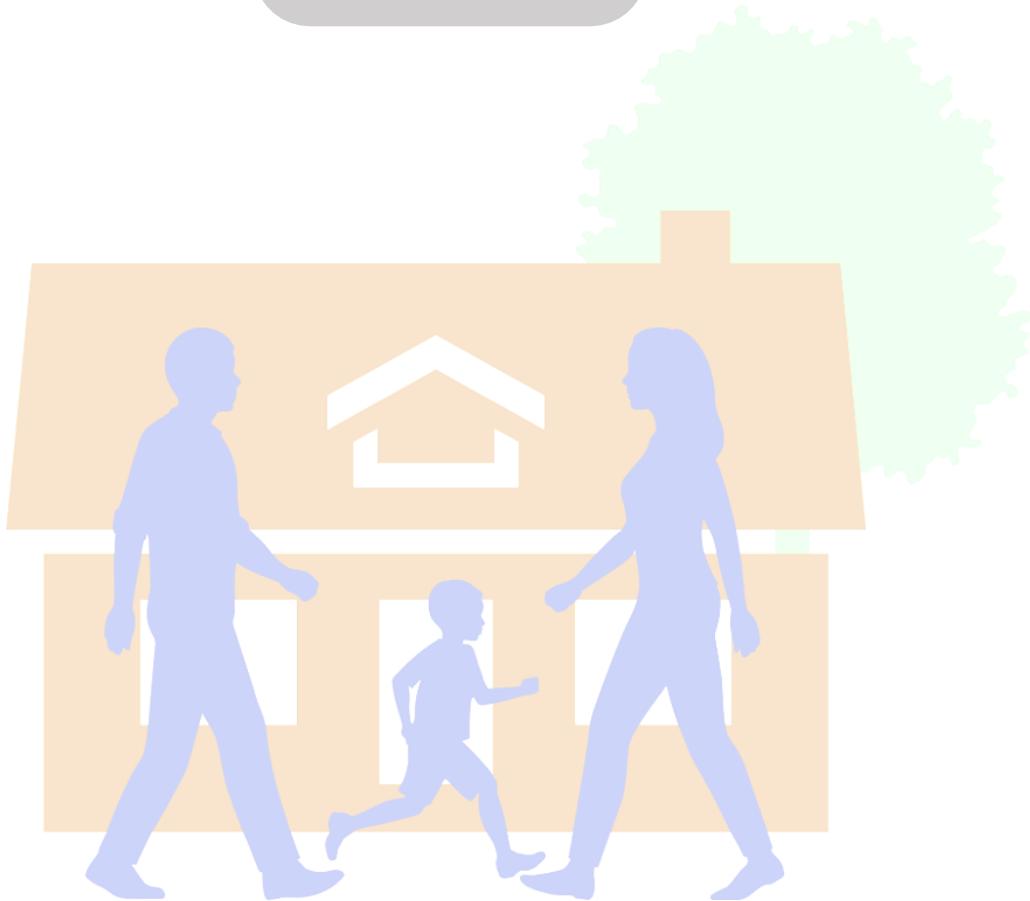




## Stoneleigh and Auriol Neighbourhood Plan

2025 - 2039



**Version:** Referendum February 2026

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## Foreword

## Foreword

Welcome to the Neighbourhood Plan for Stoneleigh and Auriol.

This Plan has taken over five years of work by the local community to complete. We saw it as an opportunity to help shape the areas of Stoneleigh and Auriol. To outline what we – the local residents – felt would be deemed good planning – and as an opportunity to say what we would like to see in the area; rather than just reacting to standalone planning proposals by developers.

The policies in this plan will be used to determine whether or not planning permission should be granted for development in our area. It will sit alongside the Emerging Local Plan for Epsom & Ewell and the statutory policies from central Government. A Neighbourhood plan gives local residents a say in the changing nature of the area. This is ever more important whilst Epsom and Ewell's Emerging Local Plan continues through its adoption process, as many of the existing policies are deemed out of date and carry little weight in planning appeals.

Once 'made' (adopted) by the local authority, this Neighbourhood Plan will become part of the statutory development plan and form the basis for decisions on individual planning applications.

There are areas which some people in the community wanted to go further on. It is important to note that a Neighbourhood Plan can't directly contradict the existing Local Plan for the area, or national Government policies in the NPPF. That said we have conducted significant local engagement, through events, leaflet drops and on-line surveys to try and ensure the voice of the community is across every aspect of this plan. We hope you feel the same.

We live in a great local area, a physically compact neighbourhood largely reminiscent of the 1930's housing estate first developed over ninety years ago. It retains that community feel, most recently so evident as we all wrestled with the Pandemic challenge. It has good local shops, beautiful open spaces and places of historical note. We have successful local schools, welcoming cafes and pubs and thriving clubs and community groups that work to benefit the local community. It's these wonderful elements we wish to maintain.

The team that has produced this plan has changed somewhat through its five-year lifespan; and we're really grateful to every single individual who has played a part – from drafting the SANP, providing technical input into the policies, putting up signs

## Foreword

advertising local events to filling in a survey – you have all helped ensure the voice of the Stoneleigh and Auriol community comes across.

Special thanks should go to those who have been involved in the committee; a small team of local volunteers who have really seen this as an opportunity to help shape the future of our area. The committee has included the following individuals during its lifetime: -

- Maurice Bacon
- Shannon Cramer
- Anthony Froud
- Richard Harris
- Amanda Heaton
- Sue Hibbs
- Diana Kay
- Dave Major
- Keith Roberts
- Natalie Rogers
- Nikki Rovagna
- Keith Tutton
- Peter Webb

This has been ably supported by the work of other local organisations including SARA (Stoneleigh and Auriol Residents Association), Stoneleigh Traders, Friends of Auriol Park, Stoneleigh Community Library and a number of the churches within the local area.

Most important of all, this Plan would not have been produced without the contributions made by many local residents including the c.150 Stoneleigh & Auriol Neighbourhood Forum members – thank you to everyone. Through sensitive development that respects the local area of Stoneleigh and Auriol, we can move forward as a thriving community. Our Neighbourhood Plan has tried to capture what we have and look for sensible ways for the community to evolve and prosper. Now the challenge will be to implement it.

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1

## Introduction

## 1.1 Purpose and Scope of the Neighbourhood Plan

- 1.1.1 The overarching purpose of the Stoneleigh and Auriol Neighbourhood Plan (hereafter referred to as the SANP) is to enable the community of Stoneleigh and Auriol to have a say in deciding the future development of Stoneleigh and Auriol in a way that maintains the unique character and sense of community of the area, whilst growing to meet future needs.
- 1.1.2 The Neighbourhood Plan has been created to supplement and build on existing strategic and local policies in the Epsom and Ewell Local Plan (2007) which are relevant to key issues in the area of Stoneleigh and Auriol. It should be noted, that at the time of developing this Neighbourhood Plan, Epsom and Ewell Borough Council (EEBC) are in the process of developing a new Local Plan which, as of October 2025 is at the final stage of the Local Plan process before it can be legally adopted. The Local Plan was submitted to the Secretary of State for examination on the 10<sup>th</sup> of March 2025 (EEBC, 2025)
- 1.1.3 The Neighbourhood Plan enables planning issues which are of particular importance to Stoneleigh and Auriol, to be assessed in detail and relevant policies to be set out. It is intended to cover a period of 15 years from the date of adoption in 2025 until the end of 2039.
- 1.1.4 The Neighbourhood Plan does not cover all planning issues in Stoneleigh and Auriol as many of these are adequately covered in the NPPF together with the existing Epsom and Ewell Local Plan. The Neighbourhood Plan seeks to limit itself to local planning issues in Stoneleigh and Auriol which require specific additional guidance.
- 1.1.5 The Neighbourhood Plan process has been the subject of extensive public consultation. This process has been iterative and has included:
  - Questionnaires (online and in-person using the same questions)
  - Public meetings, presentations and question and answer sessions.
  - Simple yes/no feedback on whether the residents agree with the proposed policies along with collecting comments regarding each policy proposal to refine the policy's objective.

1.1.6 This process has enabled a coherent vision of how residents and businesses want the area to be protected and improved. This is captured in the Vision and Objectives of the Neighbourhood Plan. The detailed policies in the Neighbourhood Plan stem from the Vision and Objectives.

1.1.7 The forum and this plan recognise the requirements and limitations relating to the designation of a neighbourhood forum contained in the Town and Country Planning Act 1990 (as amended), Section 61F, particularly the limitation on its lifespan (5 years) contained in subsection (8).

### 1.2 Vision Statement

**To ensure that the Stoneleigh and Auriol wards retain their original, unique character and strong sense of community by promoting and improving the economic, social and environmental well-being of those living and working in Stoneleigh and Auriol, whilst growing to meet future needs.**

### 1.3 What is a Neighbourhood Plan?

1.3.1 The UK government (gov.uk, undated) describes Neighbourhood Planning as:

*“...a new way for communities to have a say in the future of the places where they live and work. It gives you the power to produce a plan with real legal weight that directs development in your local area. It helps you:*

- choose where you want new homes, shops and offices to be built*
- have your say on what those new buildings should look like*
- grant planning permission for the new buildings you want to see go ahead”*

## 1.4 Overview of Strategic Policy Context for the Stoneleigh & Auriol Neighbourhood Plan

1.4.1 In writing the Stoneleigh & Auriol Neighbourhood Plan (SANP), careful consideration was given to the evolving framework of planning policies, particularly the emerging Epsom and Ewell Local Plan, which remained in draft during the SANP NP formulation. As a result, the SANP relied on the existing adopted Epsom and Ewell Local Plan (EELP), the emerging Draft Local Plan, and the National Planning Policy Framework (NPPF) to ensure alignment with statutory requirements and strategic objectives.

1.4.2 The NPPF sets out the Government's expectation that "a positive approach should be taken to achieving sustainable development through seeking economic, social and environmental gains jointly and simultaneously through the planning system". Updated in 2024, the NPPF outlines the Government's planning policies for England and how these are to be applied in local and neighbourhood plans. Critically, the NPPF must be taken into account in the preparation of all new development plans, including this one. The NPPF policies which are particularly relevant to this plan are:

- The presumption in favour of sustainable development
- Delivering a wide choice of high-quality homes
- Building a strong, competitive economy
- Making effective use of land
- Achieving well-designed places
- Promoting healthy and safe communities
- Meeting the challenge of climate change
- Conserving and enhancing the natural and historic environment.

1.4.3 By adhering to these key NPPF policies, the Stoneleigh & Auriol Neighbourhood Plan not only reflects local aspirations but also contributes to the broader national agenda of sustainable development and effective land use planning.

## 1.5 How to use this Neighbourhood Plan

- 1.5.1 The Neighbourhood Plan sets out policies for development in the Stoneleigh and Auriol area. Policies are clearly identified using a green background and are indexed at the beginning of this document. Each policy has a distinct section, title and policy number. These policies must be addressed by any development proposals coming forward in the area.
- 1.5.2 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.5.3 For the Stoneleigh and Auriol Neighbourhood Area, the development plan is made up of the local plan for Epsom and Ewell and, when made, this neighbourhood plan. (The Development Management Policies 2015 contain non-strategic policies).
- 1.5.4 Where policies within the SANP differ from policies in other development plan documents, the most up-to-date and specific policy takes precedence. However, where this Neighbourhood Plan does not include a relevant policy, policies in the other development plan documents should be used to determine planning applications. The Neighbourhood Plan only includes policies where a local approach is needed.
- 1.5.5 In addition to policies for development, the Neighbourhood Plan includes proposals to achieve the objectives of the SANP. The Planning Practice Guidance is clear that such community aspirations can be included within neighbourhood plans, but that they should be clearly distinguished from the SANP's policies. As such, these are referred to in the text of the SANP as 'Community Proposals' and are clearly identified with a yellow background and each proposal has its own recommendation number. Whilst these recommendations might not carry any weight when it comes to making planning decisions, they reflect the views and wishes of the residents when it comes to options available to developers.
- 1.5.6 Implementation of the Neighbourhood Plan will be monitored by the Forum Committee through quarterly reports and an annual Progress Report to the Stoneleigh and Auriol Neighbourhood Forum AGM.

## 1.6 Stoneleigh and Auriol Neighbourhood Forum (SANF)

### 1.6.1 History of SANF

- 1.6.1 SANF was born out a series of unpopular planning applications made within the Stoneleigh and Auriol wards in Epsom and Ewell.
- 1.6.2 The formation of SANF was conceived by local residents as an opportunity to influence proactively developments, with the aim of retaining the distinctive local character of the area.
- 1.6.3 The Stoneleigh and Auriol Neighbourhood Forum was designated by the Licensing and Planning Committee of Epsom and Ewell Borough Council, on November 12<sup>th</sup> 2020 under the Localism Act 2011. It is the formally recognised 'qualifying body' for the area, comprising a large group of active residents, business representatives and representatives of local community services and voluntary groups. The Neighbourhood Forum was established with a view to bringing forward a Neighbourhood Plan for the area.
- 1.6.4 EEBC agreed on the 12<sup>th</sup> of November 2020, to designate the Stoneleigh and Auriol Neighbourhood Area for the purposes of preparing a Neighbourhood Development Plan by Stoneleigh and Auriol Neighbourhood Forum, under Section 61G (1) of the Town and Country Planning Act 1990.
- 1.6.5 EEBC also agreed on the 12<sup>th</sup> of November 2020, to designate the Stoneleigh and Auriol Neighbourhood Forum for the purposes of preparing a Neighbourhood Development Plan for Stoneleigh and Auriol Neighbourhood Area under 61F of the Town and Country Planning Act 1990. The SANF designation expires on the 12<sup>th</sup> of November 2025.

Full details of these agreements can be found on the EEBC Website via:  
<https://www.epsom-ewell.gov.uk/residents/planning/planning-policy/neighbourhood-planning/stoneleigh-and-auriol-neighbourhood-forum>

- 1.6.6 A full history of SANF engagements can be found in: Appendix 4: SANF Key Dates and Engagement History.

## 1.6.2 Drivers in the Creation of SANF

1.6.2.1 An eight-storey tower block was proposed for Station Approach in Auriol, which culminated in the creation of Stop Stoneleigh Tower Block Action Group (SSTBAG). This group successfully campaigned against this application, but it became apparent that a longer-term solution to the unpopular planning applications within Stoneleigh and Auriol needed to be found. Many of those involved with SSTBAG went on to form SANF.

1.6.2.2 The COVID-19 pandemic has also changed the priorities of those looking to purchase a property. The House Buyer Bureau (2024) states:

*A major impact of the COVID-19 pandemic that is still being seen today is the shift in buyer priorities when choosing a new home. Homes are now having to meet a different set of requirements for owners and the checklist for many has changed. There is more of an emphasis on additional living areas and outdoor space and replacing some buyers' need for short commutes or local amenities. Additional office space is a must for home workers, whether within the property or in an outdoor summer house. Moving to a suburb with private outdoor space has become important for those living in the middle of large cities.*

1.6.2.3 The housing stock and amenities within Stoneleigh and Auriol already meets or exceeds the post-pandemic requirements listed above, and the pre-pandemic planning philosophy of building higher, denser, smaller properties near transport hubs (or in the case of Stoneleigh a single route station and two major bus routes that skirt the wards) specifically aimed at city-based commuters is now out of date with regards to the type of housing in demand.

1.6.2.4 The NPPF (December 2024) states that it seeks to uplift the average density of residential development in town centres and other locations that are well served by public transport (para 130). This is also in accordance with Core Strategy (EEBC 2007) Policy CS8 which seeks to direct "higher density development to central locations, such as Epsom town centre and other local centres, close to existing services and facilities and accessible by public transport, walking and cycling. However, Stoneleigh and Auriol is a suburban housing area that is not well served by public transport (see the overview in Chapter 6: Transport for more details).

1.6.2.5 The planning application for Station Approach, if it had gone ahead would have set a precedent for higher, denser, unsympathetic development within the area which was another driver in the creation of SANF.

## 1.7 Area Overview

1.7.1 The designated area for the SANP covers around 180 hectares and is located in the Borough of Epsom and Ewell in the county of Surrey. The designated area is based on the Stoneleigh and Auriol ward boundaries, prior to the minor boundary changes made before the 2023 local council elections.

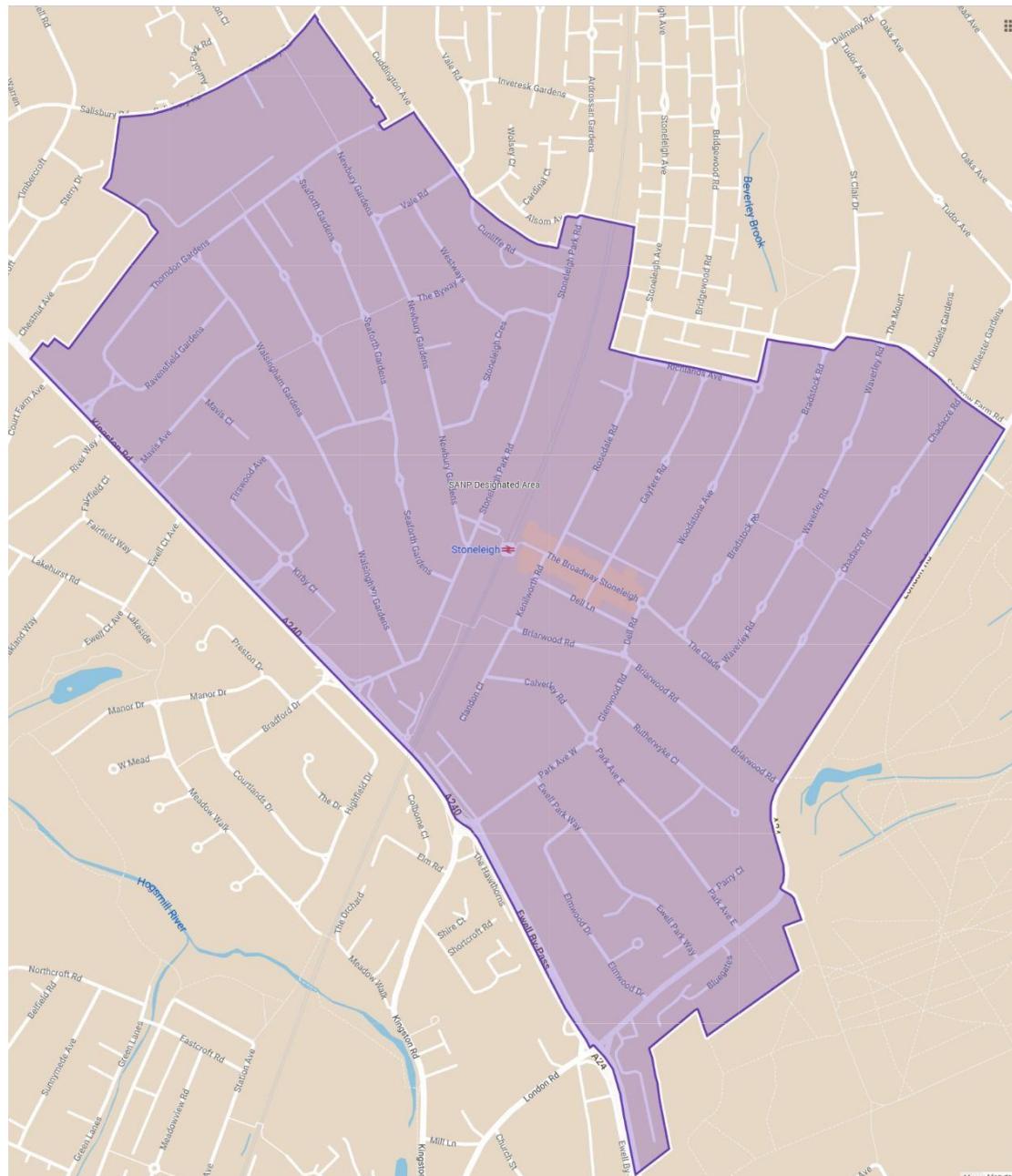


Figure 1: The SANP Designated Area

- 1.7.2 Stoneleigh and Auriol is a neighbourhood located in close proximity to Nonsuch Park (a Grade II Registered Park and Gardens) where the scheduled monument of Nonsuch Palace is located. There are more two parks within the area: the recreation ground in Park Avenue West and Auriol Park. Cuddington Recreation Ground is located close to the northern border of Stoneleigh.
- 1.7.3 The neighbourhood area mostly comprises of suburban residential streets laid out in a linear and grid pattern. According to the 2021 census there are 8,571 residents in Stoneleigh and Auriol with 1,895 under 18yrs and approximately the same number over 65 years. 90.5% of residents live in houses or bungalows with the remainder in flats or apartments.
- 1.7.4 The area is accessible via the A240 (Kingston Road/ Ewell By-pass) running along the western border of the neighbourhood, and the A24 which is along the area's southern border. The northern border of Stoneleigh is also the boundary of Greater London. There are no main roads running through the area.
- 1.7.5 Stoneleigh and Auriol lies between three major town centres: Epsom (3 miles), Sutton (3 miles) and Kingston upon Thames (5 miles). It shares a long northern border with Cuddington Ward and with the London borough of Sutton. The villages of Ewell and Cheam are less than a mile away.

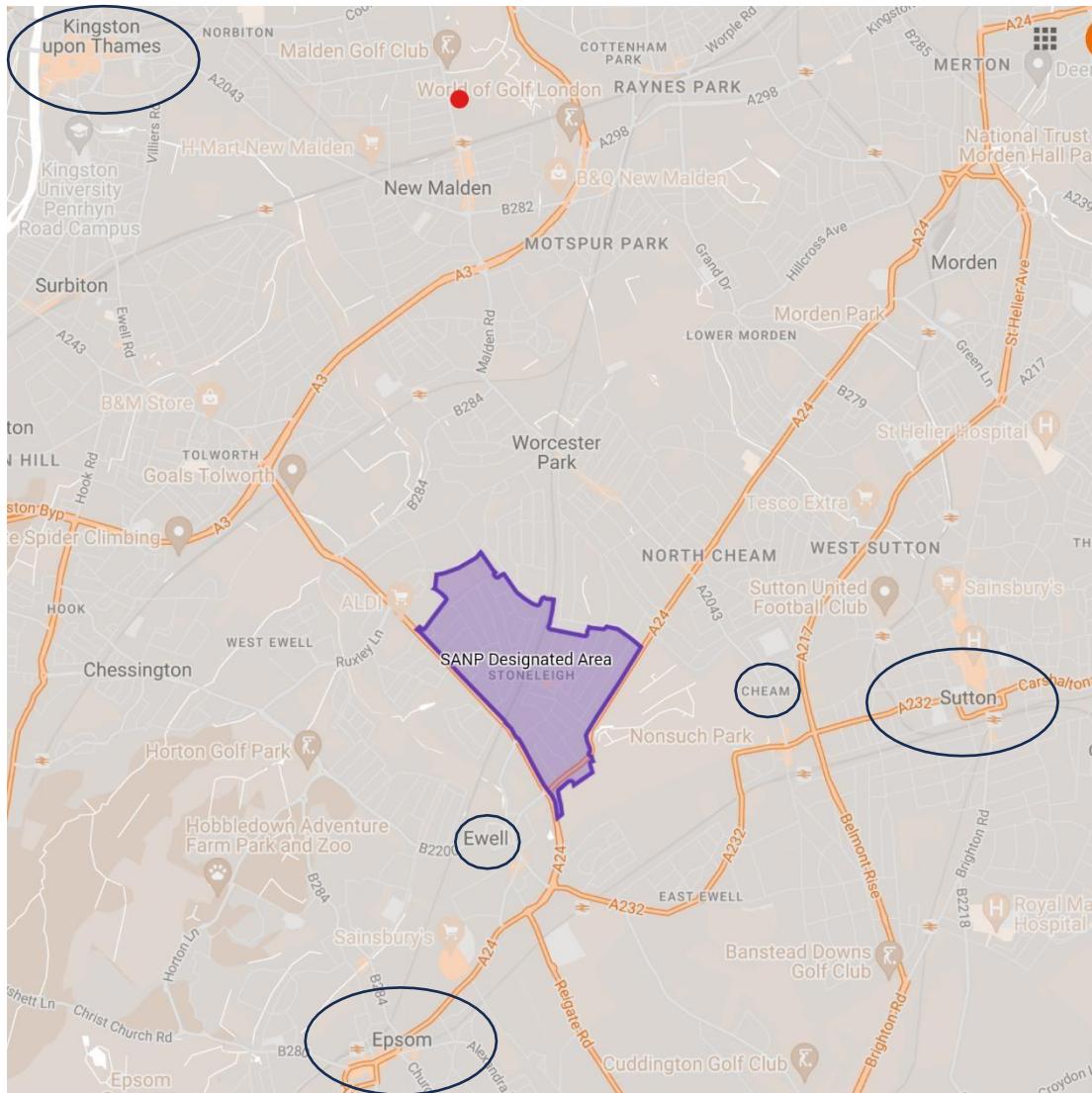


Figure 2: Stoneleigh and Auriol Location

1.7.6 Stoneleigh Station and Stoneleigh Broadway are in the centre of the neighbourhood. The station is serviced by South Western Railway, which provides direct trains towards London Waterloo, Guildford and Dorking. There are also several bus routes that connect Stoneleigh and Auriol with nearby centres – such as Epsom and Morden. Most buses run along the main roads that form the boundaries of the area, but there is currently a “hopper” bus which circulates through the neighbourhood area to connect with Worcester Park and Epsom.

1.7.7 Stoneleigh Broadway is the principal retail hub of the community with a variety of shops, cafes/restaurants, offices and a public house. Other, smaller retail areas can be found along the A240 (Kingston Road / Ewell Bypass) and on the border of Auriol and Cuddington.

- 1.7.8 There are a number of other community facilities within Stoneleigh and Auriol. These include a community library, a Hindu temple, three local churches and two scout halls, which can be hired by groups and individuals for parties and community events.
- 1.7.9 There are two public houses within Stoneleigh and Auriol: The Station (formerly The Stoneleigh) and The Queen Adelaide. The Station public house is located on Stoneleigh Broadway and is a grade II listed building. The Queen Adelaide is located on the A240 Another public house: The Willow Tree is located on the border of Auriol and Cuddington. Recently, many public houses within Epsom and Ewell have been either demolished or converted to flats.
- 1.7.10 There are four schools within the neighbourhood, two in each ward.
- 1.7.11 The Mead Infant and nursery school for children aged 2 ½ -7yrs and Auriol Junior School for children 7-11yrs are in Auriol ward. The schools are in adjacent buildings and have a shared playing field.
- 1.7.12 In Stoneleigh there are 2 primary schools Meadow Primary School and Nonsuch Primary School which have attached nursery provision providing education from 2 ½ - 11 yrs. The school halls are used by community groups such as dance and fitness classes and for holiday and drama clubs. The schools provide around 1470 school places for children aged 4-11 in the designated area. While there are no secondary schools within the neighbourhood, there are four within in Epsom and Ewell (two single sex and two mixed) Given the close proximity the London boroughs of Sutton and Kingston some children travel outside the borough for secondary education
- 1.7.13 Recently, there have been cases of schools within Epsom and Ewell selling their playing fields for housing developments.
- 1.7.14 Public Rights of Way weave through the area, connecting residential roads and cul-de-sacs with nearby open spaces, providing connections between the neighbourhood and surrounding built-up areas. The area is noted for its tree-lined streets, grassy verges, front gardens and lozenge-shaped grassy roundabouts which were part of the original design for the area

1.7.15 Auriol Park is the key amenity open space serving the Auriol ward. Auriol Park comprises of a playground, playing fields, a café, tennis courts, a basketball court and a bowling club. The playing fields are also used by people and groups from outside the area for example. The area is also in close proximity to Nonsuch Park to the south, Hogsmill Riverside to the west, and Cuddington Recreation Ground to the northeast.

1.7.16 Nonsuch Park has key historical significance for Stoneleigh and Auriol once formed part of the Great Park. Now only the part known as Little Park remains. This is a valuable local green space and is the English Heritage Register of Historic Parks and is A Site of Nature Conservation Importance (SNCI) Nonsuch Park is used extensively by residents of Stoneleigh for leisure, and recreation including running, walking, bike riding, and dog walking.

## 1.8 History and Heritage

1.8.1 The designated area of Stoneleigh and Auriol is distinct entity within the borough of Epsom and Ewell due to both the geographical location and its historical significance. The term Stoneleigh is generally used to describe both the Stoneleigh and Auriol wards, as historically, this was the name for the entire area.

1.8.2 Stoneleigh is located within the original Great Park of Henry VIII's Nonsuch Palace.



Figure 3: Outline map showing the Great and Little Parks (Epsom & Ewell History Explorer, 2019)

1.8.3 In 1858 part of the land was purchased by the London and South Western Railway to complete the build the Wimbledon to Epsom section of the Waterloo to Epsom railway line. This line now forms the boundary between Stoneleigh and Auriol wards. The two cattle arches constructed as part of the railway line are still the only way for pedestrians to cross directly between Stoneleigh and Auriol other than the station footbridge. Cars and other vehicles cannot cross directly and need to go to the boundary roads.

1.8.4 In 1860 John Jefferies Stone bought a parcel of land from the original Great Park which comprised of 220 acres of arable land and woods with four farms. This land includes the present-day Stoneleigh and Auriol wards plus some additional land stretching towards Worcester Park which is now part of the London Borough of Sutton.



Figure 4: Photograph of John Jefferies Stone (H. A. Antrobus, 1948)

1.8.5 In July 1879, one month before he died, John Jefferies Stone wrote his will regarding his Surrey Estate.

*“It is my earnest desire that the said land should be sold as building land rather than agricultural land in so far as it is possible....”*

1.8.6 JJ Stones' executors, Edward Mulready Stone and Frederick Stone worked together with the local council to develop a comprehensive town plan for the area. This could be said to be an early example of a Neighbourhood plan. It took around 50 years for the plan to come to fruition. The protracted negotiations began to move forward in 1929 when the Southern Railway agreed to build a station to serve the new estate

1.8.7 In 1930 it was announced that an Interim Development Order had be made to build 3000 homes, including 24 acres of recreational land, a shopping centre and a railway station on the Stoneleigh Estate, named after JJ Stone and his house: “Stoneleigh”, which had been built on the site of one of the farms.

1.8.8 The executors formed the Stoneleigh Trust, to organise the sale of the land to various developers. They had a clear vision of the type of housing that they wanted in the area so design codes were developed. The requirements included building lines frontages and the height of buildings. It even went in to the height of garden walls and boundary fences and in the residential streets it included verges and grassy roundabouts. The town plan included a shopping centre now known as Stoneleigh Broadway and designated green spaces for recreation.

1.8.9 The station was completed in 1932 and building began soon afterwards, with rapid development between 1932-1937 when the estate was essentially finished in the form it is today. The original town plan included spaces for schools on either side of the railway line and these were opened in 1936/37.

1.8.10 Many of the properties built at the time were of a style which became widely known as the Stoneleigh Chalet and this style is still referenced by EEBC for areas outside of Stoneleigh in their Character Area Summary (EEBC, undated, p26).



Figure 5: The Stoneleigh Chalet, as shown in the brochure from Messrs. Atkinson & Marler, Estate Agents

1.8.11 By the beginning of the second world war the estate was essentially complete. Most of the building work since that time has been extensions on the existing houses. The original house called Stoneleigh and its immediate grounds was kept intact until the 1970s when the house was demolished and the land developed as a mix of private housing and housing association units.

1.8.12 There was also a plot of land adjacent to the station which had originally been earmarked for a cinema. It remained as wasteland until the early 1960s when a block with retail and residential units was constructed. The first of these became the library in Stoneleigh in 1966.

Another post-war development was land opposite the site of the Stoneleigh House which was part of the original grounds. This has been developed as the Bluegates estate, scout hall and nature reserve.

1.8.13 More detailed information on the history of Stoneleigh can be found at: [eehe.org.uk/?p=29875](http://eehe.org.uk/?p=29875) and [en.wikipedia.org/wiki/Stoneleigh,\\_Surrey](http://en.wikipedia.org/wiki/Stoneleigh,_Surrey)

## 1.9 Acronyms

1.9.1 The following acronyms are used within this document.

Acronym	Description
AECOM	A multinational consulting company used to create the Stoneleigh and Auriol Design Guidance and Codes document. The name of the company is derived from: <b>A</b> rchitecture, <b>E</b> ngineering, <b>C</b> onstruction, <b>O</b> perations, and <b>M</b> anagement
AHAP	<b>A</b> rea(s) of <b>H</b> igh <b>A</b> rchaeological <b>P</b> otential
BNG	<b>B</b> iodiversity <b>N</b> et <b>G</b> ain.
CIL	<b>C</b> ommunity <b>I</b> nfrastructure <b>L</b> evy
EEBC	<b>E</b> psom and <b>E</b> well <b>B</b> orough <b>C</b> ouncil
EETAB	<b>E</b> psom and <b>E</b> well <b>T</b> ree <b>A</b> dvisory <b>B</b> oard
LCWIP	<b>E</b> psom and <b>E</b> well <b>L</b> ocal <b>C</b> ycling and <b>W</b> alking <b>I</b> nfrastructure <b>P</b> lan
LGS	<b>L</b> ocal <b>G</b> reen <b>S</b> pace
NPPF	<b>N</b> ational <b>P</b> lanning <b>P</b> olicy <b>F</b> ramework. This sets out the Government's economic, environmental and social planning policies for England (not Scotland, Wales or Northern Ireland). The policies set out in this framework apply to the preparation of local and neighbourhood plans and to decisions on planning applications.
RCHC	<b>R</b> etail, <b>C</b> ommercial, <b>H</b> ospitality and <b>C</b> ommunity/ <b>C</b> ultural facilities
SANF	<b>S</b> toneleigh and <b>A</b> uriol <b>N</b> eighbourhood <b>F</b> orum
SANP	<b>S</b> toneleigh and <b>A</b> uriol <b>N</b> eighbourhood <b>P</b> lan
SCC	<b>S</b> urrey <b>C</b> ounty <b>C</b> ouncil
SSTBAG	<b>S</b> top <b>S</b> toneleigh <b>T</b> ower <b>B</b> lock <b>A</b> ction <b>G</b> roup
SuDS	<b>S</b> ustainable <b>D</b> rainage <b>S</b> ystems
TFL	<b>T</b> ransport <b>f</b> or <b>L</b> ondon

2

## Housing

## 2.1 High Level Objectives

Objectives	Policy / Community Recommendation
i. To ensure that the unique character of Stoneleigh and Auriol is maintained or improved, and that any new or modified buildings are appropriate with this character and sympathetic with the existing building lines.	Policy 1: Consistency of Building Lines
	Policy 2: Development Height and Character
	Community Recommendation 1: Support for Sympathetic Higher Density Development
ii. To ensure that any backland developments do not have an adverse impact to the local character of the Designated Area.	Policy 3: Backland Development

## 2.2 Overview

2.2.1 As part of the production of this plan, the Neighbourhood Forum produced the “Stoneleigh and Auriol Design Guidance and Code” document with the assistance of AECOM, which depicts the design and nature of the designated area, outlining how good design should be the cornerstone of any future development. A copy of this document is available on the SANF website

2.2.2 This section outlines key points and policies the Neighbourhood Forum wishes to adopt. The design principles within the “Stoneleigh and Auriol Design Guidance and Code” document form much of the basis of this section of the Neighbourhood Plan and should be considered as a valuable design reference for any proposed development within the Designated Area.

## 2.3 Policy 1: Consistency of Building Lines

### Policy 1: Consistency of Building Lines

New developments and property modifications, should maintain a consistent building line, complementing the existing form, massing and roofscape of the existing properties on the same vicinity and incorporating the sloping nature of the area where appropriate as described in the AECOM Stoneleigh and Auriol Design Guidance and Codes (2022).

#### Strategic Policy Context

EEBC Core Strategy (2007):	CS 5: reinforce local distinctiveness and complement the attractive characteristics of the Borough;
NPPF (2024):	11. Making Effective Use of Land: Paragraphs 125, 129 - 130, Pages 36-38 12. Achieving well-designed and beautiful places: Paragraphs 132, 134 - 135, 137 & 139, Pages 39 - 41

#### 2.3.1 Policy Survey Results

	21 <sup>st</sup> January 2024	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	20 (100%)	11 (100%)	16 (100%)
Against	0 (0%)	0 (0%)	0 (0%)

### 2.3.2 Context

- 2.3.2.1 The majority of housing in Stoneleigh and Auriol is made up of three-bedroom semi-detached housing, with front gardens and off-street parking. The houses maintain a consistent building line at the front, along long, sweeping roads in both Stoneleigh and Auriol. In Stoneleigh, the roads widen and provide a gateway towards Stoneleigh Broadway and the Designated Area Boundary roads of London Road (A24) and Kingston Road (A240). In Auriol, feeder roads lead typically towards Stoneleigh Park Road and the Kingston Road (A24).
- 2.3.2.2 The ONS statistics for 2021 show that the housing in Stoneleigh and Auriol is made up predominately of semi-detached housing at over 75%, followed by detached housing at around 13%. See Appendix 5 - Population Statistics and Demographics for more details.
- 2.3.2.3 Over many years, an increasing number of the homes have been extended into the roof space, to the back and to the side as applicable. However limited change is visible at the street, other than side extensions and increased paving for more off-street parking. The area therefore retains the original character of the estate as built within the 1930s, with long roads made up of mainly 1930s semi-detached housing.
- 2.3.2.4 The AECOM Stoneleigh and Auriol Design Guidance and Codes (2022) is used as part of the evidence base for this policy, along with the following policy: Policy 2: Development Height and Character.

### 2.3.3 Rationale and Justification

2.3.3.1 One of the aims of the SANP, as stated in section 1.1 is to maintain “the unique character of the area”. Maintaining this character - the building lines and the look and feel of the area is a key consideration for local residents, as demonstrated by the below data from an on-line Housing Survey commissioned on May 27<sup>th</sup> 2022, following the initial draft production of the Local Neighbourhood Design Guide:

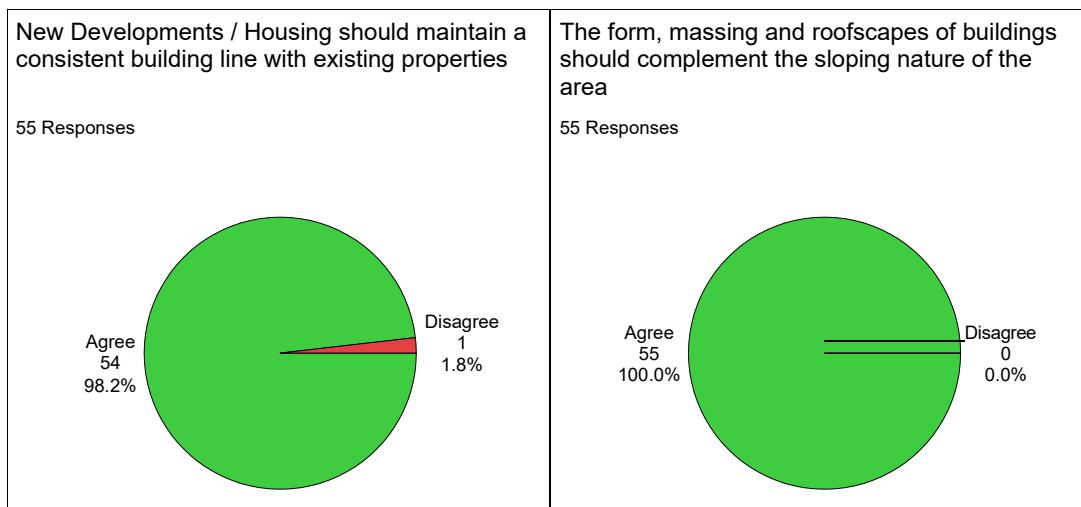


Figure 6 – Responses to the Building Line and Roofscape on-line Survey Questions

2.3.3.2 The AECOM Stoneleigh and Auriol Design Guidance and Codes (2022) states that there is a need to “Retain the long straight and sweeping streets.”. It also states that "The form, massing and roofscapes of buildings should complement *[sic]* the sloping topography". As such, Policy 1: Consistency of Building Lines is introduced to maintain the Building Line and the planned flow of the Designated Area.

2.3.3.3 The SANP Designated Area is also defined by a number of natural inclines and declines – a sloping nature. An example of this can be seen at the bottom of Stoneleigh Park Road, whereby a natural building line is retained despite an incline and changes in property type as you progress up the road.



Figure 7 – Roof Lines following the natural incline on Newbury Gardens down to Stoneleigh Park Road

2.3.3.4 The individual houses on streets vary in style. Whilst there are a number of designs they remain largely as originally built, with the differing character adding to the local street scene and environment. Whilst they differ slightly, many of their properties are consistent, including Building Lines, Mass of buildings and a sloping roof to the street side of the property. This similarly is seen as a key characteristic of the area, as demonstrated in the same Housing survey referenced above.

2.3.3.5 This policy compliments EEBC Core Policy (EEBC 2007, p23) which states:

*Development should...:*

- ***reinforce local distinctiveness and complement the attractive characteristics of the Borough;***

## 2.4 Policy 2: Development Height and Character

### Policy 2: Development Height and Character

New development should:

- Respect the surrounding building heights, which are generally 2 to 3 storeys high. Any exceptions to this would need to demonstrate how they would maintain the existing character of the area;
- Complement the existing form, massing and roofscape of the surrounding built form;
- Use materials that complement the character of the area; and
- Have regard to the AECOM Stoneleigh and Auriol Design Guidance and Codes (2022).

Strategic Policy Context	
EEBC Core Strategy (2007):	N/A
NPPF (2024):	11. Making Effective Use of Land: Paragraphs 125, 129 - 130, Pages 36 - 38 12. Achieving well-designed and beautiful places: Paragraphs 132, 134 - 135, 137 & 139, Pages 39 - 41

#### 2.4.1 Policy Survey Results

2.4.1 This policy was originally two policies that were then merged into one.

#### Survey Results - Policy SA-P-H-02 – Complementary Rooflines

21 <sup>st</sup> January 2024		
For	17 (100%)	
Against	0 (0%)	

#### Survey Results - Policy SA-P-H-03 – New Development Height and character

21 <sup>st</sup> January 2024		
For	21 (100%)	
Against	0 (0%)	

## Survey Results - Policy SA-P-H-02 – New Development Height and Character

	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	11 (100%)	
Against	0 (0%)	

## 2.4.2 Context

2.4.2.1 The Housing profile in Stoneleigh and Auriol is made up largely of 2 or 3 storey housing, with a few recent developments of flats adding a 4th storey in very specific locations - for example on Dell Lane, Stoneleigh. The Broadway and Shopping areas on London Road are similarly 3 storey dwellings, naturally supportive and considerate of the surrounding area.

2.4.2.2 A Proposal for the development of a seven or eight-story flat development, and subsequently a four-storey building, at Station Approach in Stoneleigh tested this principle. These plans received over 1000 complaints, with over half of these referencing the building height as excessive.

## 2.4.3 Rationale and Justification

2.4.3.1 This was further reviewed in the commission of the AECOM Stoneleigh and Auriol Design Guides and Code (2022), which states that Buildings should be generally of 2 to 3 storeys high and within this guidance as defined by the Development Management Policies.

This similarly was tested with local residents (May 17<sup>th</sup> 2022), the results of which are shown below: -

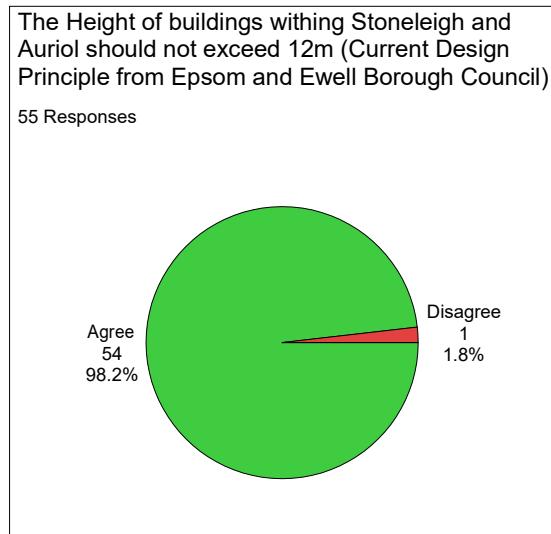


Figure 8 – Response to the Maximum Building Height on-line Survey Question

2.4.3.2 Whilst Epsom and Ewell Borough Council has in recent times agreed to relax their policy on design height, it is a characteristic of the surrounding area that the vast majority of all residential buildings are two to three storeys, and consistent in appearance.

2.4.3.3 As such Policy 2 looks to state that Building Height be specifically considered as part of the Proposal; and that any development blends in with the surrounding area – in both height and character. This would include the edge of the designated area including London Road and A240 Kingston Road; and Stoneleigh Broadway – the main shopping area of the designated area.

2.4.3.4 The materials used in the construction of new and existing developments should complement the area and colour palette as described in the Stoneleigh and Auriol Design Guides and Code, (AECOM, 2022, LB07, page 38).

## 2.5 Community Recommendation 1: Support for Sympathetic Higher Density Development

### Community Recommendation 1: Support for sympathetic higher density development

The Neighbourhood Forum fully supports the above caveat within policy DM11, with its aim of sympathetic higher density development, and would note that the policies stated within this document would need to be met, in the cases where a higher density development is proposed, to ensure that any higher density proposals do not adversely affect the character of the area.

#### 2.5.1 Context

2.5.1.1 As previously mentioned, the majority of housing stock within the Designated Area is made up of Semi-detached housing. Many of these houses have been extended to the side/rear of the property. Current Epsom and Ewell Development Management Policies (EEBC, 2020) require properties to have approximately 1 metre between the properties, which the Neighbourhood Forum would support retaining.

2.5.1.2 Epsom and Ewell's Housing Density Policy - DM11 - states that the majority of developments should not exceed 40 dwellings per hectare. The Neighbourhood Forum supports this position for any development of semi-detached / detached or attached houses, however recognises that for proposed developments of flats, a higher density is appropriate. Policy DM11 also states that: -

*Proposals for new housing must demonstrate how the density of development would contribute towards maintaining and enhancing the visual character and appearance of the wider townscape and lead to no net loss of biodiversity.*

## 2.6 Policy 3: Backland Development

### Policy 3: Backland Development

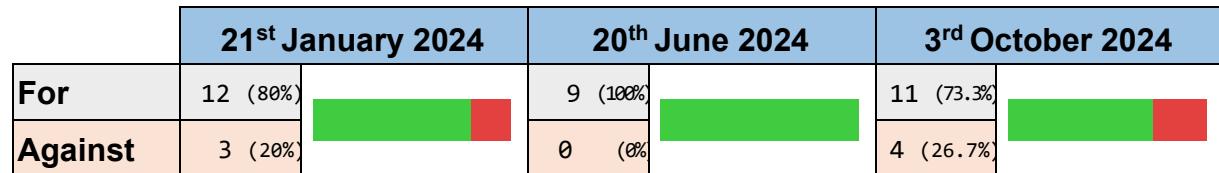
New dwellings within one or more residential plots will be permitted, where the following criteria are satisfied:

- a) Appropriate vehicle, pedestrian and cycle access is provided from the public highway.
- b) Appropriate private and usable amenity space is provided.
- c) No adverse overlooking of residential dwellings and gardens.

#### Strategic Policy Context

EEBC Core Strategy (2007):	N/A
NPPF (2024):	11. Making Effective Use of Land: Paragraphs 124, 126 - 130, Pages 36-38
<b>SCC Healthy Streets for Surrey</b>	
SCC Design Codes (2023)	4. General layout principles

#### 2.6.1 Policy Survey Results



### 2.6.2 Context

2.6.2.1 The character of the area is partly defined by the long back gardens available to the residential streets within the Designated Area; and the biodiversity and wildlife that these environments provide and encourage.

2.6.2.2 SCC has a set of design codes/principles for “Healthy Streets” and for backland development, the layout should meet the standards as defined in Chapter 4 – General Layout Principles (SCC, 2023).

### 2.6.3 Rationale and Justification

2.6.3.1 In a design codes follow-up on-line survey, conducted in September 2022, 75% of respondents were opposed to development in back gardens, beyond the extent of permitted development. The remaining 25% stated that it was dependent upon the proposal submitted. Given the demands for housing expected over this plan’s lifetime, it is not appropriate to say that any housing cannot be built in existing back garden spaces. However, this policy is provisioned to ensure that any such development does not have an adverse impact on the local character of the Designated Area.

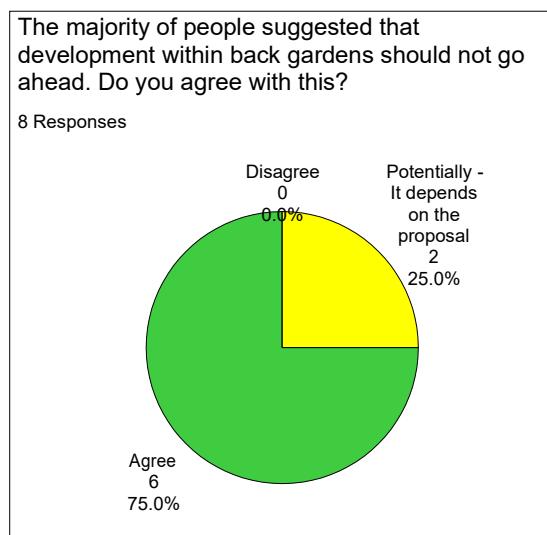


Figure 9: Responses to the back garden development on-line survey question.

3

## **Retail, Commercial, Hospitality & Community / Cultural Facilities**

## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.1 High Level Objectives

Objectives	Policy / Community Recommendation
i. To protect and enhance existing Retail, Commercial, Hospitality & Community / Cultural Facilities whilst ensuring a diverse range of facilities are available and accessible to local residents.	Policy 4: Safeguarding of Retail Facilities
	Policy 5: Safeguarding of Public Houses
	Community Recommendation 2: Support for Retail Diversity.
ii. To ensure that any new Retail, Commercial, Hospitality & Community / Cultural development is compatible with the available parking in the immediate area.	Policy 6: Parking at Retail, Commercial, Hospitality & Community/Cultural Facilities

### 3.2 Overview

- 3.2.1 RCHC refers to Retail, Commercial, Hospitality and Community/Cultural facilities within this section.
- 3.2.2 RCHC has an important role within Stoneleigh and Auriol, providing local services and, employment whilst adding a unique character to the local area. Any proposed development in this area should include appropriate provision or substitution of such facilities, which at the time of writing are close to 100% occupancy, providing a sustainable local centre with shops, cafes and local community facilities including, for example: Stoneleigh Library.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

3.2.3 There are six areas within the SANP designated area containing premises.

These are:

- Stoneleigh Broadway (including the service roads behind each side of Stoneleigh Broadway) (SB on the map below).
- Station Approach (SA on the map below).
- Vale Road (VR on the map below).
- Stoneleigh Park Road) / Kingston Road Junction AKA Stoneleigh Parade (SP on the map below).
- Kingston Road (KR on the map below)
- London Road (Organ and Dragon Junction) (OD on the map below).

3.2.4 There are 4 places of worship within the SANP designated area. These are (Name, Denomination/Affiliation, Location. (Map ID above)):

- Sri Raja Rajeswari Amman Temple. Hindu. Dell Lane. (SRT).
- St John the Baptist's Church, Anglican, Station Approach. (SJC).
- Stoneleigh Baptist Church, Baptist. Chadacre Road. (SBC).
- Stoneleigh Methodist Church, Methodist. Stoneleigh Crescent. (SMC).

3.2.5 Each of these places of worship above also have community facilities, such as community halls, cafés etc.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

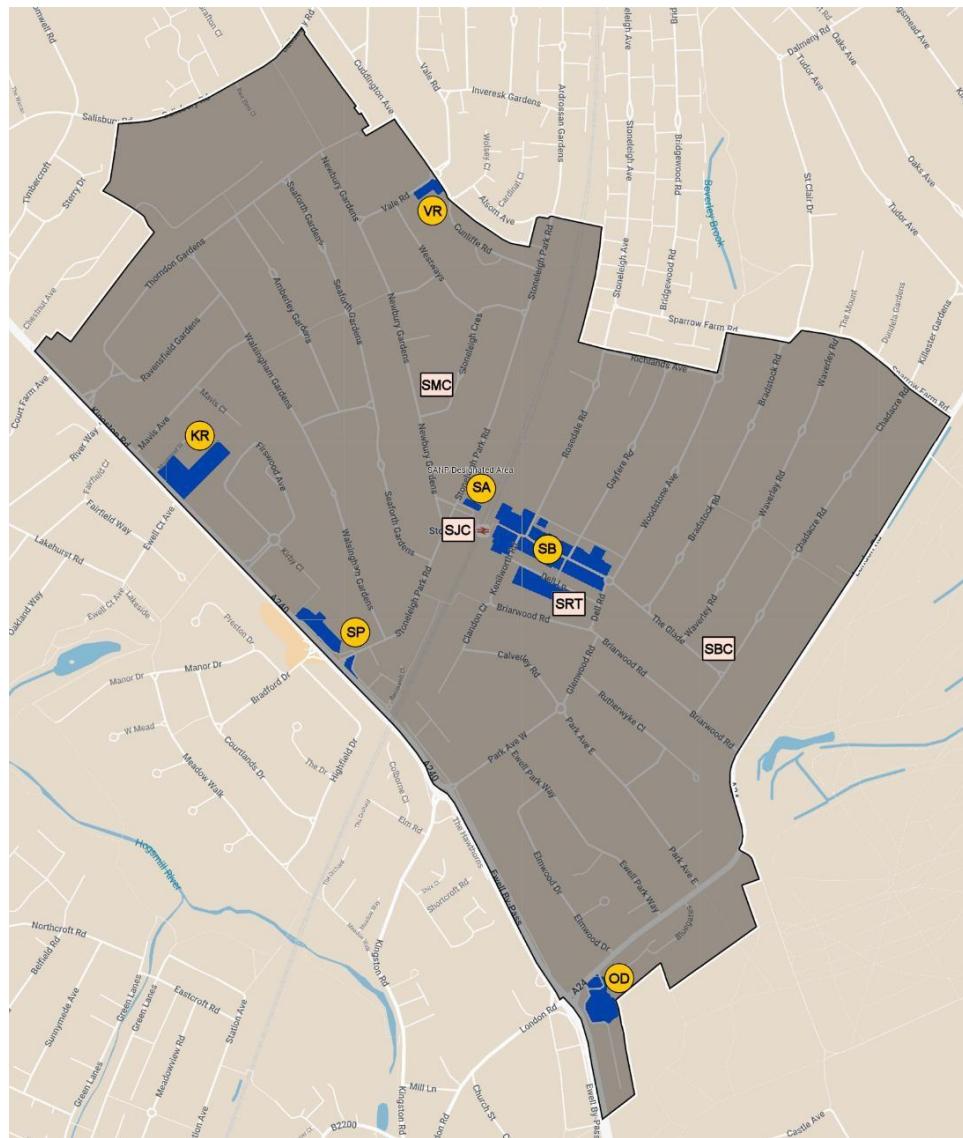


Figure 10: Location of Retail and Places of Worship in the designated area

3.2.6 The retail areas above typically comprise shop units, with residential accommodation above. There is free on-street parking available for durations ranging from 30 minutes to 3 hours (depending on the retail location). private garages, pay and display car parks (Stoneleigh Public House and Stoneleigh Parade car park), Any redevelopment of these areas should take into account Policy 4: Safeguarding of Retail Facilities.

3.2.7 Each of the RCHC areas within the SANP designated area have different characteristics and provide different kinds of retail services to the local residents.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.2.2 Stoneleigh Broadway

- 3.2.2.1 Stoneleigh Broadway is a retail area situated outside Epsom Town centre within the Borough of Epsom and Ewell comprising 55 units. The larger retail outlets on The Broadway consist of multiple units.
- 3.2.2.2 The percentage of currently vacant units (5.5%) is below the national high street average of 13.9% for Q2 of 2023 as reported by the British Retail Consortium (2023), with currently only three units empty since 2019 (pre-Covid). This indicates that The Broadway remains a vibrant and commercially successful shopping area.
- 3.2.2.3 Stoneleigh Broadway offers a diverse range of shops within the current mix of retail outlets including large multiples used by national retailers. The majority of retailers on Stoneleigh Broadway are independent.
- 3.2.2.4 Alongside shops, Stoneleigh Broadway has a number of restaurants, takeaways, cafes, dry cleaners, a library, a medical centre and a grade 2 listed public house (The Station).
- 3.2.2.5 Behind both sides of the Broadway there are commercial and community facilities that include warehousing, car sales, a museum, a Hindu temple, a scout hall and nursery, along with parking spaces for the shops and flats on the Broadway.

### 3.2.3 Station Approach

- 3.2.3.1 Station Approach currently contains six retail units, one of which is vacant.
- 3.2.3.2 There are some small commercial units behind station approach.
- 3.2.3.3 Station Approach is located in close proximity to Stoneleigh Broadway, but is separated by the railway line running through Stoneleigh and Auriol. The shortest route to get from Stoneleigh Broadway (A) to Station Approach (B) by car involves a 1.1-mile journey.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

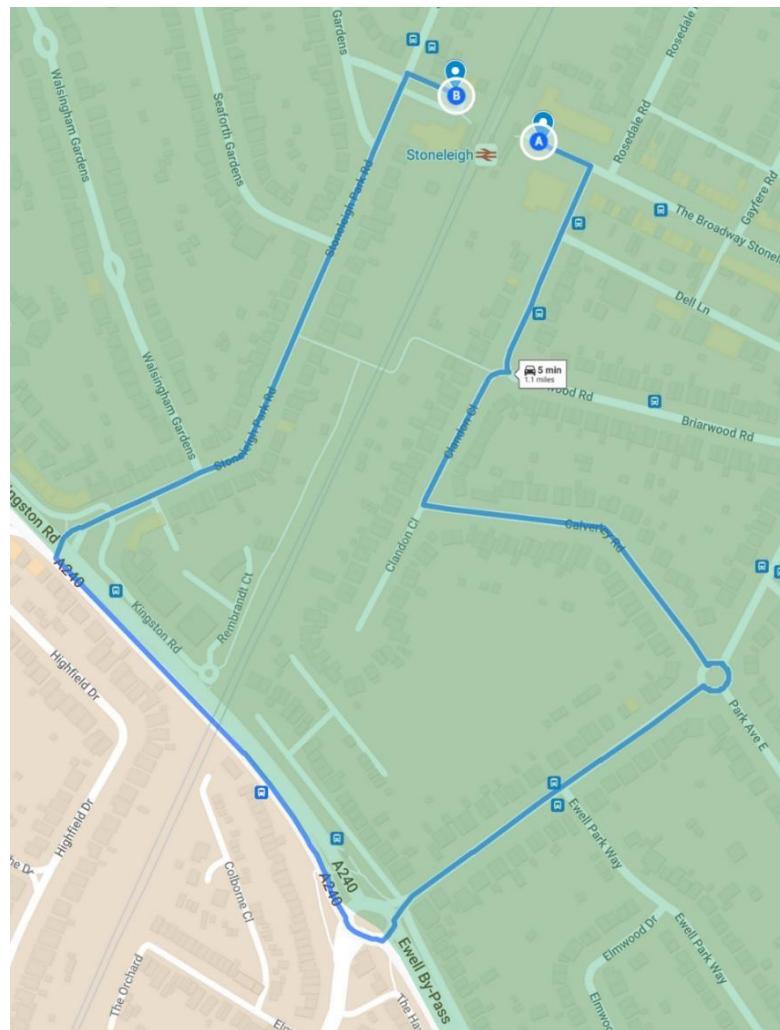


Figure 11: Shortest Route from Stoneleigh Broadway to Station Approach by Car

3.2.3.4 SANF notes that one retail outlet on Station Approach has been converted with planning permission into a residential property, with changed frontage. Whilst recognising this has gone through the appropriate council planning, SANF wishes it to be noted that it is a loss of a much-needed retail site on Station Approach.

### 3.2.4 Vale Road

3.2.4.1 Vale Road offers a limited but diverse range of shops and services, providing a very important local resource for those without car access to The Broadway or Epsom town Centre. Footfall is very local, many visit by car with parking available on Vale Road. Most shops have self-contained flats above.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

3.2.4.2 Not all of the retail units on Vale Road are part of the SANP designated area, with some being part of Cuddington Ward. There is also a public house (The Willow Tree) in the vicinity, which also draws visitors to the area and is also just outside of the SANP designated area.

### 3.2.5 Stoneleigh Park Road / Kingston Road

3.2.5.1 Stoneleigh Park Road / Kingston Road offers a diverse range of small shops, eateries and services, with residential flats located above. Further retail units are available on the other side of the Kingston Road, which whilst not included within the SANP designated area, does influence the number of people visiting.

3.2.5.2 There is a public house (Queen Adelaide) which has an attached hotel and a petrol station/retail outlet located on the Kingston Road, that both fall within the SANP designated area.

### 3.2.6 London Road (Organ and Dragon Junction)

3.2.6.1 The London Road (Organ and Dragon Junction) is one of the busiest non-motorway junctions in Surrey. The section of this junction within the SANP designated area has a 24-hour petrol station and retail outlet. There is also a large and distinctive self-storage retail unit. The junction was named after the former public house that stood on the corner of the junction.

# Retail, Commercial, Hospitality & Community / Cultural Facilities

## 3.3 Policy 4: Safeguarding of Retail Facilities

### Policy 4: Safeguarding of Retail Facilities

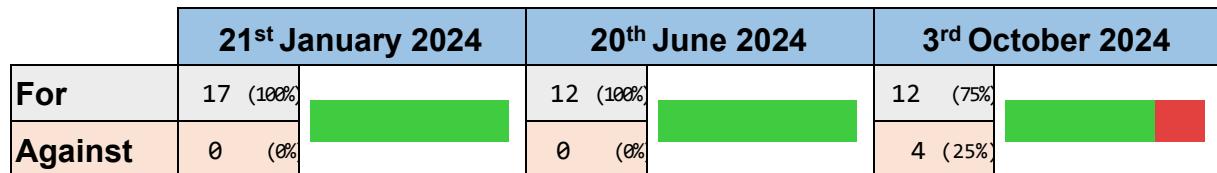
Within the retail centres as shown in Figure 10:

- a) Proposals that would improve and enhance local facilities and services by addressing the daily requirements of the community will be supported.
- b) Proposals for change of use that threaten the predominance of Class E uses will be resisted.

#### Strategic Policy Context

EEBC Core Strategy (2007):	CS 15: Measures to protect the role, function and needs of the local centre, page 44
NPPF (2024):	7. Ensuring the vitality of town centres, paragraph 90, page 26

### 3.3.1 Policy Survey Results



#### 3.3.1 Context

3.3.1.1 Stoneleigh and Auriol has multiple retail facilities as outlined in overview for this section. These facilities have changed over time, but have always been diverse and met the needs of local residents.

#### 3.3.2 Rationale and Justification

3.3.2.1 There is a slow but discernible trend for change of use from Retail Class A1 retail to class B1 office spaces in these local retail centres. The south side of The Broadway was, until recently, protected by Article 4 Directions from Epsom and Ewell Borough Council, which placed a restriction on primary retail frontages in Epsom Town Centre and Stoneleigh Broadway converting from

## Retail, Commercial, Hospitality & Community / Cultural Facilities

what was A1 (retail) to A2 (professional services). The re-classification of retail premises (A1, A2 etc) has moved on, and the new Class E classification for Commercial, Business and Service renders the Article 4 Direction obsolete.

3.3.2.2 In general, local residents believe that the shopping provision of the two main retail areas for the area are sufficient and less than 10% of the respondents to an on-line survey held in November 2022 used them less than once per week.

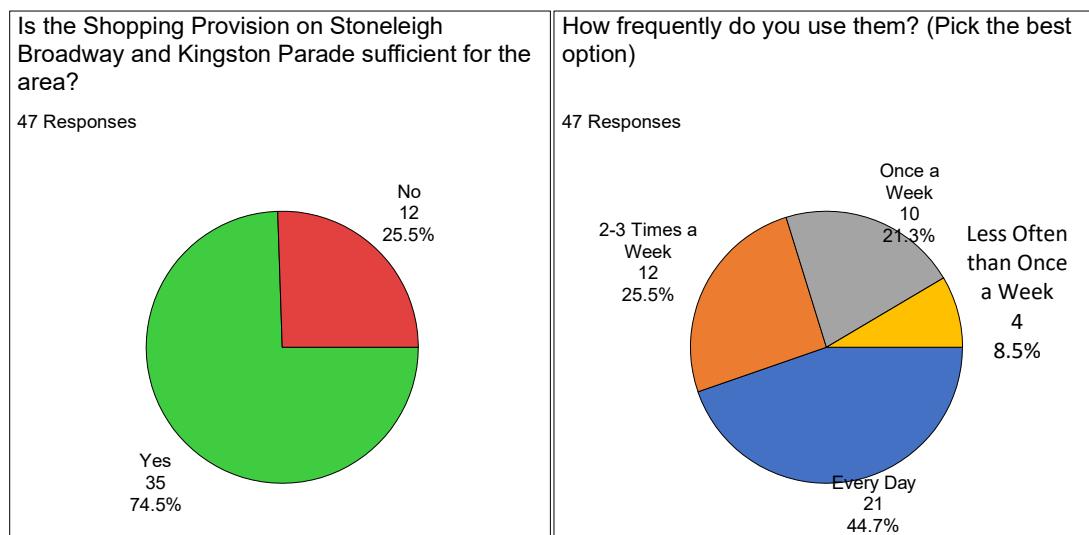


Figure 12: Responses to the Retail on-line survey questions.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.4 Policy 5: Safeguarding of Public Houses

#### Policy 5: Safeguarding of Public Houses

The existing public houses, as shown in Figure 13 are regarded as valued community facilities. Proposals which would result in the loss of public houses would be supported only if:

- a) the proposal is supported by clear and robust evidence that demonstrates that the public house is no longer economically viable to retain in the existing use; and
- b) it has been vacant and actively marketed for a use as a public house without success for at least 12 months.

#### Strategic Policy Context

EEBC Core Strategy (2007):	CS13: The loss of community, cultural and built sports facilities
NPPF (2024):	7. Ensuring the vitality of town centres, paragraph 90, page 26 8. Promoting healthy and safe communities, paragraph 96, page 28.

#### 3.4.1 Policy Survey Results

3.4.1.1 From June 2024, this policy replaced the previous Policy SA-R2 – Redevelopment of Retail Sites in June 2024, which was replicating existing policies.

	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	10 (100%)	
Against	0 (0%)	

# Retail, Commercial, Hospitality & Community / Cultural Facilities

## 3.4.2 Context

### 3.4.2.1 Stoneleigh and Auriol has two remaining public houses.

- The Station Pub (The Broadway, Stoneleigh) (SP on the map below)
- The Queen Adelaide (272 Kingston Road, Auriol) (QA on the map below)

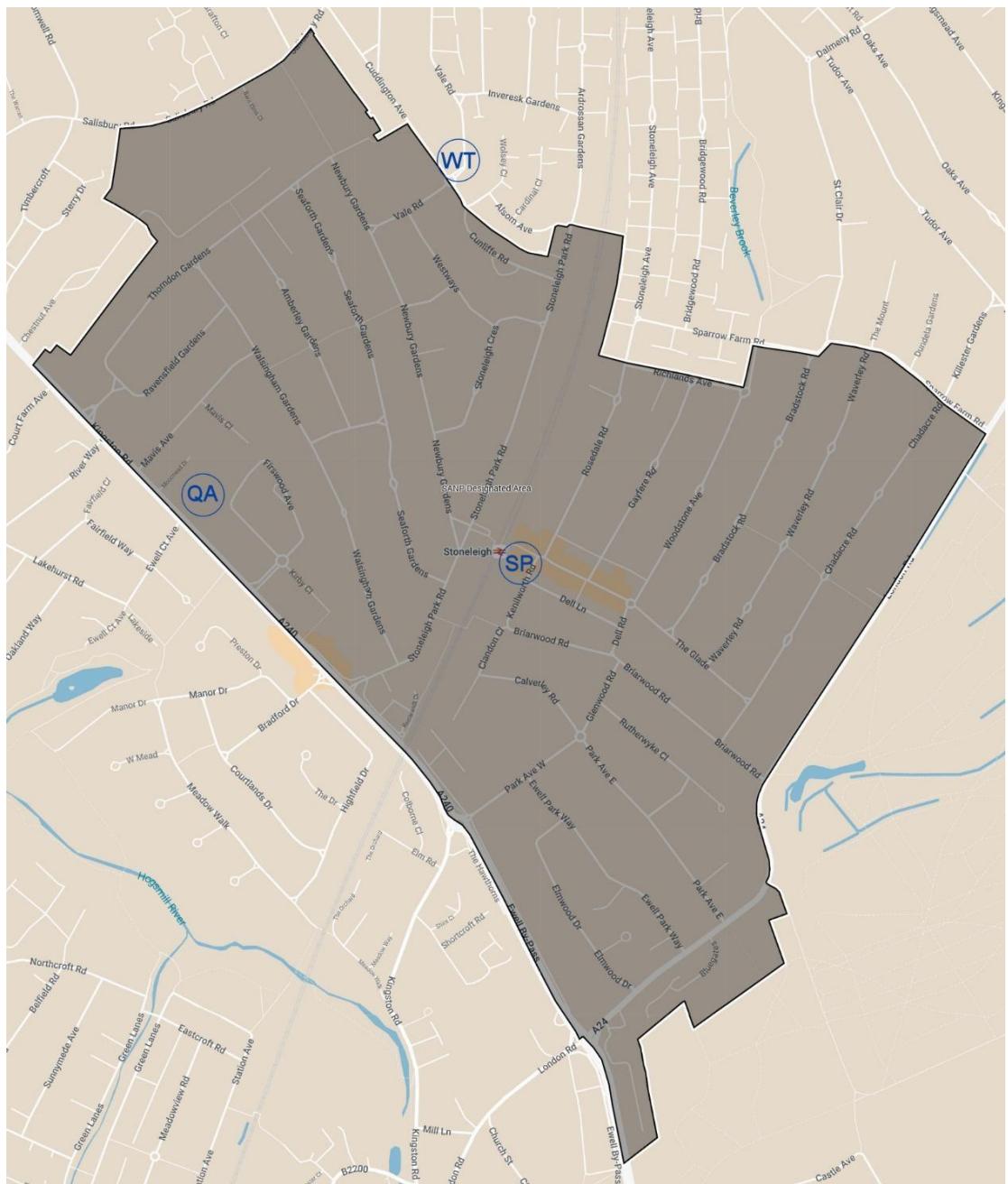


Figure 13: Map of Public House Locations

## Retail, Commercial, Hospitality & Community / Cultural Facilities

3.4.2.2 There is another public house used by many residents of Auriol, named The Willow Tree (Marked as WT on the map above), that has been raised by residents as being missing from this policy. This public house is on the border of Cuddington and Auriol, and falls into the Cuddington ward and is therefore outside of the SANF designated area.

3.4.2.3 A public house called “The Organ and Dragon” located on the London Road junction of the A24 and A240 in Stoneleigh closed in 2012 and was demolished in 2014. Numerous planning applications have been made for the site, including a supermarket and fast-food restaurant. It’s likely that the site will become a complex of flats or care homes. Planning permission for the site was granted in 2022 for up to 45 flats, but the site was immediately put up for sale once planning permission was obtained. As of February 2024, the site remains derelict since the demolition of the public house.

3.4.2.4 The Station Pub was Grade II listed on the 24<sup>th</sup> of August 2015. The Organ and Dragon pub was in the process of becoming Grade II listed prior to its demolition in 2014. The Queen Adelaide public house currently has no protection as a listed building.

### 3.4.3 Rationale and Justification

#### 3.4.3.1 According to CompanyDebt, 2024

*Since 2000, a quarter of pubs have closed in the UK, totalling more than 13,000 locations. Four out of five people have seen a pub close down within five miles of their home. During 2023, more than 500 freehold pubs were sold, 34% of which will no longer operate as pubs in the future.*

...

*One lesser known theory for why pubs close attributes the trend to high property prices. With many pubs occupying older buildings right in the centre of communities, their bricks and mortar value tempts publicans to sell to developers, or convert for another use.*

## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.5 Community Recommendation 2: Support for Retail Diversity.

#### Community Recommendation 2: Support for Retail Diversity.

Applications to maintain or enhance the diverse range of retail outlets in all shopping locations covered by this plan will be given full support, as long as the applications are for outlets in keeping with the area. Any plans that diminish the diversity of retail outlets in the area will not be supported.

#### 3.5.1 Context

3.5.1.1 The retail outlets in Stoneleigh and Auriol are diverse with healthy competition where duplication of facilities exist. For example, Stoneleigh Broadway can accommodate multiple supermarket chains, but there is not an excess of any one type of retailer.

#### 3.5.2 Rationale and Justification

3.5.2.1 The trend for a large number of multiple similar outlets, such as barbers, charity shops, American Candy stores and vaping outlets all within a small local area can have a detrimental effect on the high street.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.6 Policy 6: Parking at Retail, Commercial, Hospitality & Community/Cultural Facilities

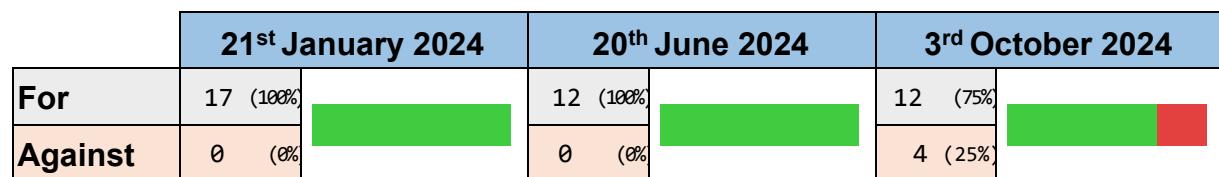
#### Policy 6: Parking at Retail, Commercial, Hospitality & Community/Cultural Facilities

Any new, expansion of, or change of use of, "Retail, Commercial, Hospitality & Community/Cultural Facility" sites, especially those expected to attract large numbers of vehicles should provide adequate on-site parking for the predicted volume of attendees and should not rely on utilizing existing on street parking in the local vicinity. Parking at these facilities should also not adversely impact the general traffic flow in the local area.

#### Strategic Policy Context

EEBC Core Strategy (2007):	CS 16: <ul style="list-style-type: none"><li>provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements;</li><li>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.;</li></ul>
NPPF (2024):	9. Promoting sustainable transport: Paragraph 116 & 118, Page 33

#### 3.6.1 Policy Survey Results



## Retail, Commercial, Hospitality & Community / Cultural Facilities

### 3.6.2 Context

- 3.6.2.1 The land behind one of the service roads on Stoneleigh Broadway has had planning applications in the past, which would have had a major impact on the parking in the local area.
- 3.6.2.2 Parking is identified an issue in Stoneleigh and Auriol, especially in the vicinity of the railway station. Issues with access for emergency services, bus services (E16) and refuse collection etc. led to many roads now operating restrictions via yellow lines to prevent commuter parking. However, there is still an issue at weekends where restrictions are not in place. Many roads in the area can only accommodate parking on one side of the road.

### 3.6.3 Rationale and Justification

- 3.6.3.1 The addition or expansion of any facility in the area should not have a major negative impact on the existing businesses and the residents in the vicinity of the development. For example, the service road (Dell Lane) had a rejected application: 15/01379/FUL (EEBC, 2016) to build a hall with a capacity for over 800 people with no additional parking facilities in the immediate area.
- 3.6.3.2 Whilst the above is a real-life example, the same argument would apply to any new development or change of use, for example one of the larger retail units changing use to a popular national fast-food chain would cause issues in the area if no additional parking was provided for the new facility.

## Retail, Commercial, Hospitality & Community / Cultural Facilities

3.6.3.3 In an on-line survey carried out in November 2022, the majority of responders said that they walked to their local retailers, with only 15% saying they usually drive to them.

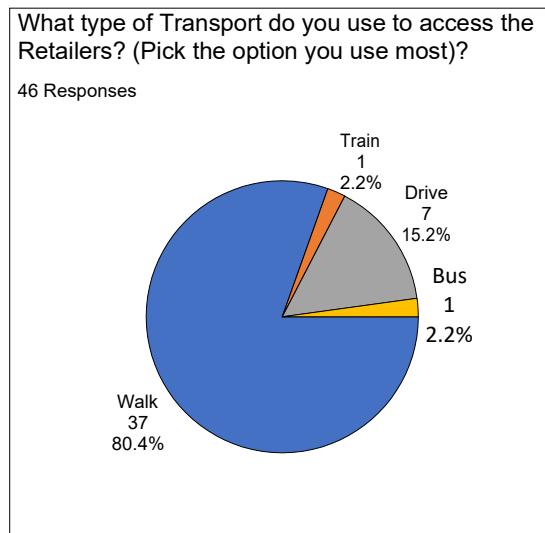


Figure 14: Responses to the Transport to Retail on-line survey question.

3.6.3.4 It should be noted that the demographic of those who answered the on-line survey may not include groups such as the elderly who would utilize the parking facilities at the retail sites more than others.

4

## **Green Spaces and Biodiversity**

## 4.1 High Level Objectives

Objectives	Policy / Community Recommendation
<p>To protect and enhance existing green spaces, sites of environmental significance, the semi-rural/leafy suburb character of the area and to ensure that they remain to the benefit of the community.</p> <p>To protect the roles green spaces, trees and hedgerows play in community health and well-being, biodiversity, carbon capture, air quality and flood prevention.</p>	Policy 7: Protection of Local Green Spaces

## 4.2 Overview

- 4.2.1 The green spaces in Stoneleigh and Auriol, together with the parks lying just outside the area, make an essential contribution to the area's character and identity.
- 4.2.2 The many trees, hedgerows and lawns in the streets and gardens together with views of Epsom Downs also add to the semi-rural atmosphere. The trees along the railway embankments also add to this impression.
- 4.2.3 Bordering the eastern edge of Stoneleigh is the historic Nonsuch Park (250 acres / 101 hectares) and to the north is the grassy Cuddington Recreation Ground (25 acres / 10.1 hectares).
- 4.2.4 The Epsom and Ewell Tree Advisory Board (EETAB), promotes the preservation and care of local trees, reported that nine new trees have recently been planted in Stoneleigh and Auriol, plus thirteen fruit trees in Auriol Park.

## 4.3 Policy 7: Protection of Local Green Spaces

**Policy 7: Protection of Local Green Spaces**

Proposals which affect the following green spaces will only be supported in very special circumstances:

- 1) Auriol Park,
- 2) Cherry Orchard Nursery site within Nonsuch Park,
- 3) Recreation Ground (Park Avenue West),
- 4) Allotments at Park Avenue West,
- 5) Allotments at Barn Elms by Auriol Park.

**Strategic Policy Context**

EEBC Core Strategy (2007):	N/A
NPPF (2024):	8. Promoting healthy and safe communities: Paragraphs 106 - 107, Page 30

## 4.3.1 Policy Survey Results

	21 <sup>st</sup> January 2024	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
<b>For</b>	17 (100%)		
<b>Against</b>	0 (0%)		

## 4.3.2 Context

4.3.2.1 There are now five large green spaces contained within Stoneleigh and Auriol, as shown below and detailed in paragraph 4.3.2.2.

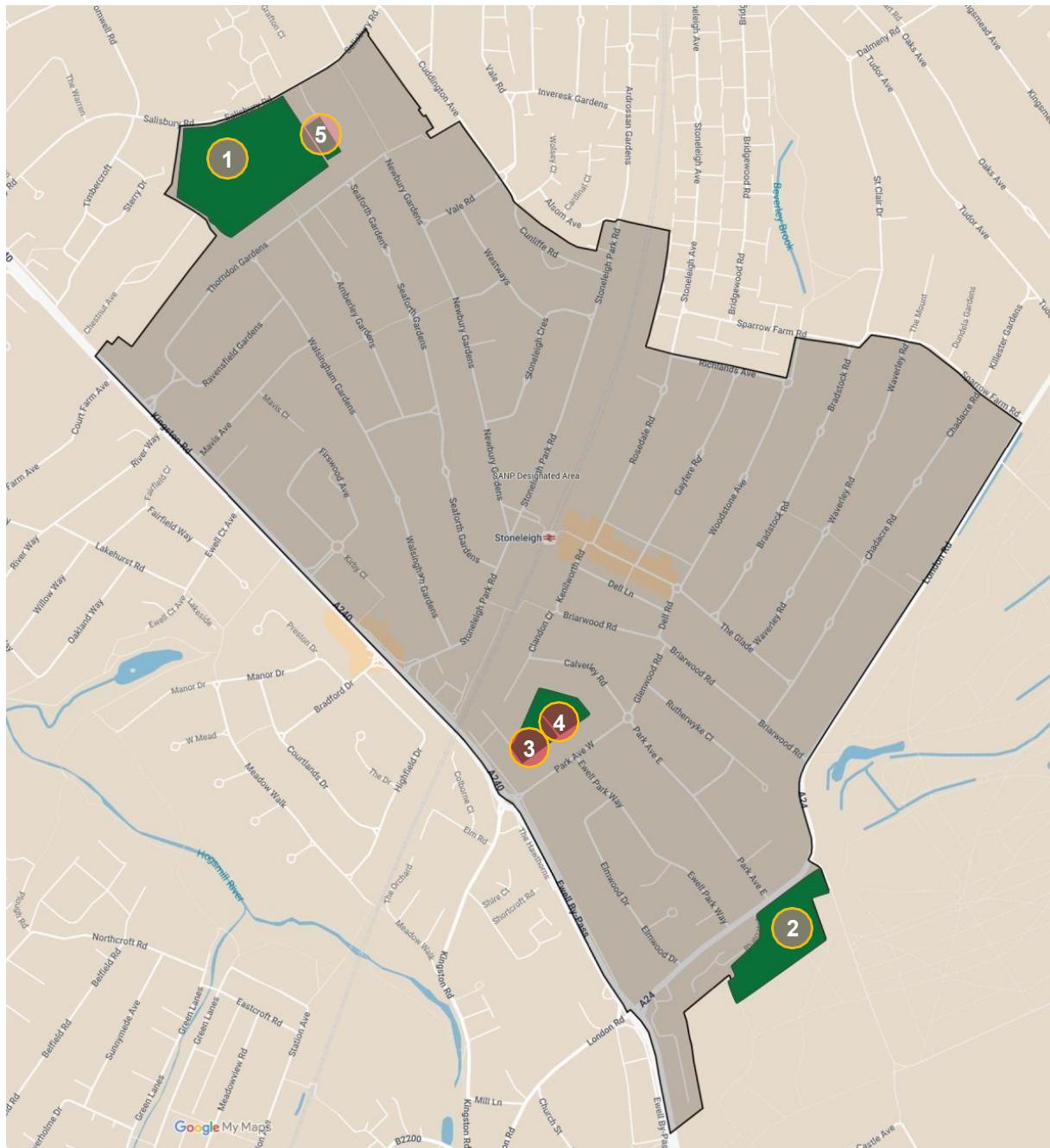


Figure 15: Local Green Spaces in the SANP designated area.

4.3.2.2 Within the area are we designate the following five Local Green Spaces numbered 1 to 5 Inclusive (also shown on the map above). Each of these meets the NPPF criteria of being:

- Close to the community
- Not extensive tracts of land
- Special, as described below

### **1) Auriol Park (14.5 acres / 5.9 hectares)**

An area of grass and trees containing sports/football pitches, bowling green, tennis courts, an under 12's playground, a fenced multi-use play area and a café. It is used by hundreds of people each week (based on a snap survey taken on Saturday 17<sup>th</sup> February 2024 at approximately 11am). It is widely acknowledged that the park is used for sporting activities, dog walking, general leisure activities including the children's play area.

### **2) A section of Nonsuch Park**

The Cherry Orchard Nursery site, which is the part of Nonsuch Park that included within the Stoneleigh ward.

Approximately 6 acres / 2.4 hectares of dense woodland where there is "an exceptional population of slow worms". (EEBC, Nonsuch Park Management Plan, 2023, Ch 1.5). Members of the community walk through its winding pathways daily.

The whole of Nonsuch Park, along with the adjoining Warren Farm has been designated as a Site of Nature Conservation Importance (SNCI). It has been selected as a SNCI, as indicated on the EEBC Local Plan, for its mosaic of habitats and important wildlife (EEBC 2023, Nonsuch Park Habitat Management Plan, Chapter 1.5)

### **3) Recreation Ground (Park Ave West) (1.6 acres / 0.3 hectares)**

A grassy area with trees, which members of the community walk through daily.

## Green Spaces and Biodiversity

### 4) Allotments (Park Ave West)

Self-managed allotments run by their own associations with council support (EEBC, 2023). Located next to the Recreation Ground. A high percentage of plots (near 100%) are tenanted, with a waiting list.

### 5) Allotments (Barn Elms, by Auriol Park)

Council managed allotments (EEBC, 2023). A high percentage of plots (near 100%) are tenanted, with a waiting list.

5

## Environmental Sustainability

## 5.1 High Level Objectives

Objectives	Policy / Community Recommendation
i. To protect residents from flooding.	Policy 8: Minimising Flood Risks
	Community Recommendation 3: Drainage Improvement
ii. To encourage the use of renewable energy in the home	Policy 9: Renewable Energy and Energy Efficiency

## 5.2 Overview

5.2.1 The UN Commission on Environment and Development defines sustainable development as:

*development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Within the Neighbourhood plan we are looking at long term sustainability including topics such as Global Warning, Carbon neutrality as well as short term issues such as increased flood risks, air quality and extreme weather conditions. The objective is to set policies for development which address both the long- and short-term issues.*

5.2.2 Water neutrality, is defined by the Environment Agency (2009, P1) as:

*'...total demand for water should be the same after new development is built, as it was before. That is, the new demand for water should be offset in the existing community by making existing homes and buildings in the area more water efficient' (Therival et al., undated).*

5.2.3 The impact of climate change in the short-term will affect residents differently depending on their location within the designated area, but the way in which developments are carried out can have a significant impact on other areas of the designated area.

**5**

## Environmental Sustainability

5.2.4 An on-line survey for Environment & Sustainability was carried out in June 2023, but there were only 4 respondents. We have not included the results in this section as whilst informative, we do not believe them to be a significant size to represent the views of the community.

### 5.3 Policy 8: Minimising Flood Risks

#### Policy 8: Minimising Flood Risks.

Any new developments, of any size, including extensions requiring planning permission, will minimise the amount of excess surface water run-off into the street from the site through the use of measures such as soak-aways, ponds or other or other Sustainable Drainage Systems (SuDS) at a level appropriate to the scale and type of development. They should retain as much green space as possible and soakaways should be utilised as the primary means of surface water disposal where ground conditions are suitable.

All new developments should where possible, capture water in butts for garden and general outdoor use, with the additional benefit of enhancing water neutrality.

#### Strategic Policy Context

EEBC Core Strategy (2007):	CS 6: ... avoids increasing the risk of, or from, flooding; Potentially: Draft Local Plan (2023), Policy S15: Flood Risk and Sustainable Drainage Page 234
NPPF (2024):	3. Plan Making, Paragraph 20 b, page 9 14. Meeting the challenge of climate change, flooding and coastal change, Paragraph 164 a, page 48,

#### 5.3.1 Policy Survey Results – Minimising Flood Risks

	21 <sup>st</sup> January 2024	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	22 (100%)	10 (100%)	14 (100%)
Against	0 (0%)	0 (0%)	0 (0%)

#### 5.3.2 Policy Survey Results – Sustainable Drainage

	21 <sup>st</sup> January 2024	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	18 (100%)	11 (100%)	10 (100%)
Against	0 (0%)	0 (0%)	0 (0%)

5.3.2.1 The SuDS component of this policy was also part of a stand-alone policy before being merged into this policy at the request of EEBC.

### 5.3.3 Rationale and Justification

5.3.3.1 Surface water causes most of the flooding in the designated area during periods of heavy rain. When the Stoneleigh and Auriol estates were built, all properties had front and back gardens intrinsic to the design. In recent years, a significant amount of ground which previously absorbed rainwater, has been covered over by concrete and other non-porous materials, especially in front gardens, but also for extensions and patios in back gardens. Recent changes to legislation have required any new driveways which face on the road to include drainage and soak aways. However, this has only been installed in a small number of the total drives that have been paved over.

5.3.3.2 All of the respondents to our survey carried out on the 25<sup>th</sup> of January 2024 agreed (most strongly) that new developments should utilise Sustainable Drainage Systems to help reduce flooding.

### 5.4 Community Recommendation 3: Drainage Improvement

#### **Community Recommendation 3: Drainage Improvement**

- 1) The relevant Drainage Authorities will be encouraged to include drainage improvement schemes in their development plans.
- 2) A proportion of NCIL could be made available to service providers by the appropriate community body to encourage prioritisation of the delivery of these schemes.

## 5.5 Policy 9: Renewable Energy and Energy Efficiency

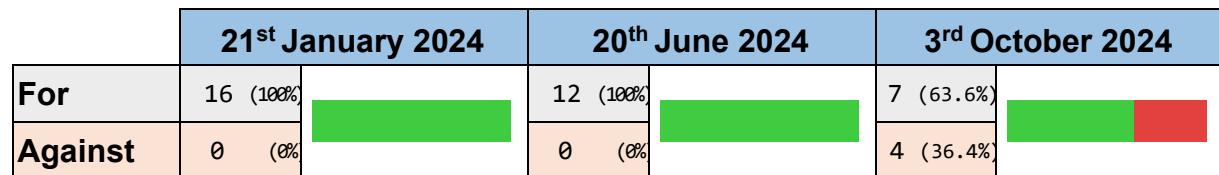
### Policy 9: Renewable Energy and Energy Efficiency

- 1) Any new developments are encouraged to incorporate renewable and low-carbon energy and heating schemes, appropriate to the size of the development. (NPPF para.165)
- 2) The construction materials and design should maximise heat retention during cold months but also minimise the heat transmission to the property during hot weather. Developers are encouraged to take the opportunity to integrate passive design principles, including orientation, glazing and shading with regard to the winter and summer sun and natural venting.

#### Strategic Policy Context

EEBC Core Strategy (2007):	N/A
NPPF (2024):	14. Meeting the challenge of climate change, flooding and coastal change: Paragraphs 165 & 167, pages 48 & 49

#### 5.5.1 Policy Survey Results



### 5.5.2 Context

5.5.2.1 Climate Change impacts us all and all the respondents to our survey carried out on the 25<sup>th</sup> of January 2025, on sustainability felt that the Local Plan and hence the Neighbourhood Plan should address the issue of climate change even further. This was particularly relevant to energy efficiency and carbon neutrality.

5.5.2.2 At the time of their design and build, most of the dwellings in Stoneleigh and Auriol relied on fossil fuels for their heating with fireplaces in downstairs rooms and chimneys that heated the upstairs rooms as the smoke rose up the chimneys. Most have since installed either gas or electric central heating. However, residents are becoming increasingly aware of the need for sustainable energy and the number of homes with solar panels is increasing rapidly (which should be fuelled further by the EEBC Solar Together scheme which is now underway in the area).

### 5.5.3 Rationale and Justification

5.5.3.1 The need for new developments to be energy efficient had an almost 100% approval in our survey results.

6

## Transport

## 6.1 High Level Objectives

Objectives	Policy / Community Recommendation
i. To create safer roads and footpaths within the neighbourhood, minimising traffic congestion and promoting better transport links with the wider area.	Policy 10: Assessment of Transport Impact
	Policy 11: Residential Parking and Cycle Storage
	Community Recommendation 4: Improvements to Transport Infrastructure

## 6.2 Overview

6.2.1 The Public Transport Accessibility Level (PTAL) (TFL 2023) for the SANP designated area is rated as: **1b. (very poor)**, as shown in the attached analysis contained in: Appendix 3: Transport Infrastructure in Stoneleigh and Auriol/PTAL Calculation. Whilst PTAL is a London based metric, the proximity of Stoneleigh and Auriol to the border of Greater London, coupled with Transport for London (TFL) providing the majority of transport options in the SANP designated area makes the PTAL calculation more suited to the area than the standard ones used by Surrey County Council for the rest of Surrey, or the Regulation 18 Transport Assessment (EEBC, 2024).

6.2.2 It is widely agreed that sustainable travel options should be explored and implemented. Less driving and greater use of public transport, footpaths and cycle routes is beneficial for the health and well-being of residents.

6.2.3 Survey material and other relevant evidence regarding the transport infrastructure can be found in: Appendix 3: Transport Infrastructure in Stoneleigh and Auriol.

### 6.3 Policy 10: Assessment of Transport Impact

#### Policy 10: Assessment of Transport Impact

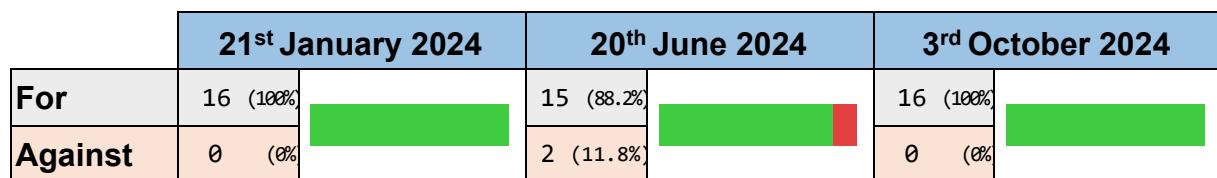
Developments will be required to mitigate transport and parking impacts and be supported by a Transport Assessment and/or Travel Plan in accordance with SCC Good Practice Guidance (as amended).

#### Strategic Policy Context

EEBC Core Strategy (2007): N/A

NPPF (2024): 9. Promoting sustainable transport: Paragraph 115-118, Page 33

#### 6.3.1 Policy Survey Results



#### 6.3.2 Context

6.3.2.1 Most vehicles are kept on residents' driveways as there is very little long-term on-road parking available. Residents have reported difficulty in finding parking spaces at peak shopping times and when there are community events at the Parish Church, the Baptist Church and the Hindu Temple.

6.3.2.2 Parking has been restricted by the use of single yellow lines in the roads in the vicinity of Stoneleigh Broadway / Stoneleigh railway station to counter inconsiderate parking by mainly commuters and shoppers, which in many cases prevented emergency vehicles and refuse collection crews from accessing the roads. Multiple examples can be found in the Epsom and Ewell Local Committee Agenda (SurreyCC, 2019, P19-22).

## 6.3.3 Rationale and Justification

6.3.3.1 In a survey conducted by the Neighbourhood Forum, 83% of residents highlighted a reliance upon cars for shopping; whilst only 29% stated a reliance for work. Further, in a recent failed planning development which proposed 14 dwellings with no allowance for off-site parking, over 600 of the 1000 objections specifically referenced a lack of parking and the impact on surrounding roads as a point of concern.

## 6.4 Policy 11: Residential Parking and Cycle Storage

### Policy 11: Residential Parking and Cycle Storage

- 1) New residential developments will generally include motor parking spaces of at least one per dwelling and charging points for electric vehicles where practical, combined with solar energy panels and batteries to provide charge overnight. Where developments are located at or close to highly accessible locations, more restrictive parking provision will be encouraged.
- 2) All new multiple residential developments will include cycle storage, which will be secure, easy to use and conveniently located.

#### Strategic Policy Context

EEBC Core Strategy (2007):	N/A
NPPF (2024):	9. Promoting sustainable transport: Paragraph 109 b & e, Page 31
<b>SCC Healthy Streets for Surrey</b>	
SCC Design Codes (2023)	10. Vehicle parking 11. Cycling (11.8 Cycling Storage)

#### 6.4.1 Policy Survey Results

	21 <sup>st</sup> January 2024	20 <sup>th</sup> June 2024	3 <sup>rd</sup> October 2024
For	13 (100%)	10 (100%)	9 (100%)
Against	0 (0%)	0 (0%)	0 (0%)

#### 6.4.2 Context

6.4.2.1 The overview of this section describes the state of the current road infrastructure, parking and lack of “good” public transport services.

6.4.2.2 SCC has a set of design codes/principles for Vehicle Parking (SCC, 2023).

## 6.4.3 Rationale and Justification

6.4.3.1 Due to the limited capacity of the road network any new development will need to mitigate its impact on the operation, safety and accessibility of the network, by providing ample off-road parking spaces and bicycle storage.

6.4.3.2 The “very poor” rating of the Public Transport Accessibility Level (PTAL) in Stoneleigh and Auriol suggests that private car ownership is unlikely to fall until the public transport situation improves in quantity, frequency and in the number of destinations. Encouraging cycle usage by providing safe storage will help improve the situation.

6.4.3.3 Most of the residents surveyed in January 2024 were in favour of providing services for electric vehicles to minimise the impact on the environment and to reduce the impacts of climate change.

6.4.3.4 Providing electric car charging on new developments will encourage new residents to move away from more polluting alternatives.

6.4.3.5 In an on-line survey carried out in May 2023 (See Appendix 3), Personal car usage was still used for work, travel to school, shopping elsewhere and other reasons.

For each of the following please tick the mode of transport members of your household use most frequently (i.e. weekly)

13 Responses

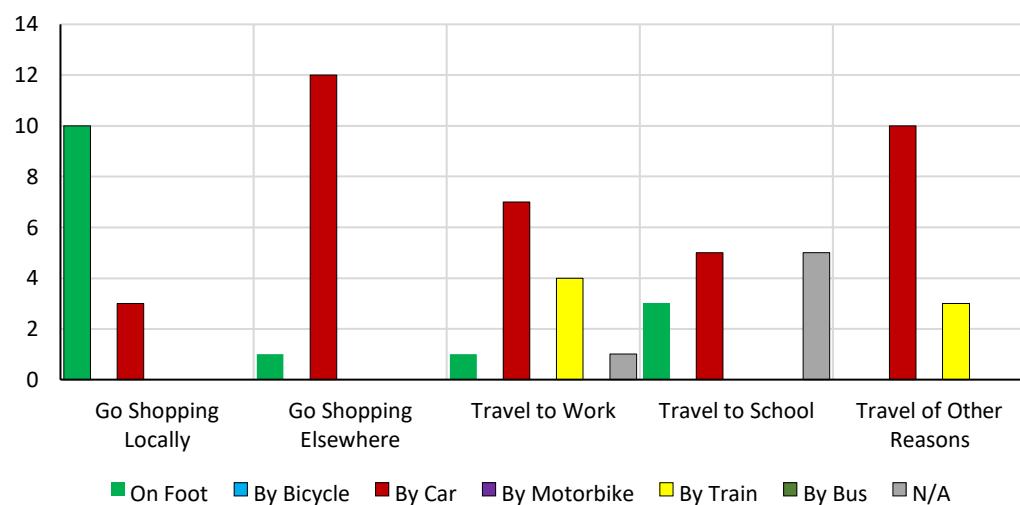


Figure 16: Responses to the Household Mode of Transport Usage on-line survey question.

## 6.5 Community Recommendation 4: Improvements to Transport Infrastructure

### Community Recommendation 4: Improvements to Transport Infrastructure

Measures to be prioritized or supported:

- 1) Improvements to footpaths, alleyways and roads, ensuring surfaces are smooth and hazard free.
- 2) Mirrors at the exits from Dell Lane and other blind corners.
- 3) Improvements to walking and cycling routes linking the neighbourhood to nearby parks, villages and town centres.
- 4) The creation of new dedicated cycle lanes and routes, where appropriate.
- 5) Improvements to public transport with more frequent buses to Worcester Park and Epsom and more frequent trains, returning the service to at least the pre-covid (2021) levels.

#### 6.5.1 Rationale and Justification

6.5.1.1 The above measures reflect the wishes of the residents in Stoneleigh and Auriol and would considerably improve the safety of pedestrians and drivers in the area, over which there is much public concern.

6.5.1.2 Better public transport and improved cycling routes should reduce the use of private cars and pollution of the atmosphere. New developments should positively impact on pedestrian and cycle networks or users.

6.5.1.3 CIL funding could be used to meet some of the above recommendations.

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## Appendices

## Appendices

### Appendix 1: SANF Map: Auriol Designated Area

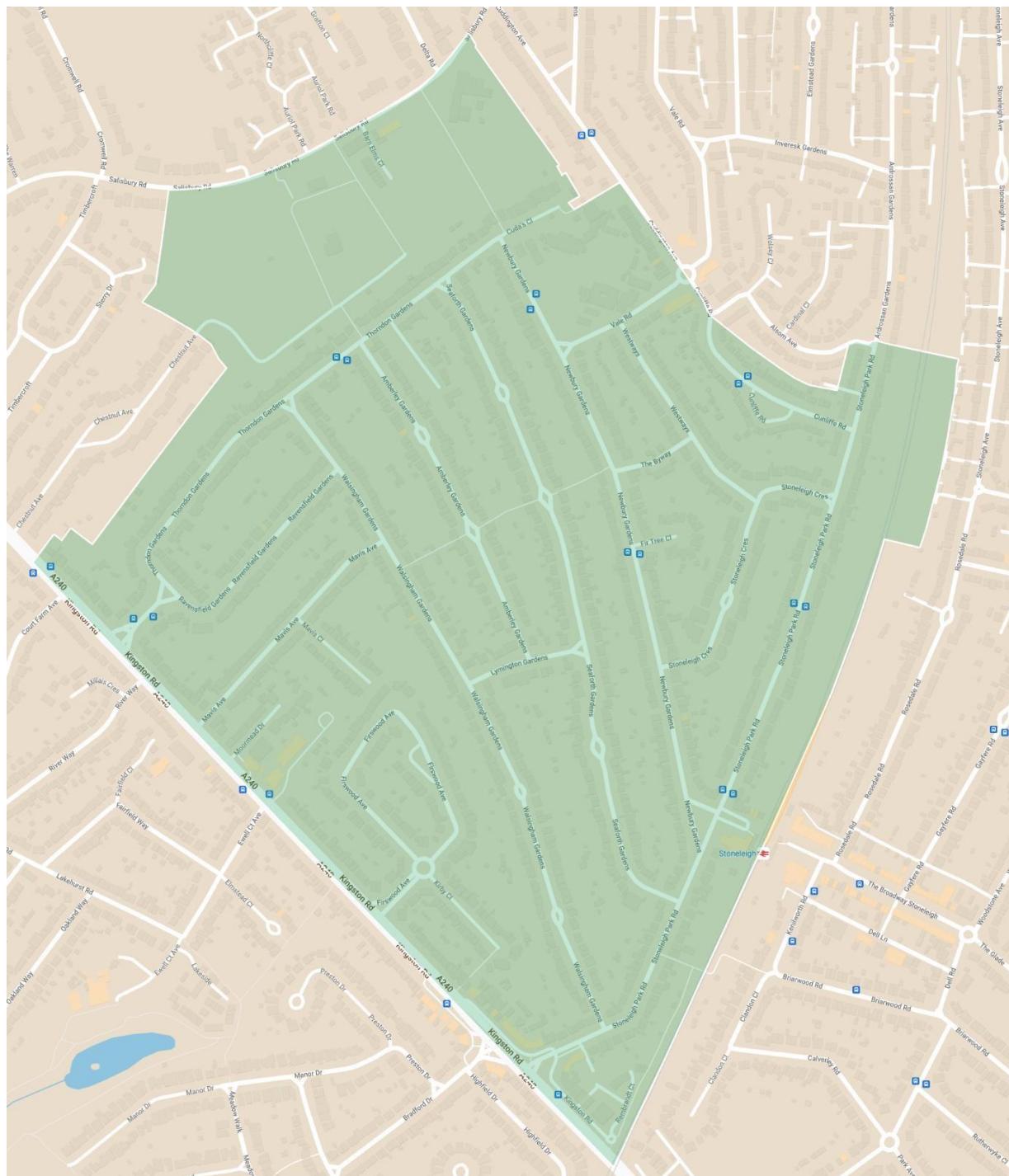


Figure 17: Auriol Designated Area, also showing Public Transport Stops

## Appendices

### Appendix 2: SANF Map: Stoneleigh Designated Area

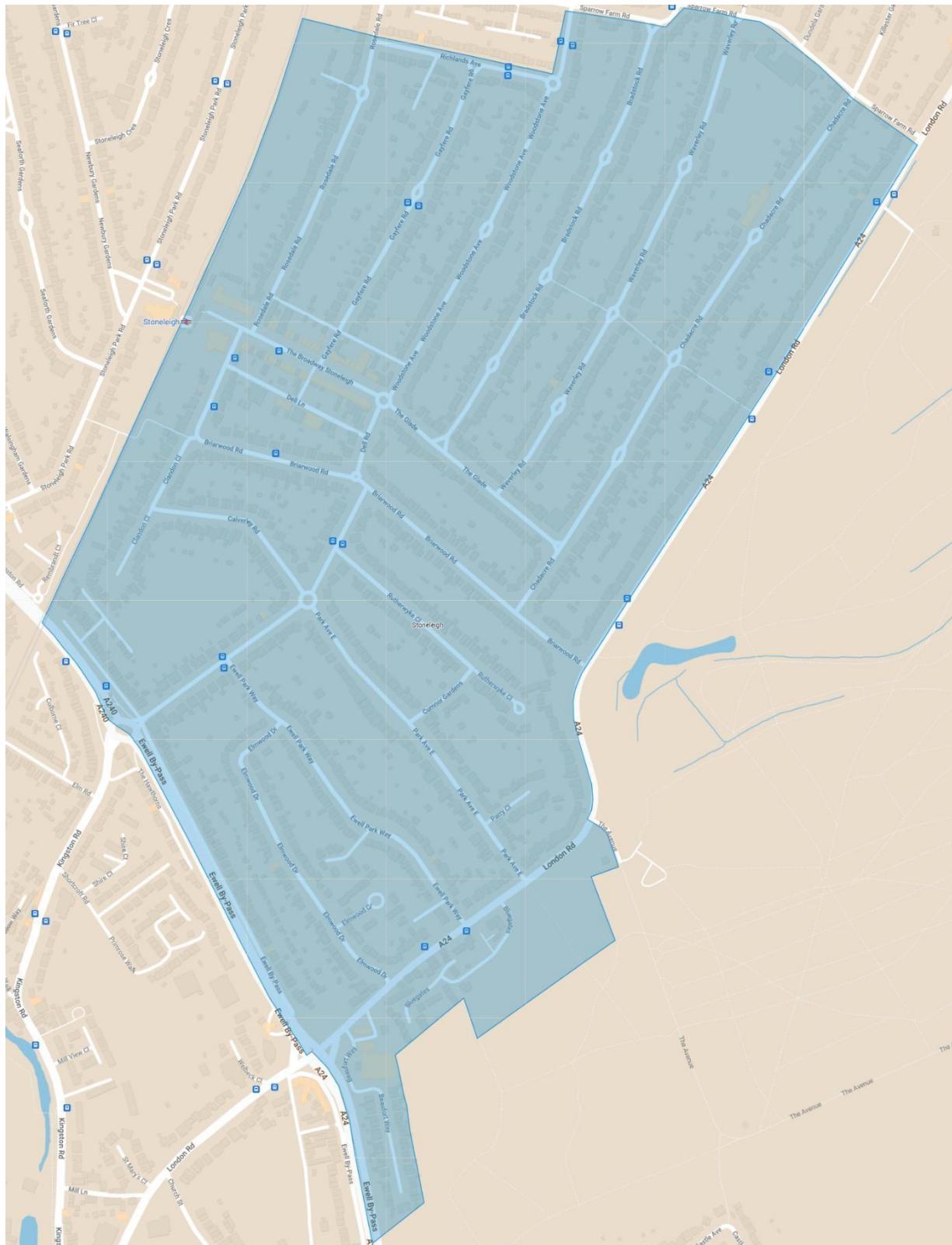


Figure 18: Stoneleigh Designated Area, also showing Public Transport Stops

## Appendices

### Appendix 3: Transport Infrastructure in Stoneleigh and Auriol

The Waterloo to Epsom (and beyond) railway line runs through the centre of the neighbourhood. The line can be crossed on foot, via the steps or lifts at the Railway Station (step free access was officially opened in April 2025), or through the alleyway “cattle-arch” under the railway embankment.

Trains to London are generally four per hour during peak times and only two per hour during off-peak and at weekends. Recent changes to the timetables have resulted in significant cuts to both peak and off-peak services (see: Rail Services in Stoneleigh and Auriol below). Residents generally do not think this is a good service (see Transport Survey Results below for more details).

There are currently four bus routes servicing the residents of Stoneleigh and Auriol (see: Bus Services in Stoneleigh and Auriol below for timetable details). The location of the stops for these services can be seen on the maps in: Appendix 1: SANF Map: Auriol Designated Area and *Appendix 2: SANF Map: Stoneleigh Designated Area*

## Appendices

### PTAL Calculation

#### PTAL Calculations for 7 Station Approach Stoneleigh

Updated 01<sup>st</sup> Sep 2020.

Valid Routes	Distance	08:15 - 09:15 Services
E16 -> Epsom	25.03m	None
E16 -> Worcester Park	23.1 m	None
<b>406 -&gt; Epsom</b>	<b>466m</b>	<b>8:32 8:51 9:11</b>
406 -> Kingston	602m	8:34 8:56 9:16
293 -> Epsom	>640m	-
293 -> Morden	>640m	-
<b>Train -&gt; London</b>	<b>103m</b>	<b>8:27 8:40 8:53 9:10</b>
Train -> Epsom	103m	8:22 8:37 8:52 9:07

#### Notes

Calculations are based on rush hour frequencies between 8:15am and 9:15am, using SAPs (Service Access Points) not more than 640m (Bus) or 960m (Rail) from the POI (Point of Interest). Hence E16 route is not used as there are no services in that rush hour period, and the 293 route is further than 640m. We use the "best" direction of the remaining routes. i.e. 406 to Epsom and Train to London.

## Appendices

### 406 -> Epsom

Walking distance 466m Service Frequency 3/hr

Walking Time = 5.83mins (at a speed of 80m per min)

Scheduled Waiting Time (SWT) =  $0.5 * (60 / \text{Frequency}) = 10\text{mins}$

Total Access Time

= Walk Time + Average Waiting Time + Bus Delay

= 10min + 5.83min + 2.00min = 17.83min

EDF =  $30 / 17.83 = 1.68$

$AI_{BUS} = (1.68 * 1) + (0 * 0.5) = 1.68$

### Train to London

Walking distance 103m Service Frequency 3/hr

Walking Time = 1.29mins (at a speed of 80m per min)

Scheduled Waiting Time (SWT) =  $0.5 * (60 / \text{Frequency}) = 10\text{mins}$

+ 0.75mins (train delay)

Access Time = 12.04mins

Total Access Time = Walk Time + Average Waiting Time + Train Delay

= 10min + 1.29min + 0.75min = 12.04mins

EDF =  $30 / 12.04 = 2.49$

$AI_{TRAIN} = (2.49 * 1) + (0 * 0.5) = 2.49$

$PTAL = AI_{BUS} + AI_{TRAIN} = 1.68 + 2.49 = 4.17$

### PTAL Result:

A PTAL of 4.17 puts the location in band 1b with a **very poor Public Transport Accessibility Level**. This makes rather a mockery of the E&EBC statement that Stoneleigh is a transport hub which would usually have PTALs of 5 or 6.

### Notes:

Motspur Park has a PTAL of around 2 but has a higher level of services. Worcester Park is about 3 but has trains that don't stop at Stoneleigh and more bus routes.

## Appendices

In Calculating the accessibility index (AI) factor for each transport mode the most favourable routes EDF is multiplied by 1 and all other routes by 0.5. The route AIs are summed to obtain the transport mode AI. In this case we only have a single route for each transport mode.

Strictly speaking the three train services might have to be split into separate routes.<sup>o</sup> If this were the case it might actually lower the overall PTAL!

- i.e. Guildford - Epsom - Stoneleigh - Waterloo / Epsom - Stoneleigh - Waterloo / etc

## Appendices

### Bus Services in Stoneleigh and Auriol

#### *E16 – Falcon Bus Service.*

A loop service running in both directions between Epsom and Worcester Park, running approximately hourly (or longer) Monday to Saturday between 7:20am (8am Saturdays) and 6:40pm (Falcon Buses 2021 & 2024).

This service skirts around the edge of Auriol and winds its way through Stoneleigh. There has been very little change in the service between the 2021 and 2024 timetables.

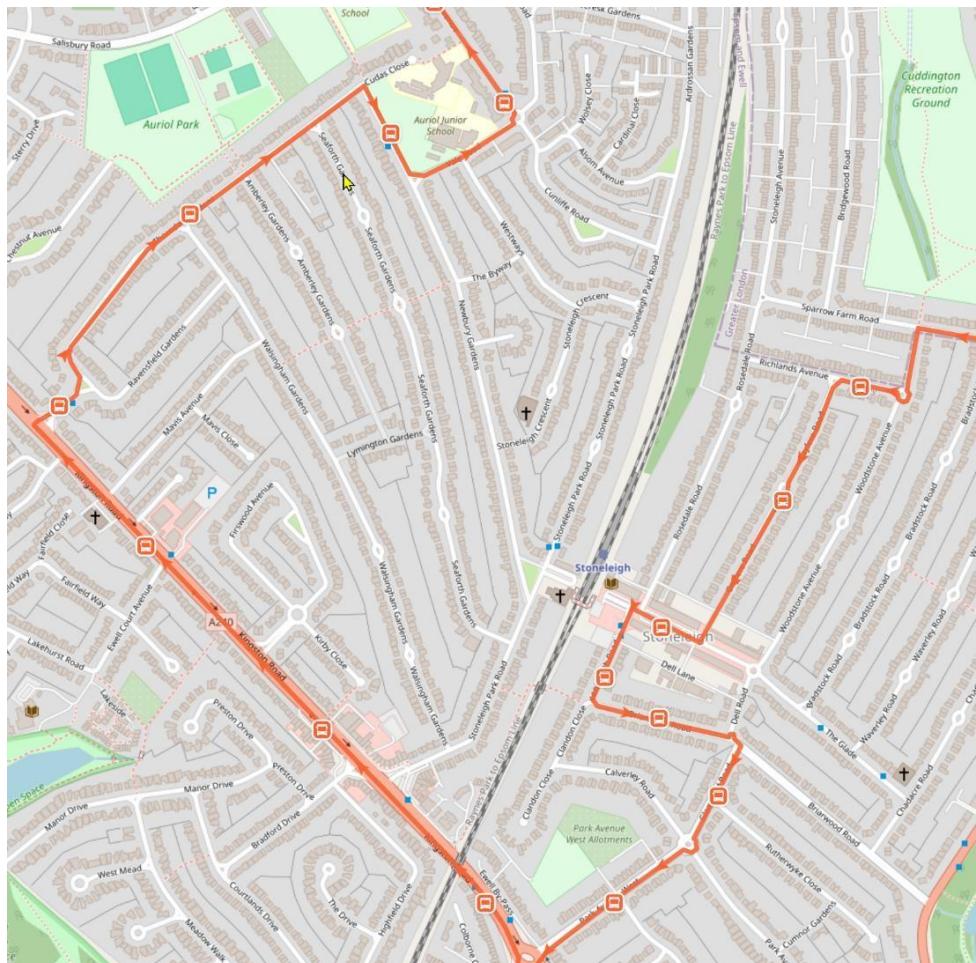


Figure 19: E16 Bus Route through Stoneleigh and Auriol

## Appendices

### *293 – TFL Bus Service*

293 – TFL (2023) service between Epsom Hospital and Morden, running frequent services seven days a week. This service runs along the A24 and is a considerable distance from many of the inner roads within Stoneleigh and Auriol.

### *406 – TFL Bus Service*

406 – TFL (2023) service from Epsom to Kingston, running frequent services seven days a week. This service runs along the A240 and is also a considerable distance from many of the inner roads within Stoneleigh and Auriol.

### *668 – Go Ahead Bus Service*

668 – Go Ahead (2023) service from Ashtead to North Cheam. A school service, running only on active school days, once in the morning and once in the afternoon.

## Appendices

### Rail Services in Stoneleigh and Auriol (as of October 2025)

#### Stoneleigh to Waterloo – Monday to Friday

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
5:38 AM	6:12 AM	34	
6:09 AM	6:40 AM	31	31
6:23 AM	6:56 AM	33	14
6:43 AM	7:18 AM	35	20
7:13 AM	7:48 AM	35	30
7:23 AM	7:58 AM	35	10
7:42 AM	8:18 AM	36	19
7:52 AM	8:27 AM	35	10
8:12 AM	8:48 AM	36	20
8:22 AM	8:57 AM	35	10
8:54 AM	9:27 AM	33	32
9:22 AM	9:57 AM	35	28
9:54 AM	10:25 AM	31	32
10:24 AM	10:55 AM	31	30
10:54 AM	11:25 AM	31	30
11:24 AM	11:55 AM	31	30
11:54 AM	12:25 PM	31	30
12:24 PM	12:55 PM	31	30
12:54 PM	1:25 PM	31	30
1:24 PM	1:55 PM	31	30
1:54 PM	2:25 PM	31	30
2:24 PM	2:55 PM	31	30
2:54 PM	3:25 PM	31	30
3:24 PM	3:55 PM	31	30

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
3:54 PM	4:25 PM	31	30
4:14 PM	4:46 PM	32	20
4:44 PM	5:16 PM	32	30
4:54 PM	5:25 PM	31	10
5:14 PM	5:46 PM	32	20
5:44 PM	6:16 PM	32	30
5:54 PM	6:25 PM	31	10
6:24 PM	6:55 PM	31	30
6:54 PM	7:25 PM	31	30
7:24 PM	7:55 PM	31	30
7:54 PM	8:25 PM	31	30
8:24 PM	8:55 PM	31	30
8:54 PM	9:26 PM	32	30
9:24 PM	9:56 PM	32	30
9:54 PM	10:25 PM	31	30
10:24 PM	10:58 PM	34	30
10:54 PM *	11:28 PM	34	30
10:55 PM **	11:27 PM	32	31
11:24 PM	11:56 PM	32	29
11:55 PM *	12:28 AM	33	31
12:24 AM *	Terminates at Wimbledon		
	* Fridays only		
	** Excluding Fridays		

It has been noted by residents that

- The frequency of the trains during early morning peak services is extremely sporadic.
- The frequency of off-peak trains has fallen from 4 per hour to 2 per hour.
- The loss of the shuttle service between Epsom and Waterloo has led to an increase in congestion even though these trains did not stop at peak times in Stoneleigh as these trains used to take large numbers of passengers from Epsom whereas these passengers are now boarding the service calling at Stoneleigh.

## Appendices

### Stoneleigh to Waterloo – Saturday

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
6:25 AM	6:56 AM	31	
6:55 AM	7:26 AM	31	30
7:24 AM	7:57 AM	33	29
7:54 AM	8:25 AM	31	30
8:24 AM	8:55 AM	31	30
8:54 AM	9:25 AM	31	30
9:24 AM	9:55 AM	31	30
9:54 AM	10:25 AM	31	30
10:24 AM	10:55 AM	31	30
10:54 AM	11:25 AM	31	30
11:24 AM	11:55 AM	31	30
11:54 AM	12:25 PM	31	30
12:24 PM	12:55 PM	31	30
12:54 PM	1:25 PM	31	30
1:24 PM	1:55 PM	31	30
1:54 PM	2:25 PM	31	30
2:24 PM	2:55 PM	31	30
2:54 PM	3:25 PM	31	30
3:24 PM	3:55 PM	31	30

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
3:54 PM	4:25 PM	31	30
4:24 PM	4:57 PM	33	30
4:54 PM	5:25 PM	31	30
5:24 PM	5:55 PM	31	30
5:54 PM	6:25 PM	31	30
6:24 PM	6:55 PM	31	30
6:55 PM	7:25 PM	30	31
7:24 PM	7:55 PM	31	29
7:54 PM	8:25 PM	31	30
8:24 PM	8:55 PM	31	30
8:54 PM	9:26 PM	32	30
9:24 PM	9:55 PM	31	30
9:54 PM	10:25 PM	31	30
10:24 PM	10:55 PM	31	30
10:54 PM	11:28 PM	34	30
11:24 PM	11:57 PM	33	30
11:55 PM	12:25 AM	30	31
12:25 AM	Terminates at Wimbledon		

The Saturday service has been cut from 4 trains per hour to 2 (excluding early morning and late evening services which were already 2/hour). Some services can be very overcrowded, especially where there are sporting events taking place in London.

### Stoneleigh to Waterloo – Sunday

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
7:28 AM	7:59 AM	31	
7:58 AM	8:29 AM	31	30
8:30 AM	9:00 AM	30	32
8:58 AM	9:30 AM	32	28
9:28 AM	10:03 AM	35	30
9:58 AM	10:29 AM	31	30
10:28 AM	11:03 AM	35	30
10:58 AM	11:29 AM	31	30
11:28 AM	12:03 PM	35	30
11:58 AM	12:29 PM	31	30
12:28 PM	1:01 PM	33	30
12:58 PM	1:29 PM	31	30
1:28 PM	1:59 PM	31	30
1:58 PM	2:29 PM	31	30
2:28 PM	2:59 PM	31	30
2:58 PM	3:29 PM	31	30
3:28 PM	3:59 PM	31	30

Departs Stoneleigh	Arrives At Waterloo	Duration (Mins)	Gap Between Services (Mins)
3:58 PM	4:29 PM	31	30
4:28 PM	4:59 PM	31	30
4:58 PM	5:29 PM	31	30
5:28 PM	5:59 PM	31	30
5:58 PM	6:29 PM	31	30
6:28 PM	6:59 PM	31	30
6:58 PM	7:29 PM	31	30
7:28 PM	7:59 PM	31	30
7:58 PM	8:29 PM	31	30
8:28 PM	8:59 PM	31	30
8:58 PM	9:29 PM	31	30
9:28 PM	10:01 PM	33	30
9:58 PM	10:29 PM	31	30
10:28 PM	11:01 PM	33	30
10:59 PM	11:29 PM	30	31
11:29 PM	11:59 PM	30	30

## Appendices

### Waterloo to Stoneleigh – Monday to Friday

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
5:39 AM	6:07 AM	28		Guildford
6:09 AM	6:37 AM	28	30	Guildford
6:24 AM	6:52 AM	28	15	Dorking
6:39 AM	7:07 AM	28	15	Dorking
7:09 AM	7:37 AM	28	30	Guildford
7:24 AM	7:52 AM	28	15	Dorking
7:54 AM	8:22 AM	28	30	Guildford
8:24 AM	8:52 AM	28	30	Dorking
8:54 AM	9:22 AM	28	30	Guildford
9:24 AM	9:52 AM	28	30	Dorking
9:54 AM	10:22 AM	28	30	Guildford
10:24 AM	10:52 AM	28	30	Dorking
10:54 AM	11:22 AM	28	30	Guildford
11:24 AM	11:52 AM	28	30	Dorking
11:54 AM	12:22 PM	28	30	Guildford
12:24 PM	12:52 PM	28	30	Dorking
12:54 PM	1:22 PM	28	30	Guildford
1:24 PM	1:52 PM	28	30	Dorking
1:54 PM	2:22 PM	28	30	Guildford
2:24 PM	2:52 PM	28	30	Dorking
2:54 PM	3:22 PM	28	30	Guildford
3:24 PM	3:52 PM	28	30	Dorking
3:54 PM	4:22 PM	28	30	Guildford
4:24 PM	4:52 PM	28	30	Dorking

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
4:54 PM	5:22 PM	28	30	Guildford
5:24 PM	5:52 PM	28	30	Dorking
5:39 PM	6:06 PM	27	15	Guildford
5:54 PM	6:23 PM	29	15	Dorking
6:09 PM	6:35 PM	26	15	Guildford
6:24 PM	6:52 PM	28	15	Dorking
6:54 PM	7:23 PM	29	30	Guildford
7:24 PM	7:52 PM	28	30	Dorking
7:54 PM	8:22 PM	28	30	Guildford
8:24 PM	8:52 PM	28	30	Dorking
8:54 PM	9:22 PM	28	30	Guildford
9:24 PM	9:52 PM	28	30	Dorking
9:54 PM	10:22 PM	28	30	Guildford
10:24 PM	10:52 PM	28	30	Dorking
10:54 PM	11:22 PM	28	30	Guildford
11:10 PM **	11:38 PM	28	16	Dorking
11:24 PM *	11:52 PM	28	30	Dorking
11:42 PM **	12:10 AM	28	32	Guildford
11:53 PM *	12:21 AM	28	29	Guildford
12:25 AM ***	12:55 AM	30	32	Dorking
	* Fridays only			
	** Excluding Fridays			
	*** Saturdays Only			

## Appendices

### Waterloo to Stoneleigh – Saturday

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
*	6:52 AM			Dorking
6:54 AM	7:22 AM	28	30	Guildford
7:24 AM	7:52 AM	28	30	Dorking
7:54 AM	8:22 AM	28	30	Guildford
8:24 AM	8:52 AM	28	30	Dorking
8:54 AM	9:22 AM	28	30	Guildford
9:24 AM	9:52 AM	28	30	Dorking
9:54 AM	10:22 AM	28	30	Guildford
10:24 AM	10:52 AM	28	30	Dorking
10:54 AM	11:22 AM	28	30	Guildford
11:24 AM	11:52 AM	28	30	Dorking
11:54 AM	12:22 PM	28	30	Guildford
12:24 PM	12:52 PM	28	30	Dorking
12:54 PM	1:22 PM	28	30	Guildford
1:24 PM	1:52 PM	28	30	Dorking
1:54 PM	2:22 PM	28	30	Guildford
2:24 PM	2:52 PM	28	30	Dorking
2:54 PM	3:22 PM	28	30	Guildford
3:24 PM	3:52 PM	28	30	Dorking

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
3:54 PM	4:22 PM	28	30	Guildford
4:24 PM	4:52 PM	28	30	Dorking
4:54 PM	5:22 PM	28	30	Guildford
5:24 PM	5:52 PM	28	30	Dorking
5:54 PM	6:22 PM	28	30	Guildford
6:24 PM	6:52 PM	28	30	Dorking
6:54 PM	7:22 PM	28	30	Guildford
7:24 PM	7:52 PM	28	30	Dorking
7:54 PM	8:22 PM	28	30	Guildford
8:24 PM	8:52 PM	28	30	Dorking
8:54 PM	9:22 PM	28	30	Guildford
9:24 PM	9:52 PM	28	30	Dorking
9:54 PM	10:22 PM	28	30	Guildford
10:24 PM	10:52 PM	28	30	Dorking
10:54 PM	11:22 PM	28	30	Guildford
11:24 PM	11:52 PM	28	30	Dorking
11:53 PM	12:21 AM	28	29	Guildford
12:25 AM	12:55 AM	30	34	Dorking

\* Starts at Wimbledon

### Waterloo to Stoneleigh – Sunday

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
6:33 AM	7:01 AM	28		Epsom
6:57 AM *	7:32 AM	35	31	Epsom
7:18 AM *	8:01 AM	43	29	Guildford
8:02 AM	8:30 AM	28	29	Dorking
8:32 AM	9:01 AM	29	31	Guildford
9:02 AM	9:31 AM	29	30	Dorking
9:32 AM	10:01 AM	29	30	Guildford
10:02 AM	10:31 AM	29	30	Dorking
10:32 AM	11:01 AM	29	30	Guildford
11:02 AM	11:32 AM	30	31	Dorking
11:32 AM	12:01 PM	29	29	Guildford
12:02 PM	12:32 PM	30	31	Dorking
12:32 PM	1:01 PM	29	29	Guildford
1:02 PM	1:30 PM	28	29	Dorking
1:32 PM	2:01 PM	29	31	Guildford
2:02 PM	2:30 PM	28	29	Dorking
2:32 PM	3:01 PM	29	31	Guildford
3:02 PM	3:30 PM	28	29	Dorking

Departs Waterloo	Arrives At Stoneleigh	Duration (Mins)	Gap Btwn Services (Mins)	Dest.
3:32 PM	4:01 PM	29	31	Guildford
4:02 PM	4:30 PM	28	29	Dorking
4:32 PM	5:01 PM	29	31	Guildford
5:02 PM	5:30 PM	28	29	Dorking
5:32 PM	6:01 PM	29	31	Guildford
6:02 PM	6:30 PM	28	29	Dorking
6:32 PM	7:01 PM	29	31	Guildford
7:02 PM	7:30 PM	28	29	Dorking
7:32 PM	8:01 PM	29	31	Guildford
8:02 PM	8:30 PM	28	29	Dorking
8:32 PM	9:01 PM	29	31	Guildford
9:02 PM	9:30 PM	28	29	Dorking
9:32 PM	10:01 PM	29	31	Guildford
10:02 PM	10:30 PM	28	29	Dorking
10:32 PM	11:01 PM	29	31	Guildford
11:02 PM	11:30 PM	28	29	Epsom
11:32 PM	12:01 AM	29	31	Epsom

\* Change at Wimbledon

## Appendices

### Train Usage Sample

Over 600 people take the train on a week-day morning between 6.00-8.30am, as this survey shows:

<b>Stoneleigh Station Passengers Embarking (Fri 3<sup>rd</sup> November 2023<sup>1</sup>)</b>			
<b>Time Interval (am)<sup>2</sup></b>	<b>Number of Adults</b>	<b>Number of Children</b>	<b>Total</b>
06:10 - 06:25	42	0	42
06:25 - 06:55	86	0	86
06:55 - 07:25	68	4	72
07:25 - 07:40	69	20	89
07:40 - 07:55	66	81	147
07:55 - 08:10	59	12	71
08:10 - 08:25	55	70	125
<b>Totals</b>	<b>445</b>	<b>187</b>	<b>632</b>

*Figure 20: Stoneleigh Station Footfall*

<sup>1</sup> It has been noted that this spot survey was carried out on a Friday when commuter numbers may be lower than mid-week due to recent changes in working from home patterns since the Covid19 epidemic.

<sup>2</sup> Timings are split to coincide with the arrival of the trains, rather than having fixed time intervals. Trains both from and to London Waterloo generally arrive at Stoneleigh within 2 to 3 minutes of each other.

## Appendices

### Roads, Cycle Paths and Footpaths

Stoneleigh and Auriol are bordered by two main roads: The A24 London Road in the south east and the A240 Kingston Road in the south west. Residential roads mark the other edges of the area: Salisbury Road in the west and in the north, Sparrow Farm Road, Cunliffe Road and Cuddington Avenue.

A considerable amount of traffic passes through on roads such as Stoneleigh Park Road, Woodstone Avenue and Thorndon Gardens, which are “cut-throughs” to Worcester Park, and there is often traffic congestion in Park Avenue West.

Large amounts of traffic also pass through Park Avenue West, Glenwood Road and Briarwood Road to avoid congestion at the Organ and Dragon crossroads of the A240 / A24, which is one of the busiest non-motorway junctions in the whole of Surrey.

Speed platforms reduce the traffic speed in the Park Avenue/Briarwood Road area and also around the schools. Traffic islands also calm the traffic in some roads.

The roads within the designated area are, bar the major roads referenced earlier, 6 metres wide, meaning that car parking can only be provided on one side of the road without impacting traffic flow. Further, parking restrictions exist on the majority of the roads surrounding Stoneleigh Station and Stoneleigh Broadway, restricting on-street parking, typically Monday to Friday 08:00-18:00.

The uneven surfaces of some footpaths are a major hazard to pedestrians, especially the frail and elderly, and uneven road surfaces are a hazard to cyclists. This is of great concern to some residents, as recorded in our engagement events.

There are currently no marked cycle lanes in the residential roads, however there is an emerging cycle and walking route proposals from EEBC (Epsom and Ewell Local Cycling and Walking Infrastructure Plan (LCWIP)) & SCC. As mentioned previously, most roads are too narrow to allow such an introduction. There are some specified cycle routes in Auriol Park and shared pedestrian cycle paths along the A24 and A240.

There are many alleyways joining local roads throughout the area which helpfully reduces walking distances. Most of these alleyways currently prohibit cycling.

## Appendices

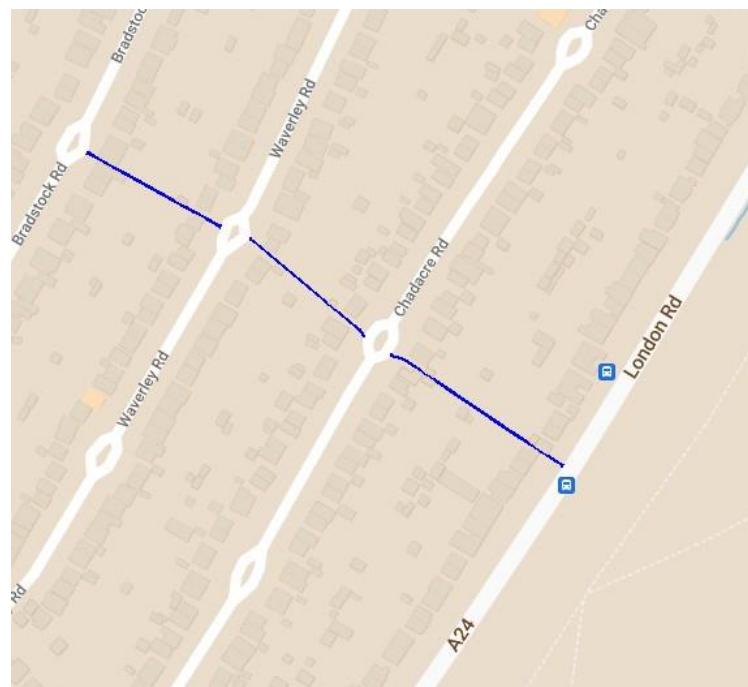


Figure 21 – Example of Alleyways linking roads (blue lines)

## Appendices

### Transport Survey Results

Our survey carried out on May 22<sup>nd</sup> 2023 indicates that most local residents walk to the Broadway shops, but drive to the larger supermarkets such as those at North Cheam and Epsom.

A small survey, carried out on the 28<sup>th</sup> August 2023, of three typical roads in the designated area revealed an average car ownership of 1.55 vehicles per household and a distribution as shown below:

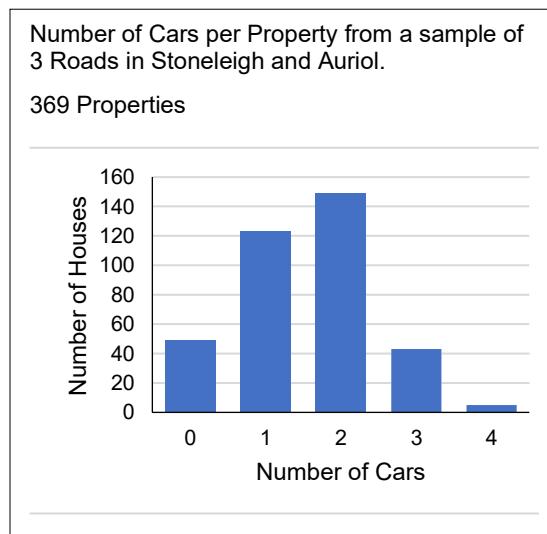


Figure 22: Distribution of Cars per Property

The following survey was carried out on May 22<sup>nd</sup> 2023

#### 1) What type of Transport do you Use?

Activity	On Foot	By Bicycle	By Car	By Motorbike	By Bus	By Train	N/A
Go Shopping Locally	20	0	7	0	1	0	0
Go Shopping Elsewhere	1	0	16	0	3	0	0
Travel to Work	2	0	7	0	0	4	4
Travel to School	3	0	5	0	0	0	9
Travel - Other Reasons	0	0	15	0	1	4	0

## Appendices

### 2) Please Rate the Following Transport Services

Service	Good	Adequate	Poor
Train	4	9	9
Bus	4	10	7
Cycle Paths	0	9	9

### 3) Are there any Improvements to Public Transport You would like to See?

Comments received:

- Restore Trains to 4 times per Hour
- Cycle Rails/Grooves on the new steps to the Station
- More than 2 trains per hour
- A wider choice of destinations on the trains, especially in the southern direction.
- Another bus route - heading toward London without having to change. (i.e. at Tolworth)
- It would be good if the 406 bus service from the north side of Stoneleigh went all the way to Epsom hospital. At present the residents of Morden get a door-to-door service with the 293 bus service, but those more likely to use Epsom hospital do not.
- More Peak time trains
- More destinations offered by train service.
- More trains & a station car park with reasonable rates
- Quite ok

### 4) Pavements, Footpaths and Alleyways - Please Tell us what you like/dislike about these

Comments received:

- Need better maintenance
- Better Lighting
- Some pavements very uneven
- Poor, Increased Lighting needed in alleys
- Alley was uneven resulting in pooling of water, muddy to the sides
- Very Uneven! A safety hazard.
- Remove Paving Blocks in the Broadway and relay with Something sustainable longer term
- Footpaths and alleyways are not very well maintained

## Appendices

- I like the grass verges and trees. Do not like the verge grass being still uncut.
- Pavements are quite poorly maintained but the street trees cause most damage and I would not like to see these removed! I would like to see fewer vehicles parked on verges
- In Stoneleigh, pavements are often uneven and have trip hazards. Alleyways are sometimes overgrown and the nuisance of dog mess is well known.
- In Epsom, the footpath along East Street past the Rainbow Centre has no designated area for pedestrians. It seems to be all for cyclists and I haven't seen many cyclists use it whereas there are lots of pedestrians.
- Lighting on footpaths and alleyways. Consistent paving - some recently done, some like Newbury Gardens remain a trip hazard for old/young residents
- Like the surroundings - trees, verges, gardens.
- Many pavements are uneven with multiple trip hazards. These need to be re-laid properly.
- Alleyways are dark and not well lit, which could be improved.
- Newly paved alleyways have no drainage so now flood every time it rains
- All ok
- When the council re-tarmac's the alleys leading to Nonsuch Pk they left about 8" of dirt either side. I asked workmen why because weeds will soon grow and ruin all their work and that's exactly what's happened. They are full of weeds; some people are putting down weed killer & others hacking at it plus there's now non visible broken glass which dogs can walk on. Plus, because of the dirt edges they fill up with really big puddles every time it rains. Ordinary folk can see what will happen, why can't the council!

### 5) Roads - Traffic Flow, Speed and Layout

#### 5a) - What Changes are needed to Improve Traffic Safety?

Comments received:

- Slow Traffic speeds where there is no existing traffic calming.
- Ensure speed limit is 20 mph.
- 20Mph in all of the area other than the boundary roads.
- Traffic seemed to have increased in residential roads and I would welcome a 20-mile speed limits.
- More traffic warden patrols.
- 20 mph limit in the Broadway and the approach roads.
- Reduced or controlled speed limits / especially on Stoneleigh Park Road.
- The speed along the A240 Kingston Road should be reduced to 30 miles per hour. Mending the potholes in the road would improve traffic safety. Whilst I agree in principle with "no mow May" the vegetation at some junctions and roundabouts cuts visibility.

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- 20 mph zones.
- 20 mph speed limits for approaches to the Broadway.
- Along the Broadway, there are often cars speeding along it/racing at night. Perhaps the installation of a speed camera.
- More appropriate parking
- Not enough parking
- No parking for the residents
- Need to reduce speed on A24 down to 30mph, seen near misses with children trying to cross, someone is going to get killed, they go about 60 some eves. In Stoneleigh Broadway, they need a crossing for the elderly or those with mobility issues and reduce speed to 20 or even 10mph. Too many speeding there. Could do with an extra disabled bay.

### *5b - Pedestrian Safety*

#### Comments received:

- Pavements are as bad as roads - my neighbour had tripped twice in the Broadway
- Some more speed restrictions (sleeping policemen)
- There are some locations where double yellow lines would be useful to give better visibility for pedestrians crossing the road. For example, crossing Thorndon Gardens opposite the entrance to Auriol Park and also in Newbury Gardens crossing from the Alleyway to The Byway.
- Speed limit as above and also mirrors at the exits from Dell Lane.
- See above re cycle lane along East Street. The Council emphasis seems to be on cyclists but not everyone can or wants to cycle. How much use is actually made of the cycle lanes? If cyclists were to dismount before passing pedestrians or ring a bell in advance to warn them of their approach then the pavements could be shared more amicably.
- Generally good
- Mirrors on blind corners.
- It can be difficult to cross the Broadway due to the volume of traffic, drivers don't seem to take any notice of pedestrians and don't allow them to cross.
- Its fine
- Ok
- Have large visible (not too small like silly Sutton council) signs saying SLOW as you enter the Broadway. Renew some of the dangerous slabs on Stoneleigh Broadway, why don't they ever get seen to? Need a pedestrian crossing, seen many near misses. Myself & friends have tried parking in pub car park but it is only pay by phone and you can never get the internet connection to do it. Need a cash machine there!

## Appendices

### *5c - Cyclist Safety*

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Comments received:

- More Cycle lanes
- More Cycle lanes throughout the area
- Cycle lanes and paths through to the area

## Appendices

### Appendix 4: SANF Key Dates and Engagement History

Date	Type	Description
23 October 2019	 Public	Public Meeting explaining forums and asking for volunteers.
13 November 2019	 Private	A small group meeting of interested people.
20 November 2019	 Private	First committee meeting.
22 January 2020	 Public	Meeting for sharing information to local traders.
27 January 2020	 Private	Application to Council
24 February 2020	 Public	Public Engagement Event - Updating
<b>2020 Much internal activity, but no public/private meetings due to Covid Lockdowns.</b>		
12 November 2020	 Key Date	Forum Designated
02 December 2020	 Private	Meeting with AECOM
28 March 2021	 Key Date	Acquired CIC Status
06 May 2021	 Private	Meeting with the Council
29 July 2021	 Public	Inaugural AGM
17 November 2021	 Public	Engagement Event (Library) – gauging opinions
05 February 2022	 Public	Engagement Event (Auriol Park)
09 June 2022	 Public	AGM and update
14 August 2022	 Key Date	Received AECOM Survey/design codes
23 February 2023	 Public	Engagement Event - recording opinions (Library)
28 June 2023	 Public	AGM and Engagement Event
25 January 2024	 Public	Engagement Event – displaying policies
20 June 2024	 Public	AGM and Engagement Event
09 September 2024 - 27 October 2024	 Key Dates	Reg. 14 Consultation period on first draft of plan.
03-Oct-2024	 Public	Reg 14 Consultation Event (Library)
18-May-2025	 Key Date	Neighbourhood Plan, Basic Conditions Statement and Consultation Statement submitted to EEBC for evaluation to conclude Reg. 14 process.
23-May-25	 Key Date	Reg. 14 Confirmed as completed by EEBC.

## Appendices

Date	Type	Description
20-Jun-2025	 Key Date	Reg. 16 Started. The responsibility for taking neighbourhood plans forward now lies with EEBC.
01-Aug-2025	 Key Date	Reg. 16 Ended.
23-Oct-2025	 Key Date	EEBC received the Examiner's Report, recommending that subject to a series of recommended modifications, the Stoneleigh and Auriol Neighbourhood Plan should proceed to referendum.

## Appendices

### Appendix 5 - Population Statistics and Demographics

#### High Level Overview

According to the ONS 2021 census (Office for National Statistics, 2023) there are 8,571 residents in Stoneleigh and Auriol with 1,895 under 18yrs and approximately the same number over 65 years.

Around 90.5% of residents live in houses or bungalows with the remainder in flats or apartments.

There is a high proportion of family households and long-term residents.

There is a significant elderly population in Stoneleigh and Auriol.

## Appendices

### Population Density

Stoneleigh and Auriol both have a significantly higher population density than Epsom and Ewell as whole.

Stoneleigh is the 3<sup>rd</sup> and Auriol the 4<sup>th</sup> most densely populated wards in Epsom and Ewell.

Rank	Electoral wards and divisions	Residents Per km2
1	Town	6098.4
2	West Ewell	5187.7
3	<b>Stoneleigh</b>	<b>4711.7</b>
4	<b>Auriol</b>	<b>4468.1</b>
5	Cuddington	4376.5
6	Ewell	3863.3
7	Ewell Court	3778.2
8	Court	3602.7
9	Ruxley	2720.6
10	College	1904.4
11	Stamford	1727.4
12	Nonsuch	1011.4
13	Woodcote	852.9
<b>Epsom &amp; Ewell</b>		<b>2375.4</b>

Figure 23: Table of Population Density Comparisons within Epsom & Ewell

## Appendices

### Households by Accommodation Type

Accommodation Type	Auriol		Stoneleigh		Epsom & Ewell	
Detached	178	11.7%	233	13.1%	8,273	26.4%
Semi-detached	1,170	76.8%	1,347	75.8%	10,935	34.9%
Terraced	45	3.0%	30	1.7%	4,144	13.2%
In a purpose-built block of flats or tenement	85	5.6%	111	6.2%	6,546	20.9%
Part of a converted or shared house, including bedsits	4	0.3%	9	0.5%	643	2.1%
Part of another converted building, for example, former school, church or warehouse	8	0.5%	4	0.2%	386	1.2%
In a commercial building, for example, in an office building, hotel or over a shop	32	2.1%	43	2.4%	374	1.2%
A caravan or other mobile or temporary structure	1	0.1%	0	0.0%	20	0.1%
<b>Total</b>	<b>1,523</b>		<b>1,777</b>		<b>31,321</b>	

Figure 24: Table of Accommodation Types

Around  $\frac{3}{4}$  of Stoneleigh and Auriol's housing profile is made up of mainly semi-detached houses. This is significantly higher than the rest of Epsom and Ewell. This type of housing defines the character of the area.

As a result, there are fewer types of housing, such as terraced and flats than in the rest of Epsom and Ewell.

## Appendices

### Household Composition

Household Composition	Auriol		Stoneleigh		Epsom & Ewell	
One-person household: Aged 66 years and over	184	12.0%	216	12.2%	3,958	12.6%
One-person household: Other	91	6.0%	111	6.2%	3,667	11.7%
Single family household: All aged 66 years and over	216	14.1%	256	14.4%	3,062	9.8%
Single family household: Married or civil partnership couple: No children	162	10.6%	202	11.4%	3,125	10.0%
Single family household: Married or civil partnership couple: Dependent children	378	24.7%	457	25.7%	6,959	22.2%
Single family household: Married or civil partnership couple: All children non-dependent	141	9.2%	183	10.3%	2,272	7.3%
Single family household: Cohabiting couple family: No children	61	4.0%	56	3.2%	1,551	5.0%
Single family household: Cohabiting couple family: With dependent children	61	4.0%	44	2.5%	1,206	3.9%
Single family household: Cohabiting couple family: All children non-dependent	12	0.8%	18	1.0%	210	0.7%
Single family household: Lone parent family: With dependent children	34	2.2%	48	2.7%	1,651	5.3%
Single family household: Lone parent family: All children non-dependent	71	4.6%	72	4.1%	1,307	4.2%
Other household types: Other related household: Other family composition	11	0.7%	4	0.2%	180	0.6%
Other household types: With dependent children	47	3.1%	47	2.6%	871	2.8%
Other household types: Other, including all full-time students and all aged 66 years and over	59	3.9%	63	3.5%	1,302	4.2%
<b>Total</b>	<b>1,526</b>		<b>1,778</b>		<b>31,321</b>	

Figure 25: Table of Household Compositions

Around a quarter of all households in Stoneleigh and Auriol comprise of couples with children.

The second highest group is families all aged over 66 years old, and these percentages are higher than the average for the whole of Epsom & Ewell.

## Appendices

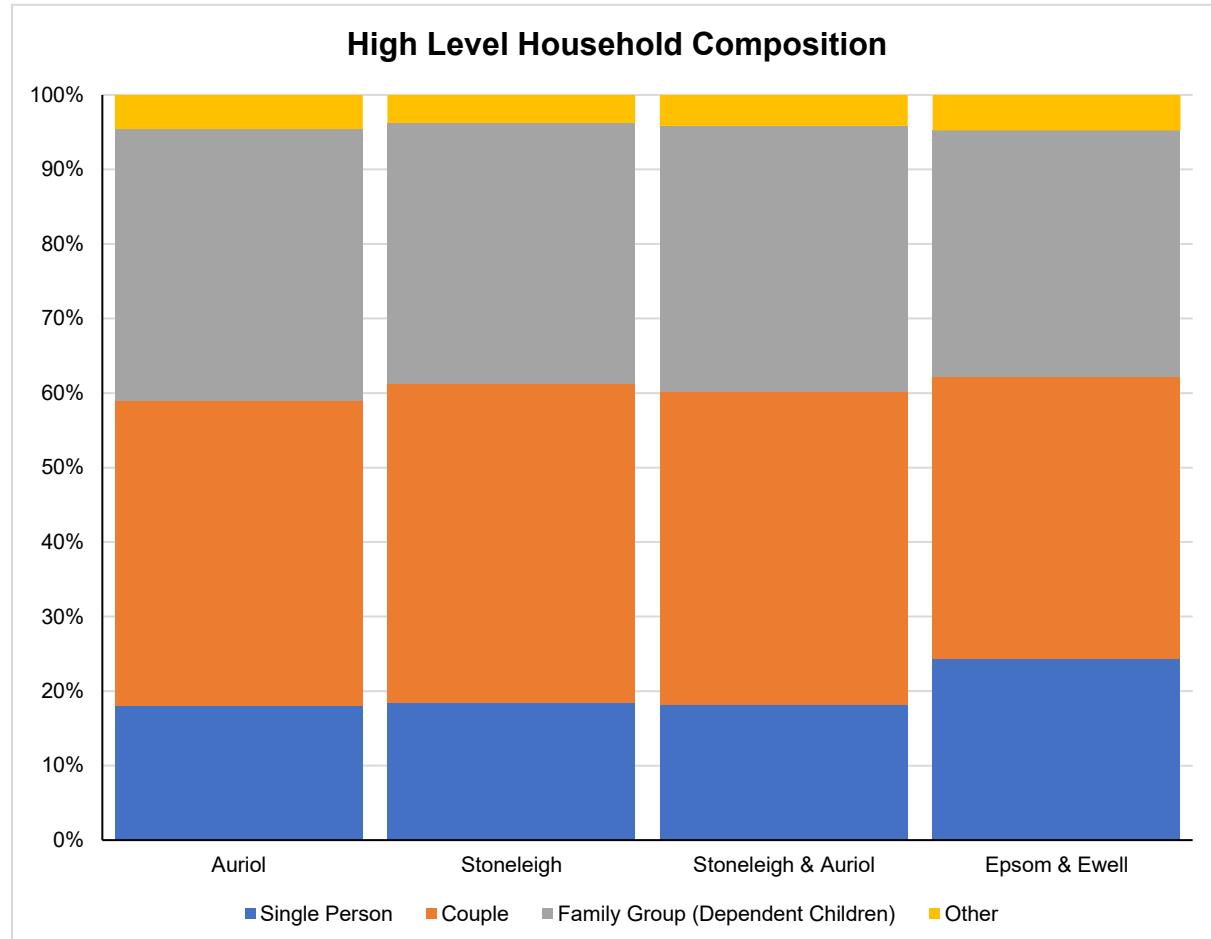


Figure 26: Chart Comparing High Level Household Compositions

There are more families and couples in Stoneleigh and Auriol than on average in Epsom and Ewell. This is not unexpected based on that the housing stock in the area was originally designed for families living at a commutable distance from central London.

## Appendices

### Household Size

Household Size (People in Household)	Auriol		Stoneleigh		Epsom & Ewell	
0	0	0.0%	0	0.0%	0	0.0%
1	276	18.0%	327	18.4%	7,625	24.3%
2	532	34.8%	599	33.7%	9,961	31.8%
3	288	18.8%	344	19.3%	5,705	18.2%
4	302	19.7%	382	21.5%	5,782	18.5%
5	93	6.1%	91	5.1%	1,616	5.2%
6	24	1.6%	27	1.5%	415	1.3%
7	9	0.6%	7	0.4%	135	0.4%
8 or more	6	0.4%	2	0.1%	81	0.3%
<b>Total</b>	<b>1,530</b>		<b>1,779</b>		<b>31,320</b>	

Figure 27: Table of Household Size Comparisons

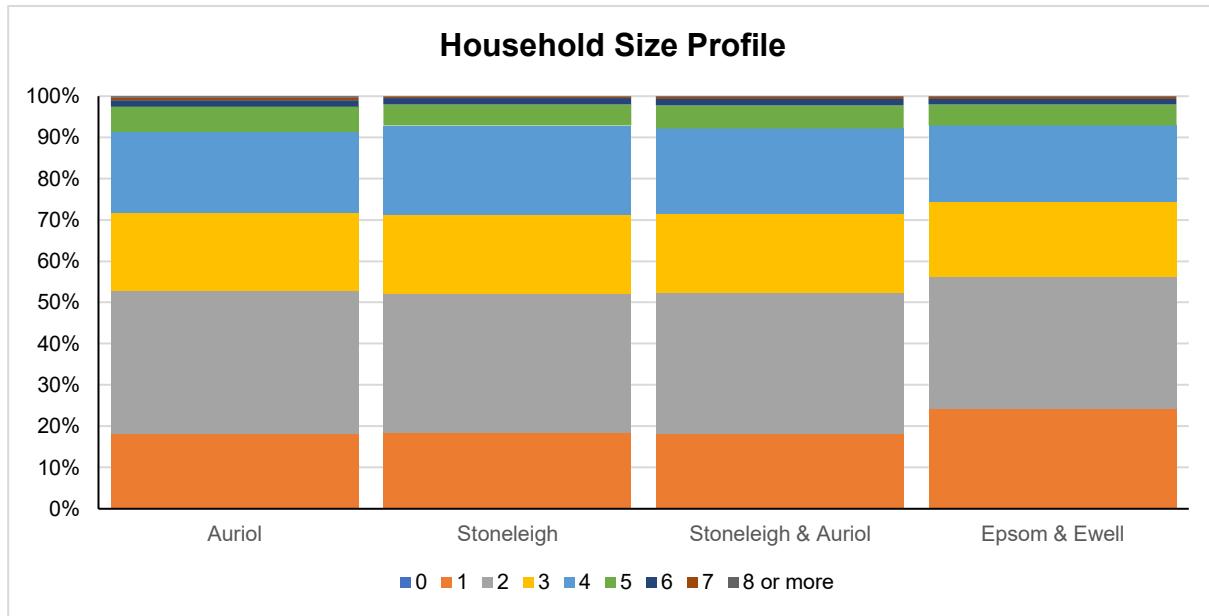


Figure 28: Chart of Household Size Profiles

Stoneleigh & Auriol have very similar household sizes, which tend to be slightly larger than the rest of Epsom & Ewell. This is probably down to the housing stock, which has fewer flats and smaller houses than other areas of the borough.

It should be noted the zero sized households' figure could be misleading as there would be no Census data returned from an empty house. This should be treated as unknown.

## Appendices

### Property Tenure

Tenure of household	Auriol		Stoneleigh		Epsom & Ewell	
Owned: Owns outright	676	44.3%	820	46.1%	11,364	36.3%
Owned: Owns with a mortgage or loan	669	43.8%	751	42.3%	11,803	37.7%
Shared ownership: Shared ownership	2	0.1%	4	0.2%	358	1.1%
<b>Owned Total</b>	<b>1,347</b>	<b>88.2%</b>	<b>1,575</b>	<b>88.6%</b>	<b>23,525</b>	<b>75.1%</b>
Social rented: Rents from council or Local Authority	3	0.2%	3	0.2%	193	0.6%
Social rented: Other social rented	15	1.0%	36	2.0%	2,550	8.1%
<b>Social Housing Total</b>	<b>18</b>	<b>1.2%</b>	<b>39</b>	<b>2.2%</b>	<b>2,743</b>	<b>8.8%</b>
Private rented: Private landlord or letting agency	139	9.1%	150	8.4%	4,561	14.6%
Private rented: Other private rented	23	1.5%	13	0.7%	487	1.6%
<b>Private Rented Total</b>	<b>162</b>	<b>10.6%</b>	<b>163</b>	<b>9.2%</b>	<b>5,048</b>	<b>16.1%</b>
Lives rent free	0	0.0%	0	0.0%	5	0.0%
<b>Total</b>	<b>1,527</b>		<b>1,777</b>		<b>31,321</b>	

Figure 29: Table of Comparisons of Property Tenure

Property ownership is higher in Stoneleigh and Auriol than the average for the whole of Epsom & Ewell. As a result, the number of privately rented properties is lower in Stoneleigh and Auriol.

There is also significantly less social housing in Stoneleigh and Auriol. This is likely to be caused by the estate being built in the 1930's whereas social housing tends to be newer builds and is generally included as a condition for any agreement to build significant volumes of homes.

## Appendices

### Appendix 6: Monitoring and Reviewing the SANP

#### The role of the Forum

The Forum will continue beyond this Plan being made. Whilst the main focus of the Forum to date has been on the production of the SANP, there are other functions such as:

- Promoting local events and community engagement.
- Commenting on planning applications of note in the area, including at committee.
- Being a sounding board for other local community groups.
- Discussing issues of importance to membership about the way the designated area is changing.
- Lobbying Epsom and Ewell Borough Council, Surrey County Council and other organisations on planning, transport, environmental and heritage issues.
- Advising the Council on the best use of CIL and other resources.
- Liaising with other forums in Epsom and Ewell and the wider Surrey area on matters of common interest.

#### Functions of the Forum:

These functions will continue after the SANP has been approved. In addition, the Forum will monitor implementation of the policies in this plan, particularly:

- To ensure funding is being applied correctly.
- To assess whether policies are being applied consistently and interpreted correctly in response to applications.
- To review the policies and to propose revisions and updating where appropriate and in line with current legislation/guidance and the emerging Local Plan for Epsom and Ewell.

## Appendices

### Reviewing the SANP

The life of the SANP is 20 years. We anticipate that revisions and updates will be required at least every 3-5 years in response to changes in the environment, infrastructure being delivered, and the evolving priorities of the residential and business communities. Updates may be required in response to the emerging Local Plan for Epsom and Ewell, once that has been finalised. These will require separate consultation and adoption processes, which will be managed by SANF and EEBC.

A further referendum is not required if the Examiner decides that the modifications would not change the nature of the SANP and would meet the basic conditions. If this is the case, the LPA must make the SANP within five weeks of receiving the Examiner's report.

The Neighbourhood Planning Act 2017 amended the legislation governing neighbourhood planning, including clarifying:

- The status of draft plans in planning decision making.
- The process for making minor amendments to adopted plans.
- The effect of further borough council boundary changes on designated neighbourhood areas.
- How local planning authorities will provide assistance to neighbourhood forums during the process of drafting, consultation and making of neighbourhood plans.