

Meeting:	Development Control Committee
Date:	Wednesday 15 March 2006
Subject:	Cloisters Wood, Wood Lane, Stanmore
Responsible Officer:	Group Manager (Planning and Development)
Contact Officer:	T E McAlister
Portfolio Holder:	Planning, Development and Housing
Key Decision:	No
Status:	Part 1

Section 1: Summary

This report relates to a Travel Plan which is required by S106 legal agreement to accompany the future grant of planning permission in relation to application P/1306/05/CFU for, inter alia, the change of use of the former Cloisters Wood Fitness Club from leisure to religious uses.

A revised Travel Plan has been submitted which the Travel Plan Co-ordinator considers to be acceptable.

It is recommended that the Travel Plan be approved.

Decision Required

Recommendation (for decision by the Development Control Committee):

1. The Committee is recommended to approve the attached Travel Plan:

Reason for report

To comply with the Committee's decision that it wishes to approve the Travel Plan.

Benefits

Implementation of the Travel Plan will reduce reliance on the private motor vehicle to visit the site.

Cost of Proposals

There are no costs to the Council.

Risks

None

Implications if recommendations rejected

Completion of the S106 legal agreement and the issue of planning permission would be delayed.

Section 2: Report

Brief History and Policy Context (including Previous Decisions)

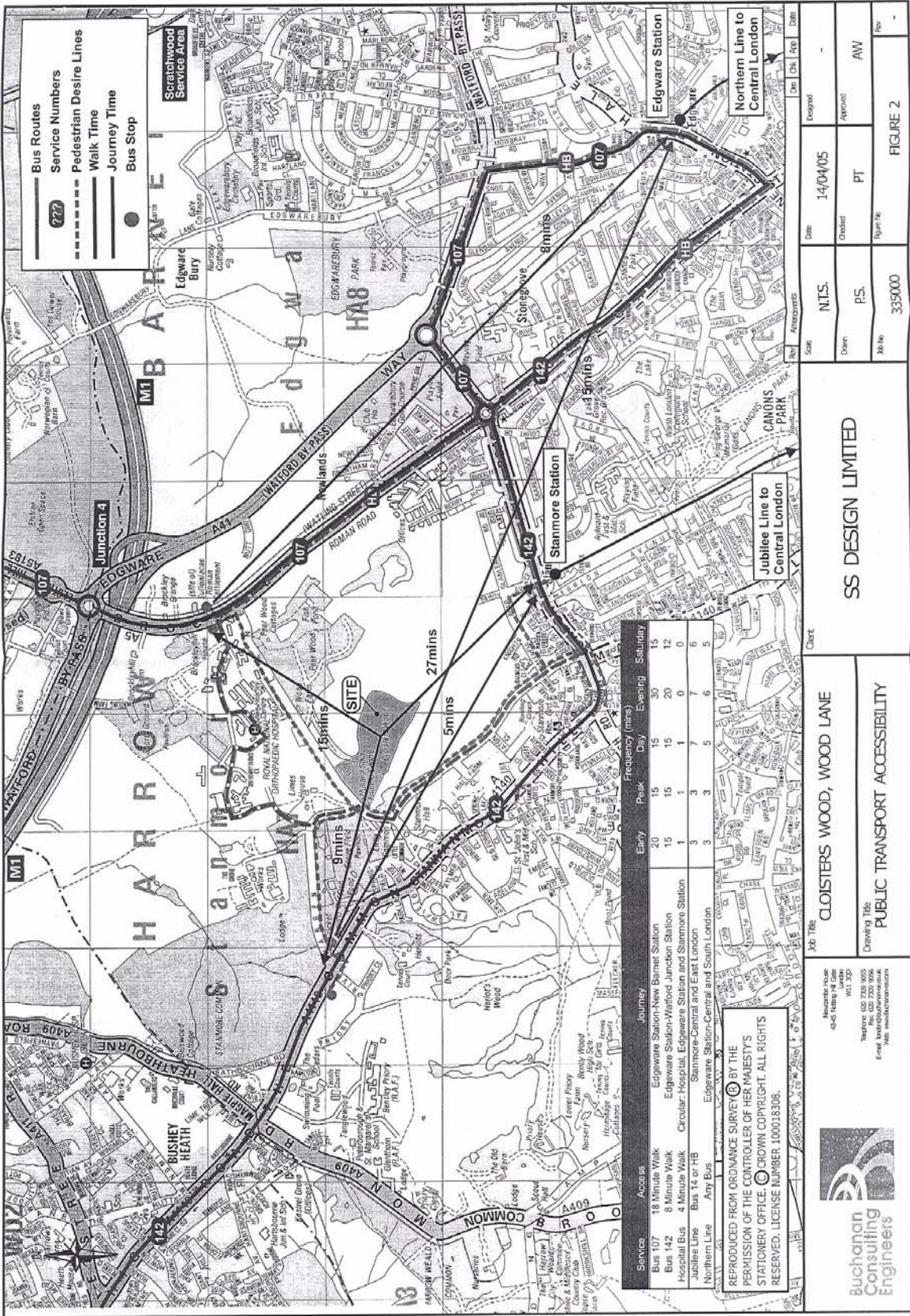
- 2.1 The Committee on 11 January 2006 considered planning application P/1306/05/CFU which proposed the following development at the former Cloisters Wood Fitness Club in Wood Lane, Stanmore (site plan at Appendix A):

Change of Use: Leisure to religious uses including conversion of garages to caretakers house, increase height of squash/functions building by 1m, external alterations, additional car park.
- 2.2 The Committee resolved to grant planning permission subject to the prior completion of a S106 legal agreement relating to (inter alia), prior approval by the Committee and implementation by the occupier of the development of a Travel Plan (to include an annual review) prior to commencement of the use.
- 2.3 The Committee confirmed, for the avoidance of doubt, that the submission and approval of the Travel Plan must precede the completion of the legal agreement.
- 2.4 A Travel Plan has been received (at Appendix B) which revises the document which was available at the time of the Committee meeting.

- 2.5 The revisions comprise:
- i) the provision of £5,000 worth of bus travel vouchers to staff to encourage awareness and use of public transport; and
 - ii) a commitment to purchase a mini-bus if the 50% car share target has not been achieved nine months after the use has commenced.
- 2.6 The Travel Plan Co-ordinator in the Transportation Division considers the revised document to be acceptable.
- 2.7 The Committee is recommended to approve the Travel Plan.
- 2.8 Consultation
- Harrow Council Transportation Division
 - Harrow Council Legal Services
 - Harrow Council Financial Services.
- 2.9 Financial Implications
There are no costs to the Council. The costs referred to in Section 2.5 will be borne by the applicant.
- 2.10 Legal Implications
Completion of the S106 legal agreement and the issue of planning permission would be delayed.
- 2.11 Equalities Impact.
None
- 2.12 Section 17 Crime and Disorder Act 1998 Considerations.
None

Section 3: Supporting Information/Background Documents

- 3.1 Planning application P/1306/05/CFU.



P/1306/05/cfu
APPENDIX B

CLOISTER WOOD,
WOOD LANE,
STANMORE

Travel Plan

Project No. 335000
February 2006

CLOISTER WOOD,
WOOD LANE,
STANMORE

Travel Plan

Capita Symonds Ltd
24 – 30 Holborn
London
EC1N 2LX

Tel : 020 7870 9300
Fax : 020 7870 9399

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FIGURES

- 1 Site Location
- 2 Public Transport Accessibility

1. INTRODUCTION

- 1.1 Capita Symonds have been instructed by our Client, Shree Swaminarayan Temple, to produce a supporting Travel Plan (TP) document for their proposed religious use development at Cloister Wood on Wood Lane, Stanmore, Harrow. The location of the site is shown on Figure 1.

Proposal

- 1.2 This TP supports a proposed planning application for a change of use to religious use at the Cloister Wood site. Cloister Wood, previously operated as a Health & Fitness centre, consists of nine buildings with an external pool and tennis courts area, together with substantial car parking.
- 1.3 Use of the facility can be divided into 2 broad categories: use of the Temple for prayer and use of the Function Hall(s) for functions. During the weekdays, it is predicted that at its peak, approximately 100 members will use the site for prayer in the morning (09:00 – 11:00) and 150 members in the evening (19:00 – 21:30). Use over the weekend is similar to the weekdays with an increase to 200 members attending for prayer on Sunday evenings.
- 1.4 Only one of the two Function Halls will be used during weekdays (evenings only), with a predicted attendance of between 200 – 250 members. During the weekends, both Function Halls will be in use, receiving between 100 – 200 members throughout the day (11:00 – 17:00) and between 300 – 500 members throughout the afternoon to evening.
- 1.5 It should be noted that these figures are predicted peak attendance levels during festival periods, weddings and the like.

Normal daily attendance levels are likely to be far lower than those above.

Objective

- 1.6 The aim of the Travel Plan is to encourage the use of alternative modes of transport in order to minimise reliance on the private car for Temple users, thereby reducing road traffic and congestion in the immediate area. This will help to achieve the following benefits:

- Reduce congestion and journey times,
- Improved air quality,
- Reduce pollution and noise,
- Improve standard of living.

2. GOVERNMENT AND HARROW COUNCIL POLICY

2.1 The increase in traffic flows and corresponding congestion and pollution, has forced the government nationally and the world globally to change its thinking on transport issues towards a more sustainable approach.

2.2 National and international policy has been adapted in response to growing concern about increasing emissions and traffic flows and their effects on the environment.

2.3 The following sets out relevant National Policy that has been considered in the production of the TP:

- Planning Policy Guidance Notes 13 (2001),
- Road Traffic Reduction Acts (1977),
- Transport White Paper (1988): "A new Deal for Transport: Better for Everyone".

2.4 The following sets out relevant Local Policy:

- Transport Strategy of the Mayor of London Planning,
- Local Implementation Plans (LIPs),
- ISO 14001 and Environmental Management systems,
- Local Agenda 21.

3. EXISTING TRANSPORT NETWORK

Walking and Cycling

- 3.1 There are footways on Wood Lane, Warren Lane and Dennis Lane that provide pedestrian access to the A4140 in the west, the A5 in the east and the A410 in the south, all of which are primary routes. Pedestrians also have the choice of using informal routes across Stanmore Common.
- 3.2 Provision for cyclists in the area is provided by a cycleway in each direction along the A410 London Road, from its junction with the A4140 to Stanmore Underground Station. There are no separate cycle provisions on Wood, Warren and Dennis Lanes as these roads are relatively lightly trafficked.

Public Transport

- 3.3 Two existing bus services, routes 142 on the A4140 and 107 on the A5, are within 9 and 15 minutes walk respectively of the site. Figure 2 shows the locations of the bus stops and average walking times to the bus stops from the site.
- 3.4 Additionally, the Royal National Orthopaedic Hospital also maintains a private bus service, which currently operates hourly at peak times and passes close to the site on Warren and Dennis Lane to the west of the site. Figure 2 shows this route as well as the routes of the services above.
- 3.5 As can be seen, all three bus services go to Edgware station (Northern Line), with route 142 and the hospital bus also providing access to Stanmore station (Jubilee Line). The average times for these bus journeys are also shown along with the frequency of the services. Bus route 142 provides a direct

connection to Stanmore station with a frequency of up to 5 times an hour.

- 3.6 In terms of walking and cycling, Stanmore station is approximately 2¼ km, with the whole journey possible by footway. Cyclists can use the existing cycle lane on the A410.
- 3.7 Stanmore station has a car park with a capacity for 452 vehicles. It is generally full with peak demand typically between 10:00 – 14:30 during the week due to the combination of commuters and off-peak travellers to Central London. Parking costs are £2.50 per day for cars and £1.20 for motorcyclists. Cyclists are able to store their bicycles for free under the secure bike shelter.
- 3.8 Stanmore station is on the Jubilee Line, which runs at maximum frequencies of 1 train every 3 minutes from this station. The Jubilee Line runs through Central London and east towards Docklands, terminating at Stratford. The Jubilee Line provides access to the whole underground network and many main line rail stations.
- 3.9 Edgware station is on the Northern Line and may be accessed from all three bus routes at a peak headway of 9 buses per hour; all buses stop adjacent to the station entrance.
- 3.10 Edgware station is on the north western branch of the Northern Line and is served by up to 20 trains per hour towards Central and South London.
- 3.11 The site thus is able to link to very good public transport services to an extensive range of locations throughout London.

4. PROPOSED TRAVEL PLAN INITIATIVES

Car Sharing Scheme

- 4.1 Due to the sites location, a car sharing scheme has been identified as the primary means by which single occupancy vehicle trips to the site can be reduced.
- 4.2 Regular users of other Temples already undertake car sharing on a fairly informal basis. A formal car sharing scheme will be set up for the proposed site and a car share database specifically tailored to the development will be promoted.
- 4.3 The system will be web based and accessed via the Shree Swaminarayan website www.swaminarayansatsang.com. However, a telephone service could also be provided and would enable users to find travel companions with whom to share the journey as well as travel costs. The system will contain information, such as addresses of potential car sharers and would match the traveller with a potential driver or passenger who is travelling in the same direction to the Temple.
- 4.4 Establishing a car sharing scheme with the right promotion can provide an effective method for reducing vehicle movements. Promotion of the car sharing scheme can be done through promotional leaflets and information displayed on travel noticeboards around the site.
- 4.5 It is anticipated that "word of mouth" will remain as one of the main communication tools for both promoting the car share scheme and finding potential car sharers.

Public Transport Initiatives

- 4.6 The Temple will encourage the followers to use public transport by displaying up to date public transport information and a public transport map on noticeboards located around the site and on the Temple's website.
- 4.7 In addition, where possible the Temple will provide internet access enabling followers to obtain online travel information as well as promote the use of route finder websites, such as the Transport for London Journey Planner website, (<http://journeyplanner.tfl.gov.uk/>).
- 4.8 Furthermore, a private mini-bus service will be investigated for use on certain dates for particular functions.
- 4.9 Staff of the Temple will be encouraged to use public transport through the implementation of a scheme involving the provision of £5,000 worth of bus travel vouchers. Such a scheme will assist with raising the awareness of local public transport.

Cycling and Walking Initiatives

- 4.10 Cycle parking spaces and shower and changing room facilities are to be provided as part of the development. The Temple will encourage followers to cycle by providing details of local cycle routes (dedicated and advisory) on the travel noticeboards and on the Temple's website.

Summary

- 4.11 It is the philosophy of the Temple to encourage people to attend for their well being, and therefore the health benefits of walking and cycling will be promoted by the Temple through

encouragement and preaching given to the congregation during significant gatherings.

- 4.12 The initiatives above are designed, not to discourage attendance, but to encourage car sharing or the use of alternative modes of transport to the site, aimed at reducing single occupancy vehicle trips.
- 4.13 The type of events and hence parking requirement, are so varied that it is very difficult to reduce car travel by parking restraint. Therefore, everything will be done to encourage car sharing and non-car alternatives.

5. IMPLEMENTATION AND MONITORING

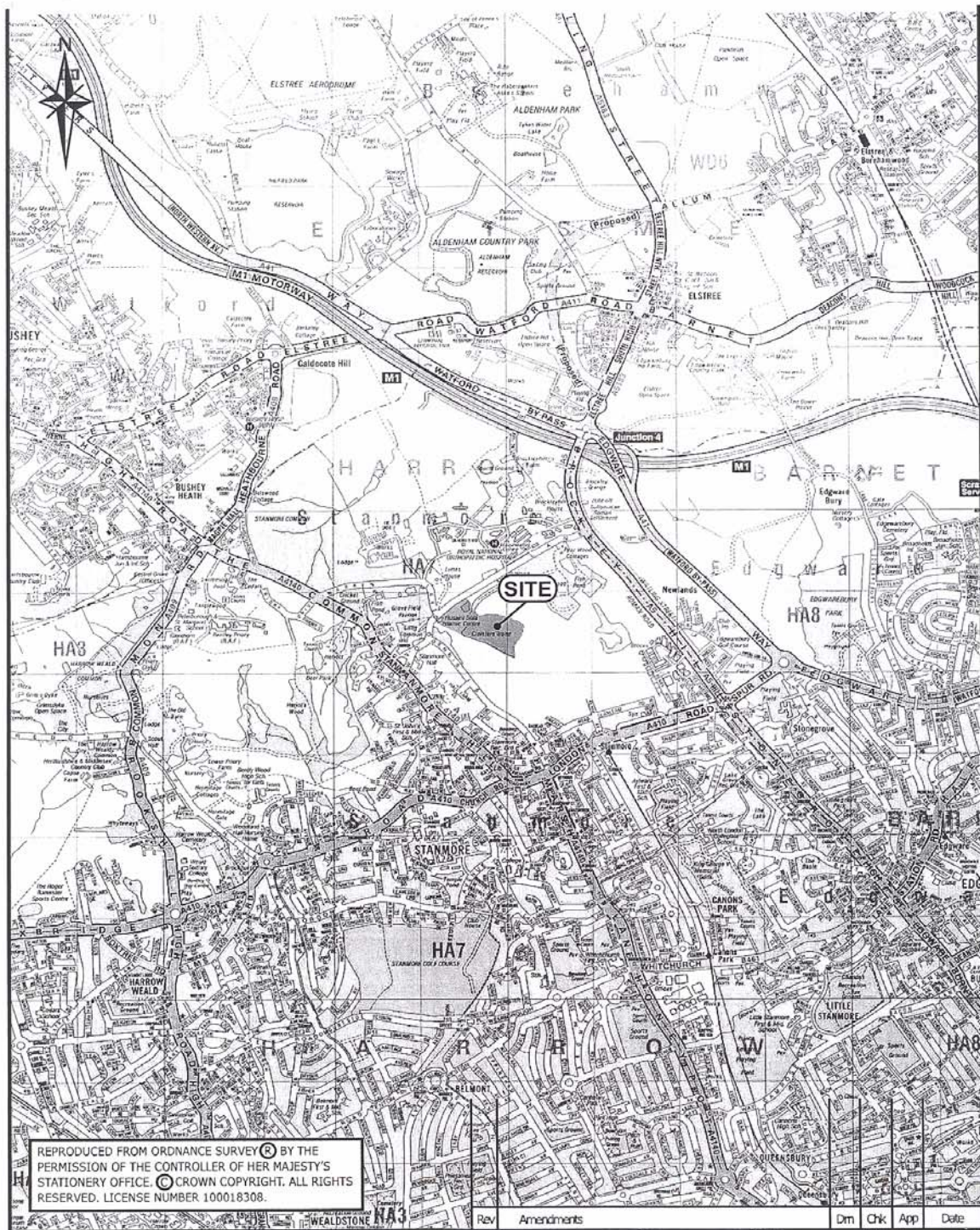
- 5.1 A committee member will be appointed as the Travel Co-ordinator for the proposed development. The role of the Travel Co-ordinator will be to oversee the whole process of implementation, monitoring and periodic review of the TP in liaison with the authorities and Temple followers.
- 5.2 The initial tasks of the TP Co-ordinator will be setting up the car sharing scheme, organising the promotional information (leaflets, noticeboards) and public transport, cycling and walking information, as well as determining the most effective means for implementing measures such as the private mini-bus service.
- 5.3 Six months after the site has opened, a travel survey will be undertaken. From this survey information such as the origin of trips, preferred modes of transport and daily trip profiles will be gained. The information provided from the survey will be important in setting realistic targets for the TP, such as increasing car sharing.
- 5.4 With regard to car sharing, initial surveys of other Shree Swaminarayan Temples conclude that car sharing is already being effectively used by followers. Therefore, an initial target of 50% or better by car share is considered achievable.
- 5.5 In addition to the six month survey, a further car share survey will be undertaken after 9 months. The results of this survey will conclude as to whether the 50% target by car share has been achieved. If it is not being achieved, then it is agreed that a mini-bus will be purchased (no later than six months after the 9-month survey) and used for journeys to and from the Temple.

6. CONCLUSION


- 6.1 The TP includes a number of initiatives that when provided will improve access to the site by all modes of transport and ensure that car sharing, using public transport, cycling and walking is encouraged.
- 6.2 The main initiatives of the Travel Plan are:
- A car sharing scheme,
 - Displaying of relevant public transport, cycling and walking information and active encouragement of each modes' use as an alternative to the private car,
 - A mini bus service to be used on certain dates for particular functions.
- 6.3 A Travel Plan Co-ordinator will be appointed to oversee the implementation of the Travel Plan. Car sharing is seen as the most viable means for reducing single occupancy trips to the site. It is expected that 50% of followers arriving by car share can be achieved. Monitoring will be done on a 6-monthly basis and the Travel Plan Co-ordinator will be responsible for liaising with the local highway authority to determine the effectiveness of the Travel Plan and identify further action where necessary.



Figures



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 <p>Buchanan Consulting Engineers</p>	<p>Rev Amendments</p>	<p>Scale N.T.S.</p>	<p>Date 14/04/05</p>	<p>Designed -</p>
	<p>Job Title CLOISTERS WOOD, WOOD LANE</p>	<p>Drawn P.S.</p>	<p>Checked -</p>	<p>Approved -</p>
	<p>Drawing Title SITE LOCATION PLAN</p>	<p>Job No 335000</p>	<p>Figure No FIGURE 1</p>	<p>Rev -</p>
	<p>Client SS DESIGN LIMITED</p>			

DRAWING NO: 777/77