

**Core Strategy and Policies  
Development Plan Document**

**Adopted 26 February 2009**

**Planning and Housing Strategy  
Spelthorne Borough Council  
Council Offices  
Knowle Green  
Staines  
TW18 1XB**



### **Requirements for Locating Major Traffic Generating Development**

- 11.15 The purpose of Policy CC2 is to set out the Council's approach to securing more sustainable travel patterns. This is achieved by supporting means to improve facilities for non-car based travel, which include measures in the Local Transport Plan and the Council's Community Plan and also through the location and design of new development and travel plans.
- 11.16 Where developments are proposed that are intended to attract a large number of visitors, such as large retail or leisure developments, or to be the base for a large number of employees, such as large commercial developments, there is the potential for the development to lead to a substantial increase in the number of cars on the road if its location is only accessible by car. If instead it is located where it is accessible by other modes of transport then there may be scope for some journeys to and from the development to take place by other modes reducing the increase in car travel.
- 11.17 The policy also sets out the issues the Council will consider in assessing the acceptability of development in relation to the existing highway network.

### **Policy CC2: Sustainable Travel**

The Council will seek to secure more sustainable travel patterns by:

- a) supporting measures and specific schemes to improve facilities for non-car based travel including Staines' role as a public transport interchange,
- b) requiring development needing access by a large number of people to be located where it is or can be made accessible by non-car means of transport,
- c) requiring all major development to be accompanied by a site specific travel plan to promote and achieve sustainable travel choices,
- d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account:
  - i number and nature of additional traffic movements, including servicing needs,
  - ii capacity of the local transport network,
  - iii cumulative impact including other proposed development,
  - iv access and egress to the public highway,
  - v highway safety.

Note: Major development is all non-residential development of 1000m<sup>2</sup> or more or 10 or more dwellings