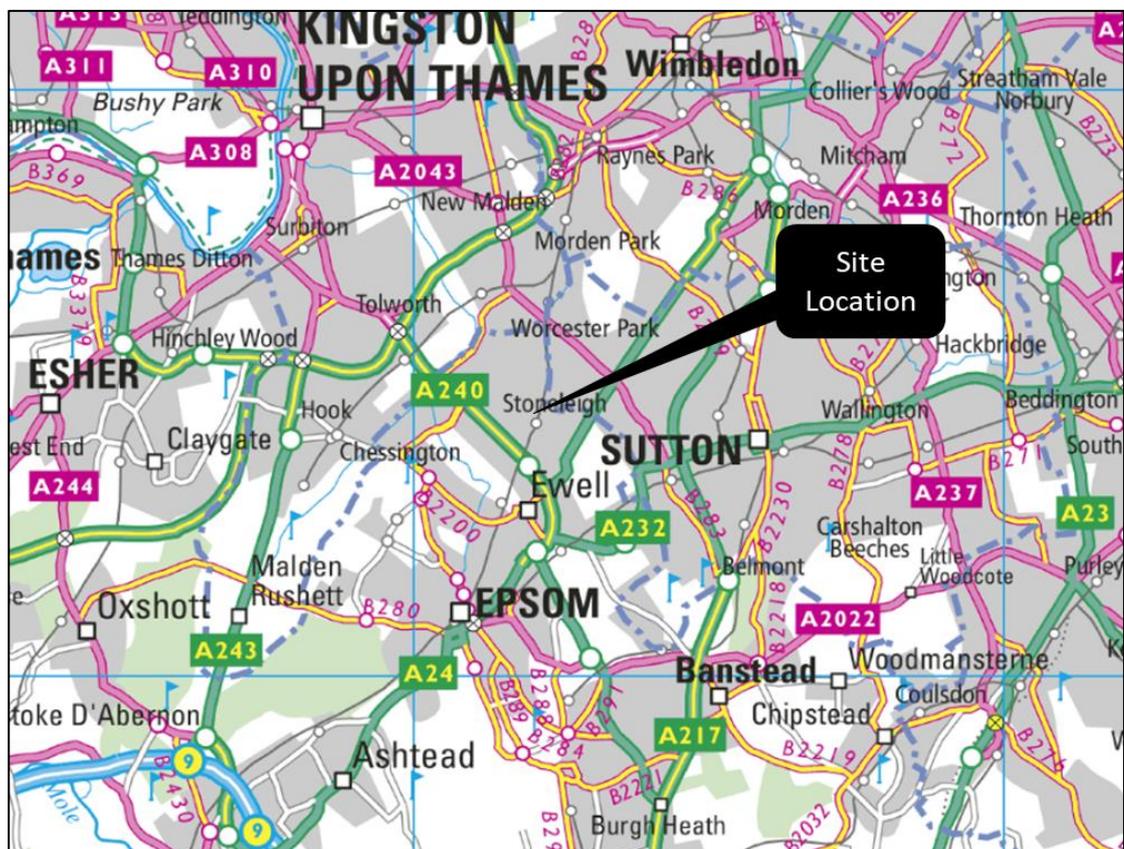


Figure 3.1: Application Site Location

- 3.3 The Application Site is currently occupied by a retail unit and an employment unit at ground floor level with residential accommodation above towards the front of the site. The site contains nominal parking for circa three or four vehicles.
- 3.4 Nearby roads Newbury Gardens, Stoneleigh Park Road and Seaforth Gardens are residential in nature. Station Approach contains retail units and The Broadway is situated immediately to the east of Stoneleigh railway station providing access to further retail facilities.

Vehicular Accessibility

- 3.5 The site has an existing vehicular access on to Stoneleigh Park Road, which is a two-way single carriageway road subject to a 30 miles per hour speed limit. On this road in the vicinity of the site are single yellow lines with signs notifying drivers that parking is restricted between 08:30 and 18:30 Monday to Friday.
- 3.6 On-street parking is available at the front of the site on Station Approach, limited to 2-hour periods within the hours of 08:30 and 18:30 Monday to Saturday (no return within 1 hour).
- 3.7 Stoneleigh Park Road provides access to the A240 to the south, which connects with the A24 southbound and the A3 northbound.

Accessibility via Walking and Cycling

- 3.8 The site is easily accessible on foot via the adjacent footpaths on all local roads. Continuous lit footways provide access from the site to Stoneleigh town centre as well as Stoneleigh railway station. Crossing points generally comprise dropped kerbs and tactile paving. There is a footbridge over the railway line enabling direct access to retail facilities to the east.
- 3.9 A dedicated cycle path lies south of the site along Stoneleigh Park Road enabling safe access across the railway line towards the centre of Stoneleigh. Much of Stoneleigh Park Road is signed for use by cyclists and off-road routes through Nonsuch Park provide access east towards Cheam and Sutton. Within five kilometres of the site cyclists can reach Chessington, Ewell, Epsom, Cheam, Sutton, Worcester Park, New Malden and Tolworth.

Public Transport Accessibility

- 3.10 The location of the Application Site in relation to key bus stops nearby and Stoneleigh railway station is illustrated below.

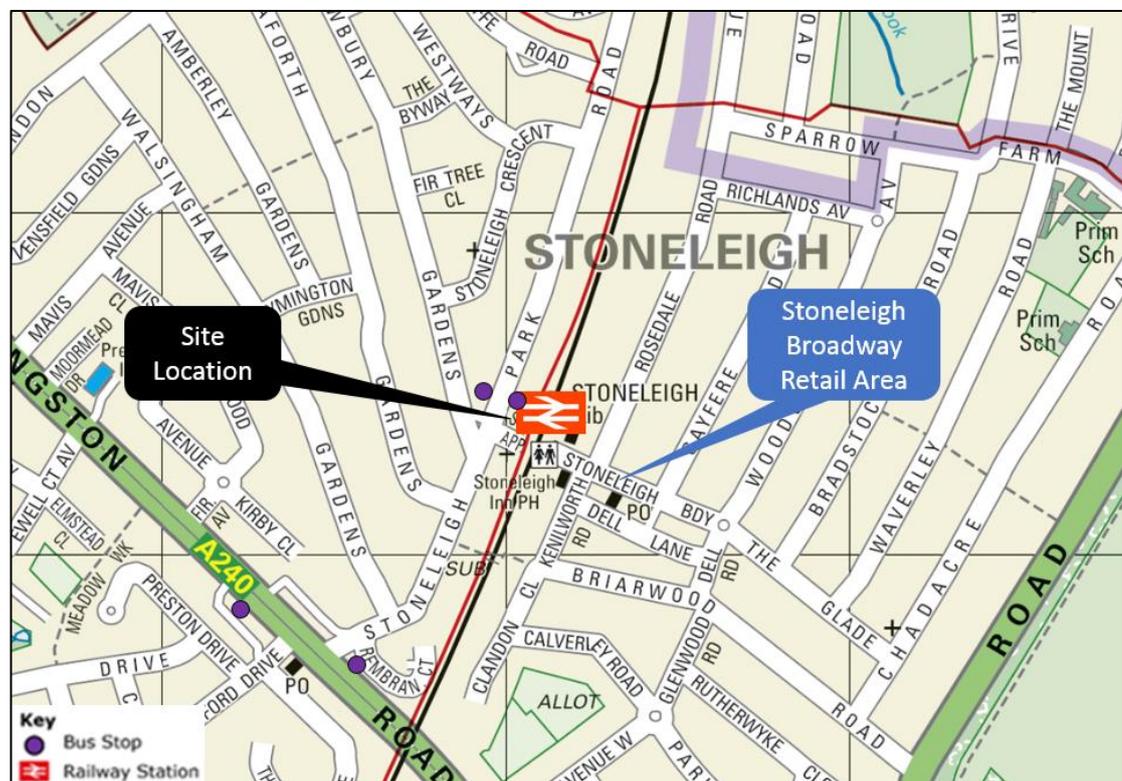


Figure 3.2: Local Public Transport Facilities in Relation to the Application Site

Accessibility by Bus

- 3.11 The nearest northbound and southbound bus stops are located adjacent to the site along Stoneleigh Park Road. Additional services can be accessed on the A240 Kingston Road, 650 metres south of the site. Locations served by these bus stops are set out in Table 3.1 below.

Service	Destinations Served	Approximate Service Frequencies		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
Stoneleigh Park Road Bus Routes				
E16	Epsom – Stoneleigh – Worcester Park (circular)	Every hour	Every hour	Every two hours
A240 Kingston Road Bus Routes				
406	Epsom – Ewell – Tolworth – Surbiton – Kingston upon Thames	Every 20 minutes	Every 20 minutes	Every 20 minutes

Table 3.1: Local Bus Services

Accessibility by Rail

- 3.12 Stoneleigh railway station is located immediately east of the site, from where the services summarised at Table 3.2 are operated.

Service	Destinations Served	Approximate Service Frequencies		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
Dorking (Main)	Stoneleigh – Ewell West – Epsom (Surrey) – Ashted – Leatherhead – Dorking (Main)	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Waterloo	Stoneleigh – Worcester Park – Motspur Park – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo	Every 10-15 minutes	Every 15 minutes	Every 15 minutes
Guildford	Stoneleigh – Ewell West – Epsom (Surrey) – Ashted – Leatherhead – Bookham – Effingham Junction – Horsley – Clandon – London Road (Guildford) – Guildford	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2: Local Rail Services

Existing Travel Patterns

- 3.13 Census data (2011) have been interrogated to illustrate the recorded transport modal split of residents in the local and wider areas.
- 3.14 In order to calculate the number of residents travelling by car on their own (single-occupancy vehicle, SOV), an adjustment has been made to take lift-sharing trips into account. This is based on a least-favourable assumption of just one passenger in each shared vehicle.
- 3.15 These indicative modal splits for the local area in which the site is located and the wider area are shown at Table 3.3.

Mode	Local Area Modal Split (%)	Wider Area Modal Split (%)
	(Lower layer 003B – E01030378)	(Auriol ward – E05007273; Stoneleigh ward – E05007282)
Single-occupancy vehicle (SOV)	48.8	49.8
Train	25.4	22.4
Work mainly at/from home	10.1	10.3
Lift-sharing	5.8	5.5
On foot	4.4	4.3
Bus, minibus or coach	2.8	2.9
Bicycle	1.8	2.2
Motorcycle, scooter or moped	0.8	1.5
Taxi	0.3	1.1
TOTAL	100	100

Table 3.3: Indicative Modal Splits

Access to Local Amenities

- 3.16 Principal local destinations within a two-kilometre walking distance of the site have been identified, indicating there is a range of educational, retail, health and leisure amenities within easy access of the site on-foot.
- 3.17 Additional leisure and retail facilities are available within Epsom, Sutton and Chessington town centres, all within a five-kilometre cycle or bus ride from the site.
- 3.18 These local amenities are detailed at Tables 3.4 – 3.7.

Amenity	Distance from Site Access (metres)
CherryStone Nursery	320
Crescent Pre-School & Play Group	480
Cunliffe Day Nursery	640
Auriol Junior School	800
Mead Infant School	840
St Clements Pre School	1100
Nonsuch Primary School	1290
Meadow Primary School	1300

Table 3.4: Educational Facilities

Amenity	Distance from Site Access (metres)
Stoneleigh Post Office and Convenience Store	320
Co-op Food – Stoneleigh	320
Sainsbury's Local	360
Budgens	965
Costcutter	970
Aldi	1450

Table 3.5: Retail Facilities

Amenity	Distance from Site Access (metres)
Harland & Dear Dental Surgery	20
Stoneleigh Medical Centre	320
Nima Chemist Aphega Pharmacy	340
Patsons Chemist	340
Stoneleigh Surgery	640

Table 3.6: Health Facilities

Amenity	Distance from Site Access (metres)
Stoneleigh Library	170
Stoneleigh (St John's) Scout & Guide HQ	330
Cuddington Recreation Ground	1130
Kings George's Field Auriol Park	1290
Nonsuch Park	1450
Hogsmill Riverside Open Space	1450

Table 3.7: Leisure Facilities

4.0 Development Proposal

- 4.1 The proposed development comprises 13 residential units: eight x 1-bedroom flats, and five x 2-bedroom flats, cycle storage and refuse bin storage. No on-site car parking is being proposed.
- 4.2 The proposed site layout is illustrated at **Appendix A**.

Access Arrangements

- 4.3 All dwellings will be served by a pedestrian access from Stoneleigh Park Road, which will lead to an internal entrance lobby from where each flat can be accessed.
- 4.4 Cyclists associated with the flats will utilise the pedestrian access onto Stoneleigh Park Road, wheeling their bicycles once they are on-site.
- 4.5 No vehicular access to the site is proposed.

Cycle Parking

- 4.6 SCC's standards recommend provision of a minimum of 13 bicycle parking spaces for the residential development based on a minimum of one space per unit. It is intended that secure, covered cycle parking will be provided on the ground floor for 13 bicycles.

Car Parking

- 4.7 As the proposed development comprises no on-site car parking provision, local policy requirements for such development proposals have been complied with through the provision of a robust assessment of anticipated car parking demand.
- 4.8 Parking beat surveys were carried out to record existing local demand for on-street parking, and accordingly the available capacity. Two surveys were undertaken in the early morning hours on weekdays, and a third survey was undertaken at midday on a Saturday.
- 4.9 The assessment also took account of recorded car/van ownership rates (Census data) for the local area as applied to the accommodation schedule of the proposed development.
- 4.10 Analysis set out in the Transport Statement for this application illustrates there is ample capacity on roads surrounding the site to accommodate anticipated car parking demand associated with the proposed development.
- 4.11 It should also be noted that:
- ▶ the nature of the nearby on-street parking supply is such that it would also act as a deterrent to site occupants owning a car, which would manage downward the anticipated parking demand associated with the proposed development; and
 - ▶ the site is located within a highly accessible location not only in respect of trips by bus and train, but also on foot to local facilities within Stoneleigh, and by bicycle and/or public transport to facilities in Epsom, Sutton and Chessington.

Servicing and Refuse Collection

- 4.12 The proposal includes a residential dedicated bin store at ground floor level with an entrance on to Stoneleigh Park Road. It is therefore anticipated that refuse collection and servicing will take place on-street as per the existing site use.

5.0 Plan Measures

5.1 In order to meet the main objectives of the Plan it is essential to ensure accessibility to and from the development. The measures proposed here are therefore both 'hard' (i.e. site design) and 'soft' (i.e. information provision), designed to address the travel needs of residents and to support the use of active and/or sustainable modes.

5.2 In summary, the measures through which this Travel Plan will be implemented consist of:

Physical infrastructure

- ▶ Connectivity for pedestrians and cyclists between the site and the local network.
- ▶ On-site provision for cycle parking.

Information provision

- ▶ Travel Information Pack (TIP).
- ▶ On-site noticeboard for display of travel information.

Monitoring and review

- ▶ Implementation of Travel Plan measures will be tracked and recorded through the monitoring and review programme set out in this Plan.

Physical infrastructure

Permeability for active travel modes – walking, running & cycling

5.3 On-site permeability will be provided for active travel modes, which will be linked to the wider local network.

On-site cycle parking

5.4 It is intended that secure, covered parking for 20 bicycles will be provided on-site for use by residential occupants.

Information Provision

Travel Information Pack

5.5 Travel Information Packs (TIPs) will be produced and supplied to the first residents as they occupy the development.

5.6 The TIP will contain information such as:

- ▶ the location of and means of accessing local amenities (e.g. health, education, retail and leisure amenities), focussing on use of active and/or sustainable modes;
- ▶ the location of and means of accessing local transport facilities covering walking, cycling and public transport modes;
- ▶ community transport provision;
- ▶ assistance for mobility-impaired travellers;
- ▶ the health benefits of active travel;
- ▶ active travel opportunities for school-age children (e.g. Walking Bus and 'park and stride');
- ▶ information about lift-sharing;
- ▶ ways in which to reduce the need to travel;

- ▶ cycle maintenance and cycling skills provision;
- ▶ safety advice for walking and cycling, including buddy schemes and appropriate motor vehicle driver behaviour;
- ▶ promotion of local and/or national events focussed on adoption of active and/or sustainable travel; and
- ▶ weblinks providing sources of further information.

Noticeboard

- 5.7 An on-site noticeboard will be used for the display of travel information, similar to content provided in the Travel Information Pack.

6.0 Action Plan

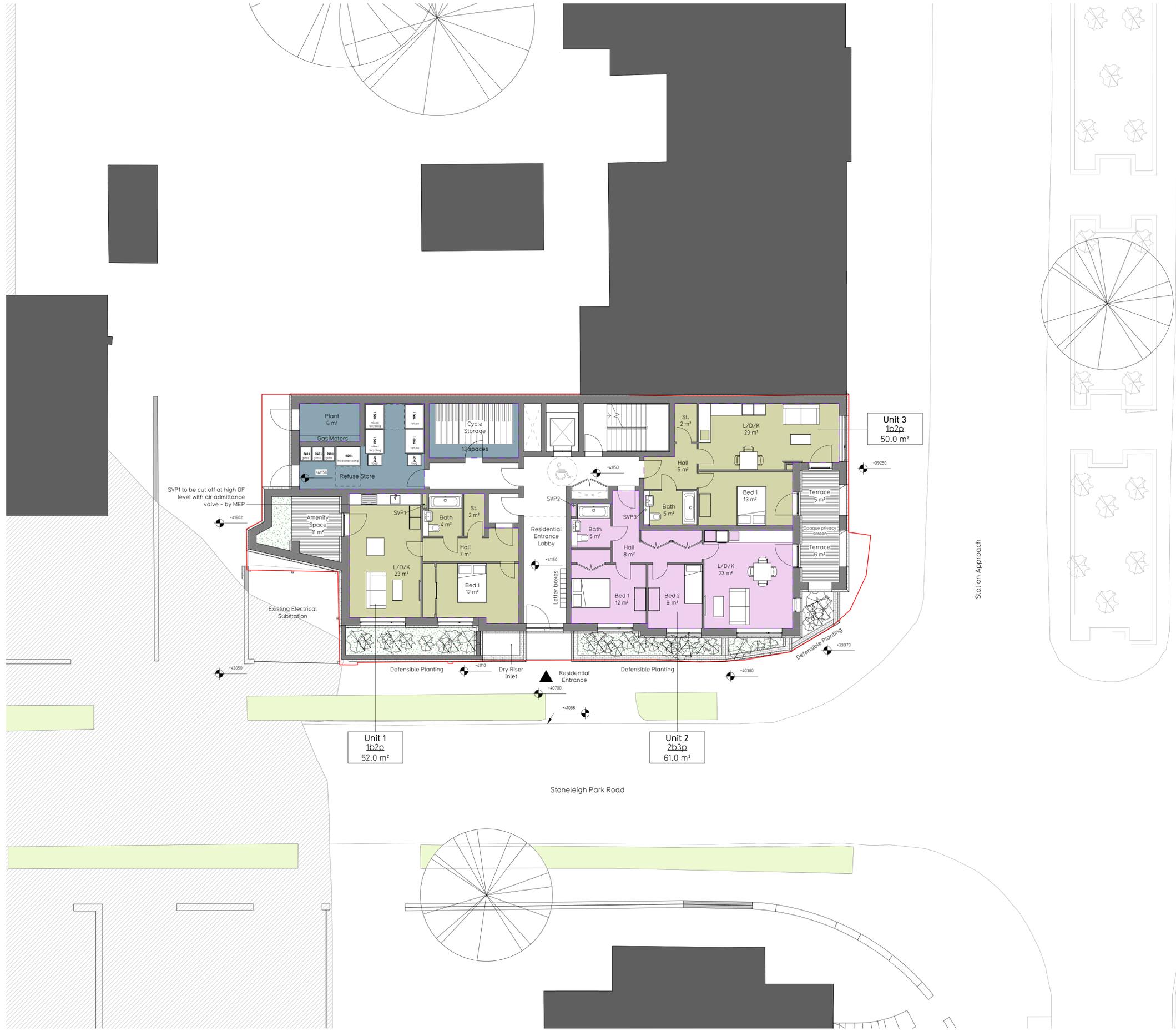
6.1 A summary of the Plan measures is provided in the Action Plan at Table 6.1 below alongside an indicative timeline and the party responsible in each instance.

Measure	Timeline	Responsibility
On-site cycle parking	During construction	Developer
Travel information notice board	During construction	
Supply Travel Information Pack	Upon occupation	

Table 6.1: Action Plan

Appendix A

Architect's Site Layout Plan



ALL DIMENSIONS, SETTING OUT INFORMATION AND LEVELS MUST BE CHECKED ON SITE BEFORE ANY MATERIALS ARE ORDERED OR WORK COMMENCES ON SITE. COPYRIGHT HWO LTD.

NOTES

- Key:
- Application Boundary
 - Commercial
 - 1b2p
 - 2b3p
 - 2b4p

**INTERIM
PLANNING
ISSUE**

Revisions

A	General Revision (Levels)	08 Feb 2021	MM
---	---------------------------	-------------	----

Client
Woolbro Homes Ltd

Stage
Planning Application

HWO Architects
G06 Brickfields
37 Cremer Street
London E2 8HD
T +44 (0)20 7566 0006
E info@hwo-architects.com

Job title
7 Station Approach, Stoneleigh, KT19 0QZ

Drawing title
Proposed Ground Floor Plan

Created by	Checked by	Scale	Date
MM	NK	1:100 @ A1	08 Jan 2021
Job	Stage	Drawing	Revision
750	- 2b -	110	A