



create



Denville Hall Development Limited

DENVILLE HALL, NORTHWOOD

Travel Plan

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Travel Plan

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DOCUMENT AND QUALITY CONTROL

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CONTENTS

1.0	INTRODUCTION
2.0	TRANSPORT POLICY
3.0	EXISTING SITUATION
4.0	PROPOSED DEVELOPMENT & TRAVEL DEMAND
5.0	TRAVEL PLAN IMPLEMENTATION
6.0	MARKETING AND PROMOTION
7.0	TARGETS, MONITORING & REVIEW
8.0	TRAVEL PLAN COMMITMENT
9.0	REPORT DISCLAIMER

PLANS

Architect Layout Plans

1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd has been instructed by Denville Hall Development Limited to produce this "Travel Plan" (TP) to satisfy part of condition 8 set out in the grant of planning permission letter from London Borough of Hillingdon dated 24th November 2023.
- 1.2 Development description: Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works.
- 1.3 Figure 1.1 below shows the Site wider site location, with a detailed redline boundary plan included at the Plans section at the back of this TS.



Figure 1.1: Site Location Plan

- 1.4 This TP has been prepared in accordance with current central and local government policies and best practices. It is created to inform all staff, residents and visitors of the travel options and facilities available to them within the Site and in the local area and make them aware and encourage them to take up more sustainable modes of travel for their journeys. There are a range of government policies and guidance documents on the requirements of travel plans which inform the process.
- 1.5 These include, but are not limited to:
 - National Planning Policy Framework (NPPF);
 - The London Plan; and
 - Transport for London Travel Plan Guidance.

- 1.6 The primary aim of the TP is to influence the travel behaviour of the staff, residents and visitors of the development through a range of measures aimed at reducing reliance on the private car, particularly for single occupancy trips. This document will be developed and updated prior to its formal implementation to ensure that all aspects meet with current standards required at the time.

2.0 TRANSPORT POLICY

National Guidance

- 2.1 National planning policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility through sustainable modes such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) 2024

- 2.2 The updated NPPF 2024 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.3 The NPPF 2024 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) making transport considerations an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- 2.4 It also requires that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. 111. Planning policies should:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy
- 2.5 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.6 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 2.7 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 2.8 Within this context, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.9 All developments that are forecast to generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment, so that the likely impacts of the proposal can be assessed and monitored.
- 2.10 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

2.11 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing accessibility;
- Creating choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan;
- Supporting local shops and the high street.

2.12 And that the key issues, which should be considered in developing a transport evidence base, include the need to:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- Highlight and promote opportunities to reduce the need for travel where appropriate;
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;
- Consider the cumulative impacts of existing and proposed developments on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation;
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

The London Plan 2021

2.13 The London Plan para 10.4.3 states:

"It is important that development proposals reduce the negative impact of development on the transport network and reduce potentially harmful public health impacts. The biggest transport related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. Where adverse transport impacts have been identified from development proposals, mitigation will be sought in the form of financial contributions – to improve network service levels for example – or through directly providing infrastructure such as additional bus stops and street improvements."

2.14 Policy T4 Assessing and mitigating transport impacts states:

- a) *Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- b) *When required in accordance with national or local guidance,¹⁷⁹ transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*
- c) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*
- d) *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*
- e) *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- f) *Development proposals should not increase road danger.*

Section Summary

- 2.15 Considering the proposed development, and having reviewed the aforementioned transport-related policies, it can be said that on transport and highways-related issues, the scheme reported on in this TP adheres to the national and local planning requirements given by the appropriate authorities.

3.0 EXISTING SITUATION

- 3.1 The site is located on the west side of Ducks Hill Road and approximately 35m north of the junction of Northgate and Ducks Hill Road. Denville Hall is a retirement home and specialist dementia wing for retired actors and theatrical professionals. There are 2 accesses to Ducks Hill Road. The main access leads to the front of the primary buildings and parking/delivery areas. The secondary access leads to a former house (No.48) that was divided into 6 flats (flats 1 – 6, 48 Ducks Hill Road) that were separate from the main Denville Hall.
- 3.2 Ducks Hill Road is classified as the A4180 and is an important distributor road that links Northwood and Ruislip. In the vicinity of the site it is a wide single carriageway which is subject to a 30mph speed limit. Ducks Hill Road is on a curved horizontal alignment with a gradual gradient down to the south. Frontage access is prevalent. The centreline of the carriageway is denoted by a solid white line which affects southbound traffic to the north of the site and northbound traffic to the south of the site. This is due to the limited forward visibility created by the curved alignment of the carriageway.
- 3.3 The site has a PTAL rating of 1b which is “poor”, see Figure 3.1 below.

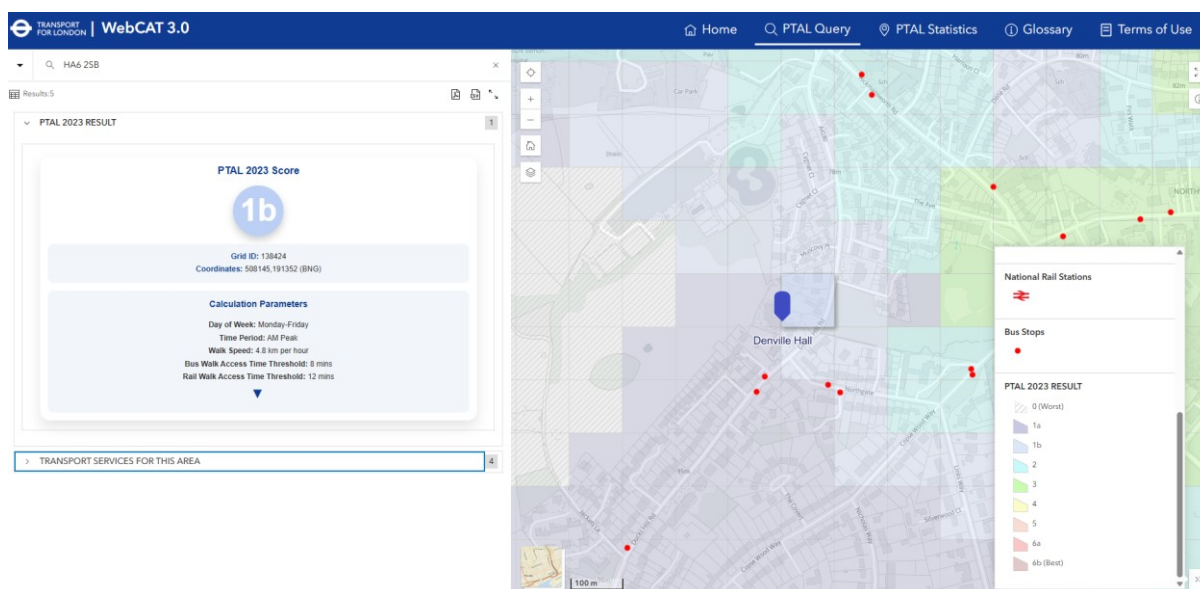


Figure 3.1: PTAL Rating

- 3.4 However, bus stops for route 331 are within 85m of the site frontage and this route provides 3 buses per hour in the peak morning period. The proximity and frequency of the service provides an attractive and convenient alternative to travelling by car for visitors and staff. Northwood underground station (Metropolitan line) is a 975m walk distance from the site. Whilst this is outside of the PTAL catchment distance it equates to a 12 minute walking time and is within the “acceptable” walking distance of 1000m recommended by the Chartered Institute of Transport in its publication “Guidelines for Providing Journeys on Foot”.

Walking Infrastructure

- 3.5 Continuous street lit footways are present on both sides of Duck’s Hill Road adjacent to the Site and throughout the surrounding road network.

- 3.6 Northwood underground station (Metropolitan line) is a 975m walk distance from the site. Whilst this is outside of the PTAL catchment distance it equates to a 12 minute walking time and is within the “acceptable” walking distance of 1000m recommended by the Chartered Institute of Transport in its publication “Guidelines for Providing Journeys on Foot”.
- 3.7 The Site benefits from existing pedestrian infrastructure. Figure 3.2 below shows walking isochrones from the Site for a 20 minute walking time with 5 minute intervals:

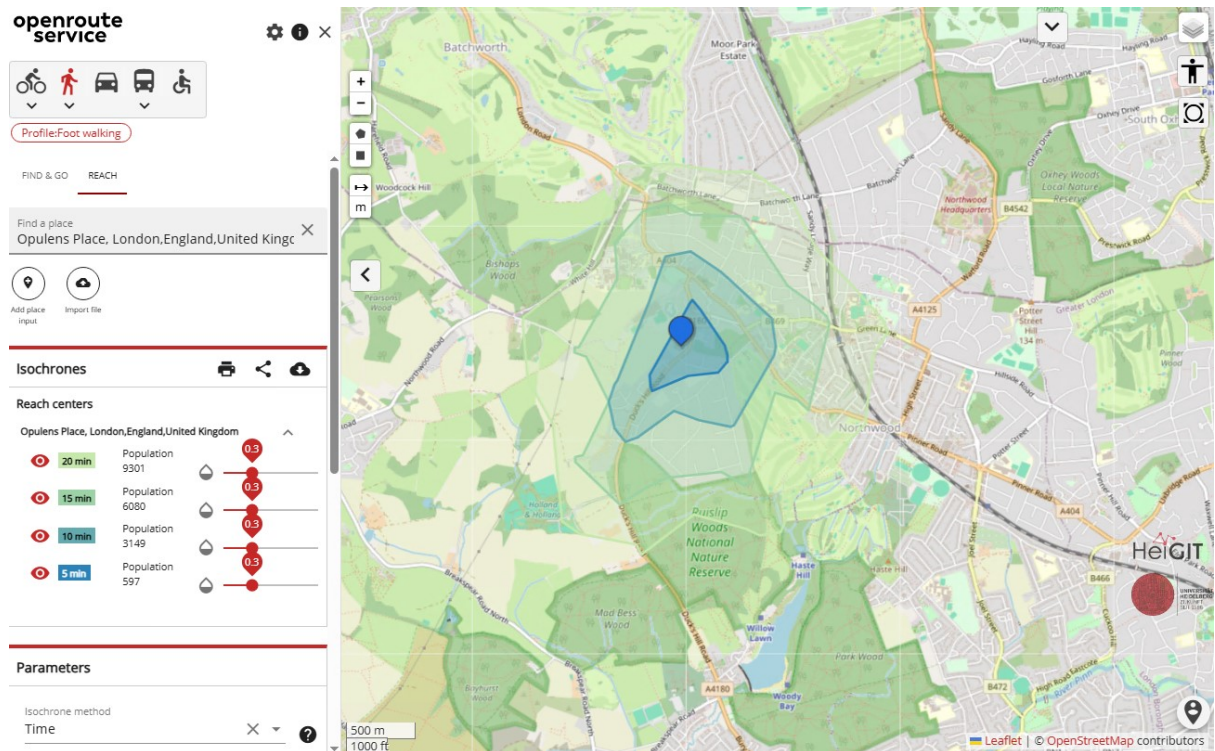


Figure 3.2: Walking Isochrones (source: <https://maps.openrouteservice.org/>)

- 3.8 Figure 3.2 demonstrates the residential estates to the north, south and west of the Site are largely accessible within a readily accessible walking distance from the Site.

Cycling Infrastructure

- 3.9 There is a lack of dedicated cycling facilities such as cycle lanes or footway/cycleways provided in the vicinity of the Site. With on street cycling required to access the Site.
- 3.10 Figure 3.3 below shows cycling isochrones from the Site for a 20 minute cycle time with 5 minute intervals:

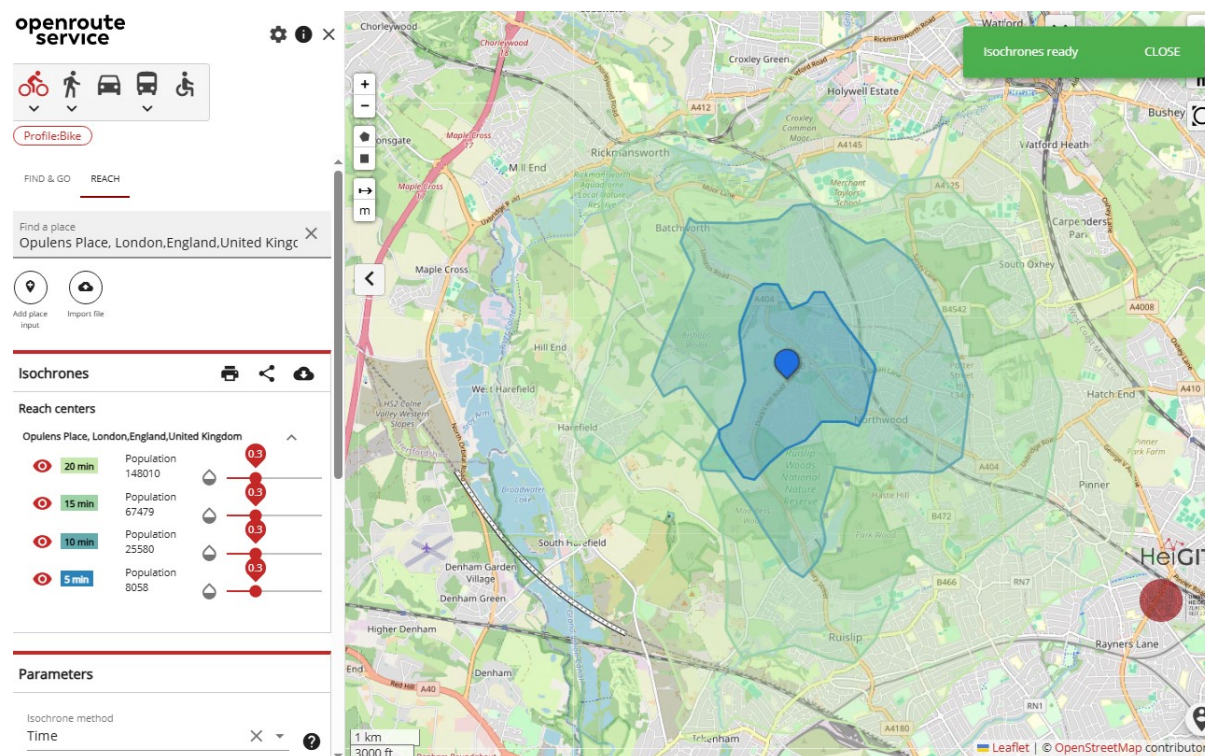


Figure 3.3: Cycling Isochrones (Source: <https://maps.openrouteservice.org/>)

- 3.11 Figure 3.2 demonstrates the majority of Northwood is within readily achievable cycling distance from the Site for keen cyclists.

Current Activity at Existing Site

- 3.12 There are currently five buildings spread across the site. The 16th century locally listed building (partially rebuilt in 1851) with the modern 2000's extension to the north which houses the retirement home and specialist dementia wing for professional actors and theatrical professions.
- 3.13 The subsequent four more buildings onsite, one outbuilding next to the main (marked as Building C), a derelict old garage (Building D), a disused building divided into flats (Building B) and a single storey mid-century disused bungalow (Building A). The rest of the site is covered mostly by soft landscaping with a large carpark by the main building covered with tarmac and the main access tarmac route.
- 3.14 Buildings A, B and D are all currently not in use. Building C is an outbuilding and does not currently generate/attract specific trips.

4.0 PROPOSED DEVELOPMENT & TRAVEL DEMAND

- 4.1 The proposed development comprises the demolition of no. 48 and no. 60 Ducks Hill Road and derelict garage and the erection of 12 assisted living units (Class C2) in two separate buildings (Buildings A and B) and proposed ancillary communal space, including café and restaurant (Building C) accessed through connecting link building. Proposals to include new comprehensive landscaping proposals. The main access to Ducks Hill Road will be relocated as will parking areas within the site.

Proposed Trip Generation

- 4.2 The existing staff follow strict shift patterns with housekeeping staff and kitchen staff starting at 7am, the Nurses starting at 7.45am and Carers at 8am.
- 4.3 Housekeepers finish at 3pm, kitchen staff either finish at 3pm or 7pm. The Nurses finish at 8.15pm and Carers 8pm.
- 4.4 The proposed car park that will be served by the secondary access road is intended for use by staff only. On average, around 12 staff drive to work for the morning shift and arrive by 07:45 and 4 staff drive on the night shift leaving after 08:00. As such, there is a very low risk of staff cars meeting along the access road, but in the event that they do, there are opportunities to pass along the route where there are localised areas where the width increases to 4.9m. In terms of traffic volumes, if all of the daytime staff arrived by car (as opposed to walking, cycling, carsharing) then the peak 2-way flow would equate to up to 16 car movements between, 07:30 and 08:00. This is an average of one car movement every 4 minutes.
- 4.5 This level of traffic activity will not result in a “severe” impact as required by paragraph 111 of the NPPF. The baseline against which the proposed use of the access must be assessed is the historic use of the access to serve 6 flats. As such, whilst there is potential for the proposed use to increase traffic activity the increase will be marginal.
- 4.6 This Travel Plan looks to reduce the proposed development vehicle trip generation further by encouraging the use of sustainable modes of transport as well as car sharing between staff members.

5.0 TRAVEL PLAN IMPLEMENTATION

- 5.1 Using this Travel Plan as a framework, a Travel Plan Coordinator (TPC) will be appointed. The TPC will regularly review the TP, and if necessary explore the potential for a variation or new measures to achieve the TP and promoting a sustainable travel culture for the development that encourages the uptake of more sustainable modes of travel.
- 5.2 It is essential that certain measures are implemented early in the development such that employees, residents and visitors are kept informed of their options and have the opportunity to contribute positively towards the aims of the TP.
- 5.3 Measures of the TP will include:
- The appointment of a TPC to oversee all aspects of the TP;
 - Consulting with management and staff on a regular basis;
 - Provision of a Travel Information Pack to be made available to all employees, residents and regular visitors, this will include relevant travel information such as public transport information and local route maps;
 - The use of newsletters within the proposed development to provide updated information on more sustainable transport options.
- 5.4 Once appointed the contact details of the TPC will be provided to the Local Authority, to ensure that there is clear dialogue from the outset of the TP.
- 5.5 The TPC role and TP will be funded by the Developer from commencement of the TP. Due to the scale of proposed development the TPC responsibilities will be limited to the start up phase to ensure travel planning materials are circulated at first occupation. Due to the low levels of estimated trips it is not deemed necessary to include for follow up surveying and monitoring.

Induction Session and Travel Information Packs

- 5.6 All users will be introduced to the aims and objectives of the 'overarching' Travel Plan. An Induction Session and an Induction Pack will be made available to all users. The same pack will be available on the noticeboards located at convenient points around the Site. All sustainable modes of travel will be promoted, in particular active travel modes and car sharing. The site is committed to promoting a healthy lifestyle for all its attendees, and for this reason active travel will be promoted very strongly. It will be practical that any greater distances travelled, car sharing and greener driving will be encouraged. This shows the commitment of the site to also cutting carbon emissions.
- 5.7 The induction session will go through; the aims and objectives of the Travel Plan, easy to use guides to using sustainable journey planners, other information. A full list of what will be in the Induction Pack is provided. suffice to say it will cover all sustainable forms of travel (including instructions for using SMS text to identify when the next bus is arriving at a particular site).
- 5.8 Each new staff member and resident (additional copies can be provided to residents with multiple regular visitors) will be provided with a Travel Information Pack. This will include references to the TP and introduce the TPC explaining the aims and objectives of what is being put forward whilst also outlining the clients responsibilities.

- 5.9 Travel Information Packs are intended to give a “kick start” to influence staff, resident and visitor travel habits from the outset. The TPC will work together with staff, residents and visitors in supporting the modes which have the greatest effect on travel and investigate the scope for further funding where it is most likely to have a tangible effect.
- 5.10 The Travel Information Packs will contain:
- A map of the development in relation to the surrounding area, i.e. shops, schools, health and leisure facilities;
 - A plan showing walking routes in the local area;
 - A plan showing cycle routes in the area;
 - Promotional information for local cycle shop(s);
 - Public transport timetable information for local bus and train services (contact details for train and bus operators and season ticket details will also be provided);
 - Information on local car-sharing initiatives;
 - Local taxi and hire car companies information;
 - TPC contact details;
 - A list of useful web-site links for public transport, cycling and walking.

Information Boards

- 5.11 Information will be provided for inclusion on information boards placed at strategic places or well used locations in the development. These boards may contain the base information promoting information on all modes servicing the Site (e.g. walking, cycling and public transport).

Promote Public Transport

- 5.12 The TPC will promote the use of the existing bus services with material such as the Travel Information Packs and notice boards.
- 5.13 Leaflets to be included on the notice board include:
- ‘City Bus Map’
 - ‘Bus timetables for routes to site’
 - ‘Publicly available bus discounts’
 - ‘When’s the next bus?’
 - Local network bus map
- 5.14 The site will promote NextBuses.mobi which will allow any user to log-on to www.nextbuses.mobi, (which after entering: the postcode, a street name and town or a bus stop code), will confirm when the next buses will be at a specific bus stop.
- 5.15 If the user cannot get mobile internet on a phone, the bus stop code can be texted to 84268 and a text will be received with the next buses to the stop.
- 5.16 The ‘www.travelinesoutheast.org.uk’ website will be provided as part of the ‘How to get to the site’ webpage, and will be available to all users (a phone number will also be provided). This will confirm all the suitable bus services to the site once the site address and the address of the staff/visitor is matched in. The webpage allows all the bus stops to be seen near to the postcode address or near to the destination, as well as, giving accurate details of bus times/expected times/last bus times etc.

The route planner is very straight-forward to use, however, the TPC has completed an easy to use guide so that all users are aware of how to use the website to find a bus match.

- 5.17 The easy to use guide will be available in the Travel Information Pack and on the notice board/s.
- 5.18 An Induction session will be set up for staff where the Travel Plan Coordinator will go through the aims and objectives of the Travel Plan. The TPC will go through all the initiatives and identify where the notice boards/bus information etc. are on the site. The TPC will also go through the bus ready reference for the bus route planner so that all staff will have an understanding of how to use the site. Staff will also be given an Induction Pack which will have a selection of information to supplement sustainable travel options to staff.
- 5.19 The following are some of the measures which will supplement the mentioned public transport measures:
- The provision of up to date bus timetables on notice boards and in Travel Plan Induction Packs/on the notice board;
 - Investigating the potential for obtaining discounted fares or assistance with the purchase of season tickets for staff; and
 - Advertise any promotions/discounts offered by public transport operators via the noticeboard
- 5.20 All the details mentioned will be available on the notice board and via Travel Information Pack/Induction Session. All users will have access to these.

Promote Walking

- 5.21 Information on recommended walking routes between the Site and local destinations will be made available to the staff, residents and visitors by the TPC as part of the Travel Information Pack. Walking route information could also be highlighted on notice board(s) fixed at strategic points within the proposed development.
- 5.22 An Induction session will be set up for staff for the Travel Plan Coordinator to go through the aims and objectives of the Travel Plan. The TPC will go through all the initiatives and identify where the notice boards/cycle spaces. are on the site. The TPC will set up and go through the walking ready reference for the walking route planner so that all staff will have an understanding of how to use the site.

Promote Cycling

- 5.23 Secure cycle parking is provided in accordance with Highway Authority requirements and the development scheme layout plans, located at convenient points within the Site.
- 5.24 The TPC will also seek to obtain preferential rates for new cycle purchases, servicing and cycle repairs at local cycle shops.
- 5.25 The TPC will promoting events such as National Bike Week and European Mobility Week to encourage staff to take up more sustainable commuting habits.
- 5.26 User trips by cycle will also be encouraged through the existing provision of shower facilities, together with secure cycle parking. Lockers will also be provided so that attendees can store any change of

clothes and/or other equipment. In addition to enable this, the following measures will be implemented to encourage staff to walk and cycle to the site:

- Staff showers facilities
- Display the Bike map and a plan of local cycle routes on the notice board;
- Promote the health benefits of active travel including walking and cycling; and
- Provision of a lift home by car/taxi in the event of an emergency.

- 5.27 The 'cyclestreets' website portal will be promoted on the summary on the notice board, which will allow any user to plot on road/off road journeys to the site. It will draw up the carbon savings, gradient of route, quickest route etc. The route planner is very straight-forward to use. This will be covered during the Induction Session.
- 5.28 An Induction session will be set up for staff where the Travel Plan Coordinator will go through the aims and objectives of the Travel Plan. The TPC will go through all the initiatives and identify where the notice boards/cycle spaces/lockers/showers etc are on the site. The TPC will also go through the cycle ready reference for the cycle route planner, so that all users will have an understanding of how to use the site.
- 5.29 All the details mentioned will be available on the notice board via Induction Packs/Induction Sessions. All users will have access to these. The site will look at setting up a case study of regular cycle users to the site to highlight the ease and time of making a cycle journey, the amount of money saved undertaking a cycle journey. This will aid in promoting the benefits of using a cycle.

Electric Car Charging & Car Share

- 5.30 An electric car charging point(s) will be incorporated provided on site.
- 5.31 The TPC will encourage the client to set up a car share scheme for staff to maximise the potential for lift sharing amongst commuters.
- 5.32 A leaflet and a poster will be produced, which highlights the cost benefits of car sharing. The leaflet also highlights a car sharing calculator which calculates the cost benefits of car sharing.
- 5.33 References to the car share cost calculator will be on the notice board/Induction Pack/Induction Session for all users to calculate savings by car sharing. The Induction Session will also highlight fascinating facts regarding car sharing and most importantly will highlight to staff how to use the car share calculator(https://www.liftshare.com/content/savings_calculator.asp), which through a quick demonstration will allow users to calculate car-share and single occupancy equivalent costs. The Induction Pack also consists of car share posters emphasising the benefits compared to single occupancy vehicle usage. These will also be put on the notice board.

Publicity

- 5.34 A key to the success of the TP will be positive publicity. The TPC will therefore, take advantage of every opportunity to publicise the TP and its successes.
- 5.35 Upon induction/arrival, each new employee/resident will have been made aware of the TP through induction literature and will have access to the Travel Information Packs.

5.36 To publicise alternative modes of transport to employees/residents the following online tools will be shared:

- Details of walking websites – for example, www.livingstreets.org.uk and www.gojauntly.com
- Details of cycling websites – for example, www.sustrans.org.uk and www.lovetoride.net
- Provision of journey planning websites, for example:
 - www.traveline.info
 - www.nationalrail.co.uk

6.0 MARKETING AND PROMOTION

- 6.1 An ongoing marketing campaign undertaken by the TPC will be aimed at maintaining full commitment from staff and students to promote successes and contribute to a sense of achievement and increased understanding and support.
- 6.2 Travel Information Packs will be made available to all staff, residents and regular visitors upon the first occupation. The packs will provide staff and residents with relevant public transport information (such as maps, routes, timetables, fares etc.) and include walking and cycling maps and information about access to various services and facilities in the local area.
- 6.3 A site-specific travel guide will be produced and made available to all staff and residents within the Travel Information Packs. The travel guide will provide public transport information and instructions on how to obtain personalised journey information via various journey planning web-site applications. The guide will also explain the health and environmental benefits of sustainable travel choices.
- 6.4 Additional transport information will be provided at prominent notice board locations, accessible to staff, students and visitors.

7.0 TARGETS MONITORING AND REVIEW

- 7.1 For schemes that present a more substantial traffic generation it is required for a Travel Plan to set out specific actions to be monitored, with an action plan must have a measurable output.
- 7.2 However, the proposed development requires limited staffing numbers of approximately 12 day time and 4 night time shift workers. With residents not expected to make significant daily trips with trip generation limited to occasional visitors and doctor/hospital appointments.
- 7.3 It is therefore deemed proportionate for this development to implement the travel planning methods stated above but exclude ongoing monitoring and surveys on the basis the sample size would be too small to provide meaningful results.

8.0 TRAVEL PLAN COMMITMENT

- 8.1 The TPC role and TP will be funded directly by the Developer from commencement of the TP and until the completion of the 'year 5' monitoring surveys.

Travel Plan Contacts

- 8.2 The following persons are responsible for the TP. All travel plan-related queries should be addressed to the TPC in the first instance. These details will be completed and/or confirmed prior to the implementation of the TP.

TRAVEL PLAN COORDINATOR

Name – TBC

Address – TBC

Tel: TBC

Email: TBC

9.0 REPORT DISCLAIMER

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PLANS



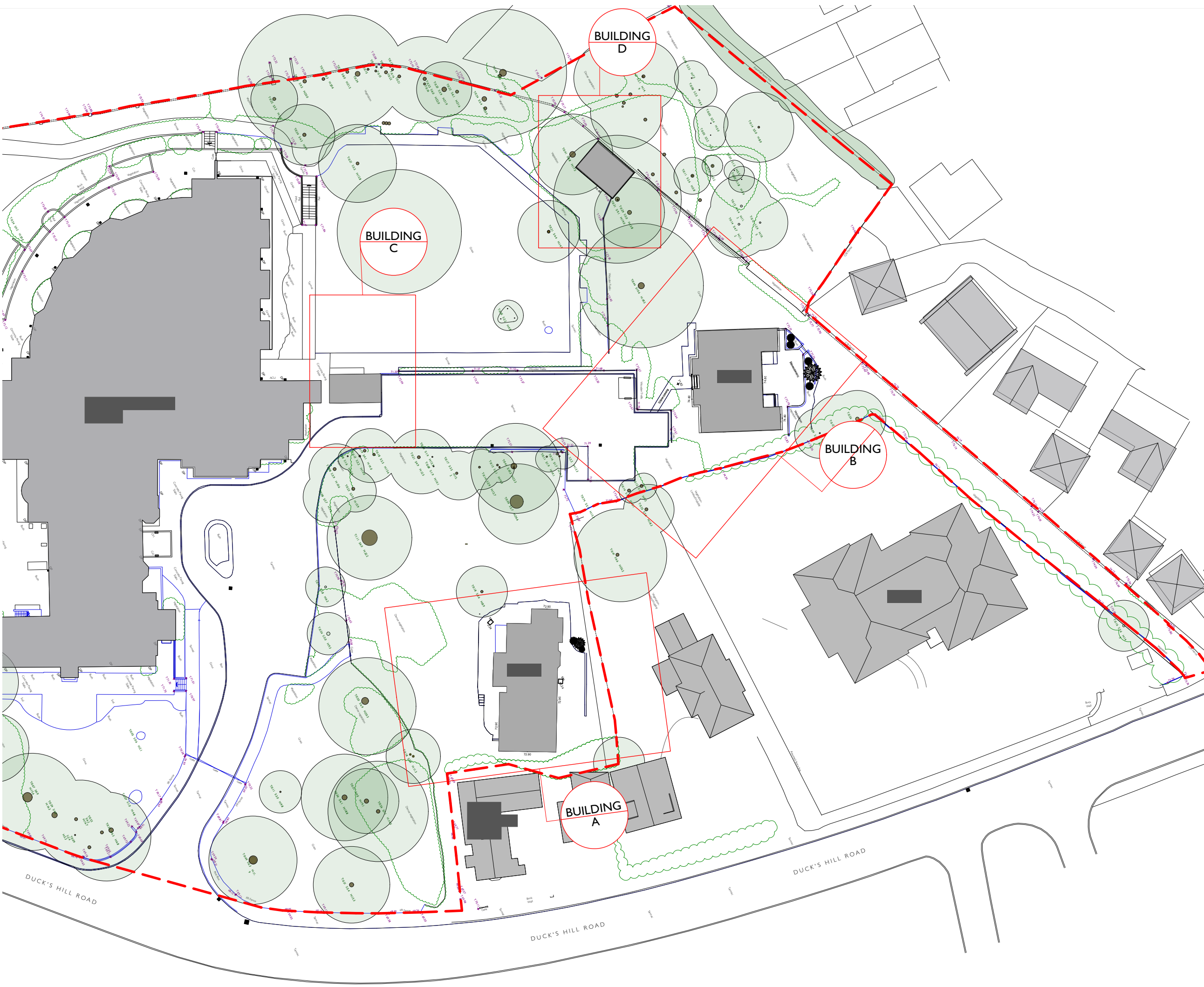
This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli-architecture and design ltd.

Scale Bar 0 5 10 15 20 25 M

GENERAL NOTE / SCOPE:
Proposed details are specified by design intent and performance and therefore designated as works with Contractor's Design (CD).
TO BE READ IN CONJUNCTION WITH:
KALLI- ARCHITECTURAL SCHEDULES
KALLI- ARCHITECTURAL FINISHES DRAWINGS
KALLI- NBS SPECIFICATION
LGD LANDSCAPE DESIGN
CBG MECHANICAL & ELECTRICAL DRAWINGS & SPECIFICATIONS
LSL STRUCTURAL DRAWINGS & SPECIFICATIONS
STROMA ACOUSTIC REPORT
NDY FIRE STRATEGY REPORT

A: 05/12/2023 STAGE 3 ISSUE
No.: Date Revision Notes
Project Title
DENVILLE HALL
Project Client
DENVILLE HALL 2012 LTD
Design Firm
Kalli-architecture & design ltd
www.kalli-a-d.co.uk info@kalli-a-d.co.uk
Project Architect: Project ID
MK 1918
Drawn By Scale
1:250@A1
Reviewed By Sheet No.
1918 S3-MP-R.1
of 11
Date Sheet Title
Stage3_Proposed Master Roof Pl.

kalli- **arb**
Architects
Registration
Number
RIBA



This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

Scale Bar

0m10m20m30m

Key

Site Boundary

No.	Date	Revision Notes
Project Title		
DENVILLE HALL		
Project Client		
DENVILLE HALL 2012 LTD		
Design Firm		
Kalli- architecture & design ltd		
www.kalli-a-d.co.uk		info@kalli-a-d.co.uk
Project Architect	Project ID	
MK	1918	
Drawn By	Scale	
	1:500	
Reviewed By	Sheet No.	
	P_GA (-2) 101.1	
	of 66	
Date	Sheet Title	
	Master Plan Existing @ A3	

kalli-

arb
Architects
Registration
Board
RIBA
Chartered Practice

N

This drawing shall be read in conjunction with all other drawings forming part of the contract including architectural, structural and other services installation drawings, with the relevant specifications and technical schedules forming part of the contract. **DO NOT SCALE** this drawing and verify all dimensions on site and report any discrepancies to the project architect. This drawing is issued confidentially and must not be disclosed to any third parties without the prior written consent of Kalli- architecture and design ltd.

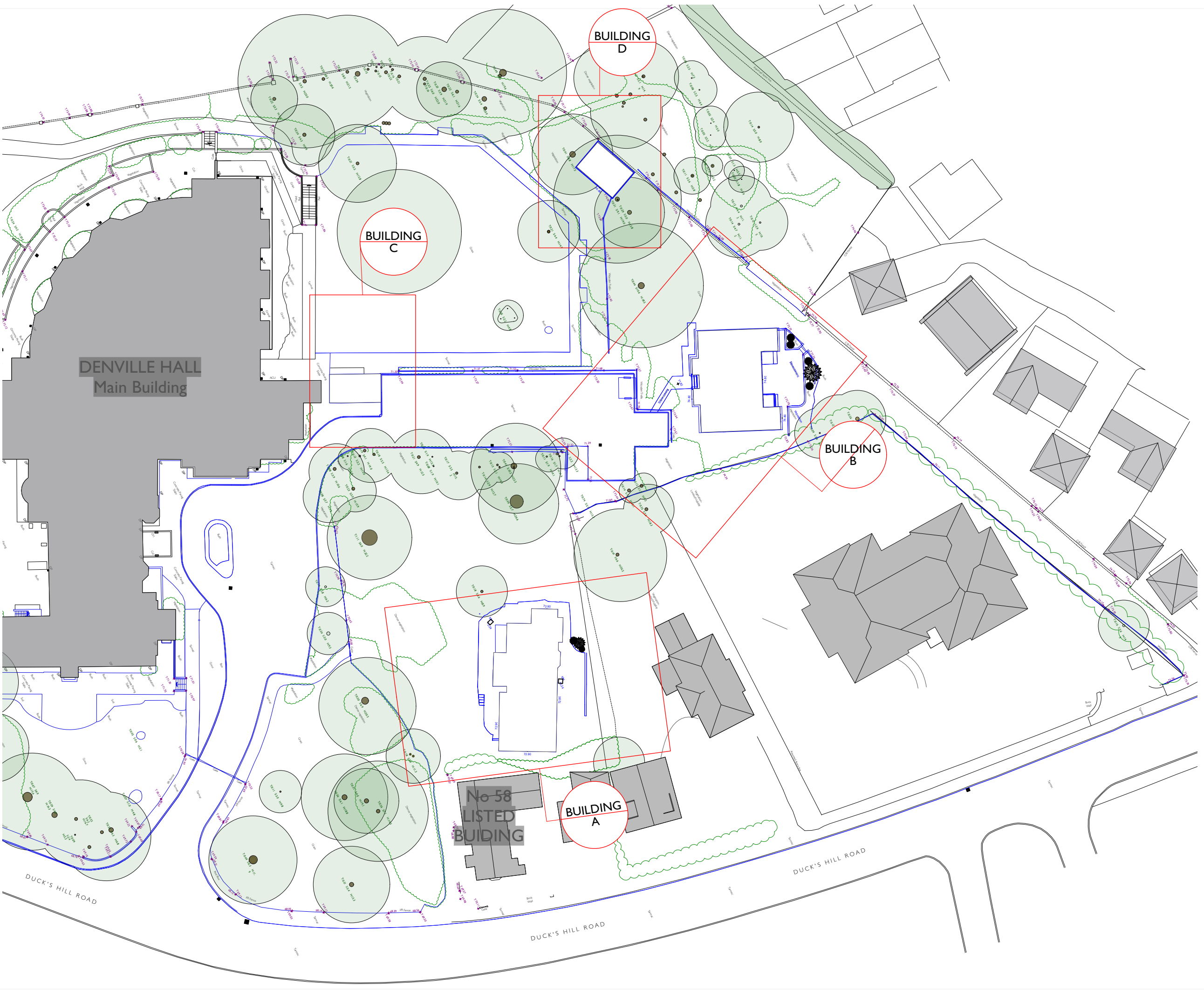
Scale Bar

0m
10m
20m
30m

Key

Demolition

Demolition

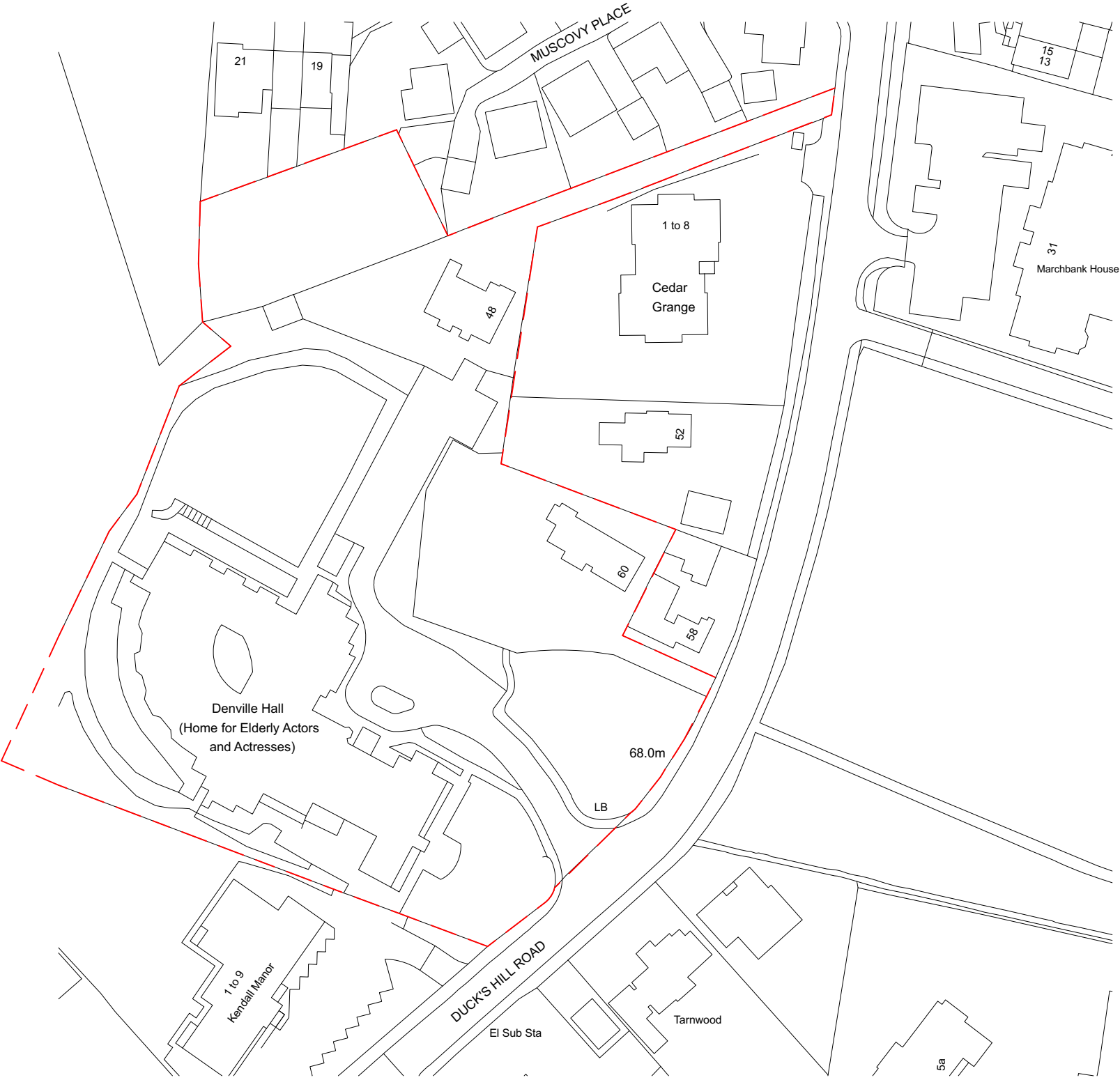


No.	Date	Revision Notes
Project Title		
DENVILLE HALL		
Project Client		
DENVILLE HALL 2012 LTD		
Design Firm		
Kalli- architecture & design ltd		
www.kalli-a-d.co.uk info@kalli-a-d.co.uk		
Project Architect	Project ID	
MK	1918	
Drawn By	Scale	
	1:500	
Reviewed By	Sheet No.	
	P_GA (-2) 101.2	
	of 66	
Date	Sheet Title	
	Master Plan Showing Dem @A3	

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arb
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Board
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Chartered Practice

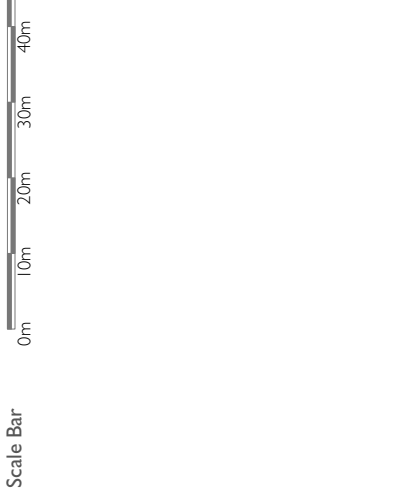
N



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Key

Site boundary



No.	Date	Revision Notes
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DENVILLE HALL		
Project Client		
DENVILLE HALL 2012 LTD		
Design Firm		
Kalli- architecture & design ltd		
www.kalli-a-d.co.uk info@kalli-a-d.co.uk		
Project Architect	Project ID	
MK	1918	
Drawn By	Scale	
	1:1000	
Reviewed By	Sheet No.	
	P_GA (-2) 101.3	
	of 66	
Date	Sheet Title	
	OS Plan @ 1:1000 @ A3	

N

arb

Architects

Registration

Board

RIBA

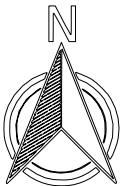
Chartered Practice

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Key

Site boundary

Scale Bar



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Project Architect	Project ID	
MK	1918	
Drawn By	Scale	
	1:1250	
Reviewed By	Sheet No.	
	GA (-2) 101.3	
	of 67	
Date	Sheet Title	
	Location Plan @ 1:1250 @ A3	

Denville Hall Development Limited

DENVILLE HALL, NORTHWOOD

Travel Plan

The information contained within this report and any appendices or supporting information provided are to be treated as confidential.



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