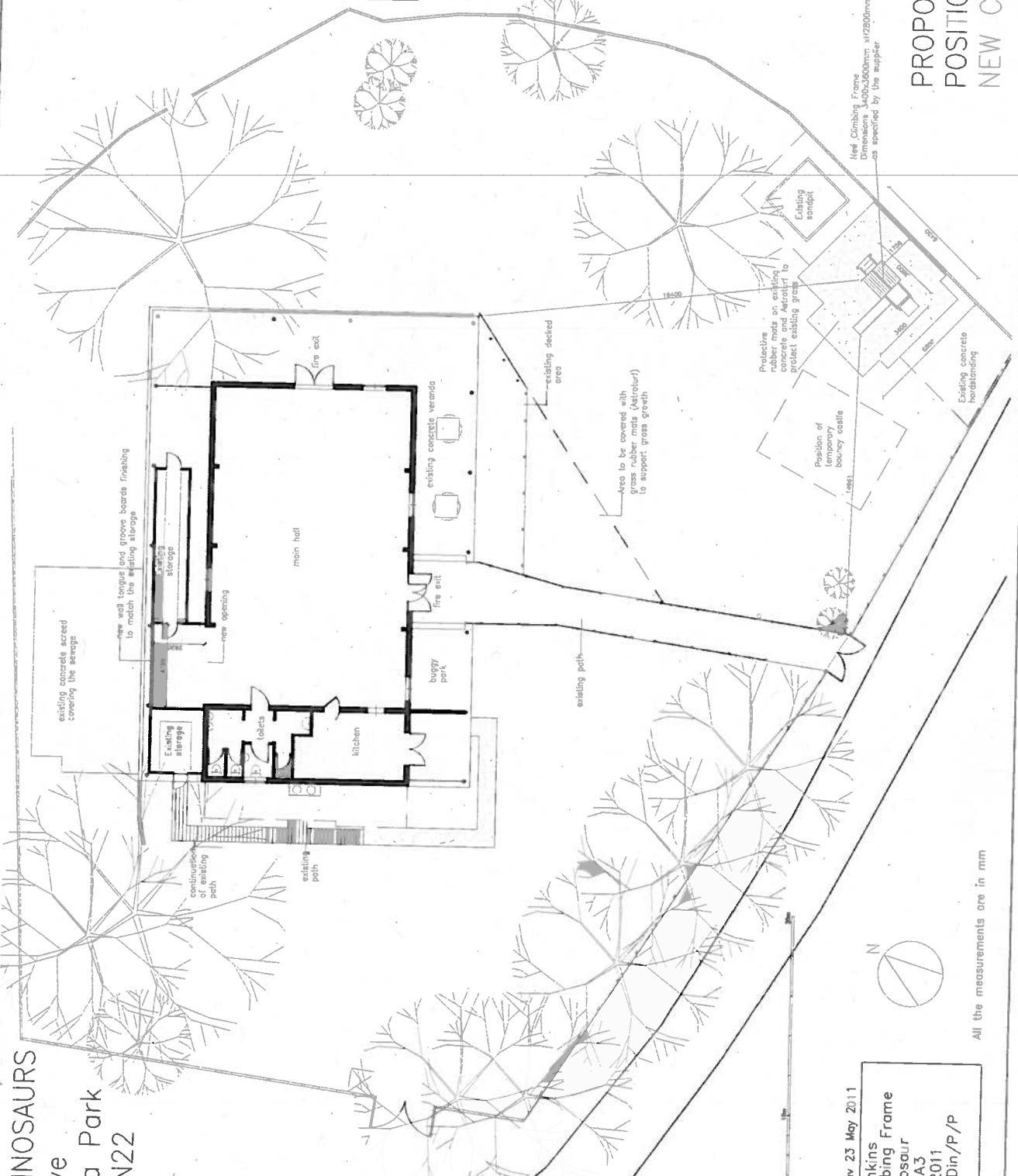


**LITTLE DINOSAURS**  
 The Grove  
 Alexandra Park  
 London N22

**Elena Rowland**  
 Designer  
 15 Covington Gardens,  
 London SW16 3SE  
 Tel.: 0208 764 4631  
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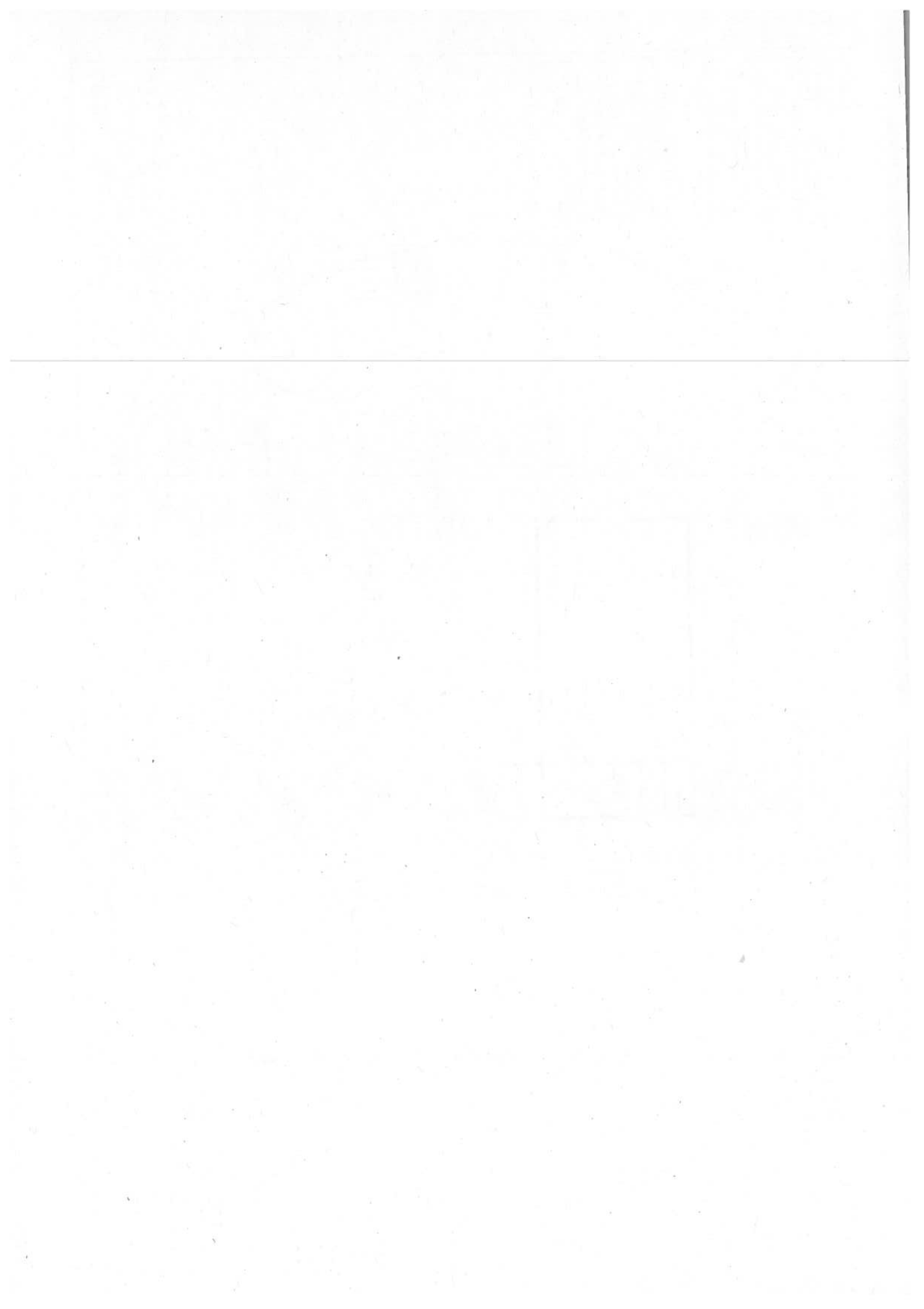
**IMPORTANT NOTE**  
 Where dimensions are given in drawings they shall be taken as shown and shall not be altered. Any alterations should be referred to the Designer. Dimensions and details on drawings shall be taken from the drawings shown in this drawing, not from the original drawings. Where there is a conflict between the drawings and the original drawings, the drawings shall prevail. Such conflicts noted above shall be reported immediately to the Designer. It is the Designer's responsibility to reproduce this drawing in part or in whole without the permission of the Designer.



**PROPOSED SITE PLAN  
 POSITIONING OF THE  
 NEW CLIMBING FRAME**

Rev 7 Dec 2013  
 Rev 1 Feb 2011  
 Rev 23 May 2011  
**CLIENT** Jason Jenkins  
**PROJECT** New Climbing Frame  
**TITLE** Little Dinosaur  
**SCALE** 1:200 @ A3  
**DATE** January 2011  
**DRAWING** 213001/LDin/P/P

All the measurements are in mm





# **Impact of a Go Ape Course at Alexandra Park on Traffic and Parking.**

## **1. Introduction**

- 1.1 The proposed development at Alexandra Park will comprise of one course that can accommodate two separate activities; one lasting three hours and one lasting one hour. These two activities have different capacities and usage patterns, which are described below.
- 1.2 For both activities, there are a maximum number of people who can start at any one time. The activities are also time constrained. This means that only a fraction of the total capacity for the day will be present at any one time and arrivals are staggered evenly throughout a day. Given this, the following analysis is based on the maximum car journeys over the course of an hour rather than the cumulative effect over the course of the day. This has the result in analysing worst case scenarios, as over a day the average impact will be lower than the maximum impact described here.
- 1.3 The course is planned be open from February through to November, and closed for the remainder of the year, although this may be extended if the demand presents itself. First briefing sessions will start at 8am where demand is sufficient, and the last session will be at 6pm latest for the three hour experience and at 7pm for the one hour experience. The time of this last session will get earlier throughout the year as we require all customers to have left the course by the time it is dark.
- 1.4 The analysis is based on maximum possible capacity, which will only ever be possible during peak periods (weekends and school holidays). During the rest of the year, capacity on the course will be reduced to allow us to be more efficient with staffing.
- 1.5 The analysis assumes that half the people on the course will complete the three hour experience and half the one hour experience. This ratio may change throughout the year.
- 1.6 The course will able to accommodate 70 participants starting every hour (staggered in 15 minute start times).

## **2. The Three Hour Experience**

- 2.1 It is assumed that 15 participants will start the three hour experience every half an hour, so a maximum of 90 people can be on the course at any one time.
- 2.2 The three hour experience is based on our existing Tree Top Adventure courses, and the analysis is based on our experiences operating 28 of these courses around the country.

### **Parking**

- 2.3 We have undertaken an analysis of the impact of a successful Go Ape course on traffic generation. Every booker was sent a post activity feedback questionnaire by email. For a period over the summer of 2011, we asked people how many people were in their group, and how many cars the group arrived in. From a sample of 1535 visitors, from all sites, the average was just over 3.2 people per car.
- 2.4 From large surveys at other London sites, it is concluded that for every 10 customers, there will be 2 cars required (the inference being that the majority of customers travel by public transport).
- 2.5 Therefore a maximum of 18 extra car parking spaces will be required at any one time.

#### **Effect on Traffic Levels**

- 2.6 Using the data above, the activity would be likely to generate some 6 vehicle visits per hour.

### **3. The One Hour Experience**

- 3.1 It is assumed 10 participants will start the one hour experience every quarter of an hour, so a maximum of 40 people can be on the course at any one time.
- 3.2 The one hour experience is based on our existing Tree Top Junior (TTJ) courses, and the analysis is based on our experiences operating 12 of these courses around the country.
- 3.3 In order to better understand the possible effects on traffic levels and any subsequent pressure on parking provision of the TTJ courses, a further survey was undertaken of TTJ participants and/or members of their groups, at our existing sites. The survey was conducted over the whole of the peak summer period, from 14th July 2012 till the end of the English schools summer holiday on 3rd September 2012 (inclusive).

The survey asked the following questions:

Question	Total responses
How many people are in your group?	2941
How many cars have you arrived in?	906
How many of your group are booked on Tree Top Junior?	2004
Were you planning on visiting the park today anyway? ( Y / N )	Y = 298 (1654 in groups) / N = 238 (1285 in groups)

- 3.4 The survey was undertaken by 536 individuals who answered on behalf of their groups. The number of individuals within their groups totalled to 2941. Of this, 2004 were Tree Top Junior participants (the rest were accompanying the participants).
- 3.5 The data shows that TTJ participants do not generally travel on their own, they are usually accompanied by others including people within their group who are not taking part in the activity (this is because the TTJ course is aimed at under 2 year olds). If we divide the number of participants by the total number of people within their groups we can see that for every 10 participants an extra 7 people come to the site. As the maximum number of participants on the course every hour is 40 we can multiply this by 0.7 and conclude that for every hour of operation there is a maximum of 68 people associated with Tree Top Junior (participants and accompanying visitors).
- 3.6 The groups that were surveyed arrived in 906 vehicles, giving us an average of 3.2 persons per vehicle and so an average of 21 vehicles per hour (this includes transport for accompanying non participants).
- 3.7 The survey also asked whether people were planning on visiting the site regardless of their TTJ booking. Of those surveyed 298 answered 'yes' (representing 1654 of the 2941 visitors), indicating that 56% of people who visited the site for TTJ, were planning on visiting regardless. As such half the participants should not be classed as newly generated car journeys and the pressure they put on parking is not totally associated with Tree Top Junior, but comes from existing site traffic.
- 3.8 Therefore, we can see that the TTJ course will generate fewer than 34 people an hour who are making a trip especially for the activity, with 3.2 people sharing per car.

### **Parking**

- 3.9 Based on the data above, we can conclude that the number of cars created by participants on the one hour experience and their groups per hour will be 10 - 11. This figure of 11 cars is likely to be the very maximum or 'worst case scenario'. For the majority of the time the figure will be a lot lower as for the majority of the year, outside peak times, the TTJ will not be at full capacity. Even at Moors Valley Country Park which as a visitor destination receives around 800,000 visitors a year did not have completely full sessions even on the busiest day (they operated at 91.5% on the busiest day in 2014 so far).

### **Effect on Traffic Levels**

- 3.10 Based on the figures above, we can see that the one hour activity will generate 11 vehicle visits an hour.

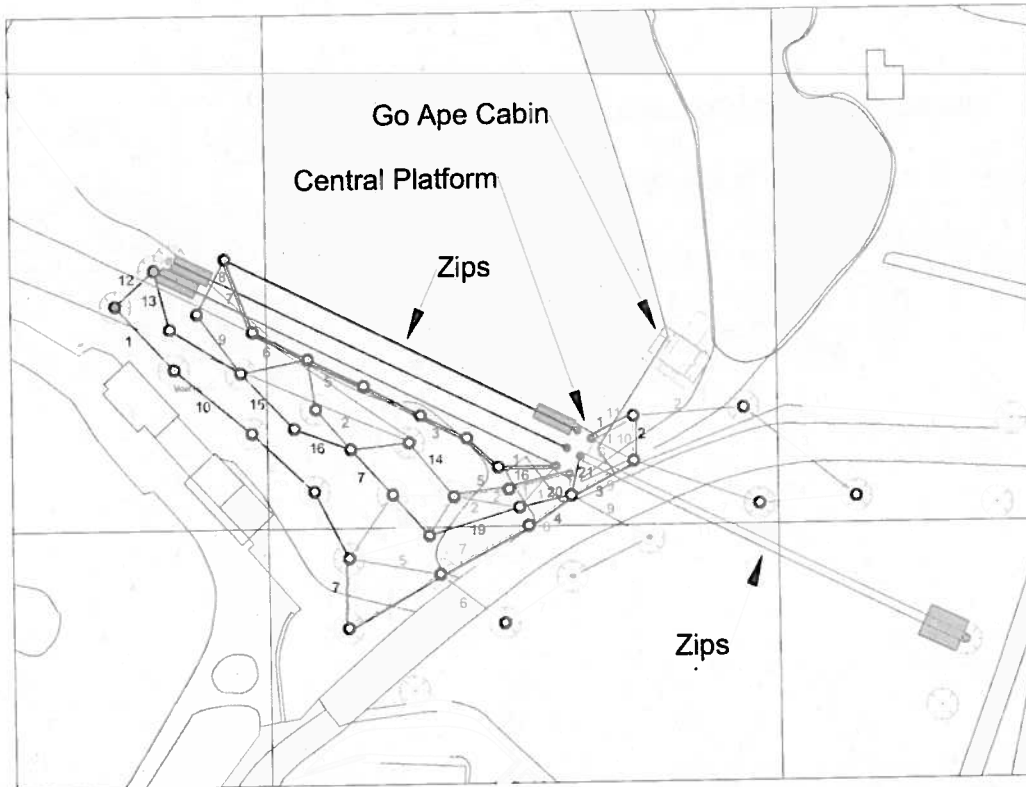
## **Staff**

- 3.11 A maximum of 12 staff will be required to run the day. We assume each staff member will require their own car. We will wherever possible encourage them to car share and use public transport – staff are advertised for locally.
- 3.12 Staff will therefore be responsible for a maximum of 12 parking spaces.

---

## **4. Summary of Traffic Levels and Parking**

- 4.1 In total Go Ape will be responsible for a maximum of:
- 41 car parking spaces.
  - 17 car journeys an hour into the park (or one every 3.5 minutes).

















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Order Number: 364454-14915-200514

Print Date: 12th June 2014

**Go Ape - Alexandra Palace  
Block Plan  
1:500**

- |   |                       |   |                            |
|---|-----------------------|---|----------------------------|
|  | Tree without platform |  | Loop 1 - Children's course |
|  | Tree with platform    |  | Loop 2 - Children's course |
|  | Pole with platform    |  | Loop 3 - Junior course     |
|  | Central platform      |  | Loop 4 - Grand course      |
|  | Activity Number       |  | Loop 5 - Grand course      |
|  | Zip Landing Zones     |  | Loop 6 - Grand course      |
|  | Existing building     |   |                            |
|  | Go Ape Cabin          |   |                            |





OS Mastermap®



Ordnance Survey



Go Ape - Alexandria Palace  
Visual Impact of Course Area  
1:1250



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London E10 7DZ  
Drawing Number: 14015A-0151-0001A  
Print Date: 15th June 2014

Adventure Forest Ltd. T/A Go Ape, Proposed



Adventure Forest Ltd. T/A Go Ape,  
Proposed High Ropes Course at Alexandra Park

# Proposal and

# Explanation

## **1. Background to Go Ape**

- 1.1 Go Ape is the multi-award winning provider of high ropes adventure courses which enable people of all ages to experience an adventure up in the tree canopy. Go Ape's traditional 'Tree Top Adventure' (TTA) courses, designed for anyone over 10 years old, have been built and successfully managed at over 29 sites across the UK for over ten years, including within National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest. Go Ape have recently developed children's courses called Tree Top Junior (TTJ) to open up the activity to a younger audience. The design for Alexandra Park sees the development of a new hybrid course which effectively combines the adult and children courses together for a more compact urban setting.

## **2. Location of the Proposed Development**

- 2.1 The proposed location of the high ropes course is in the north western corner of Alexandra Park, close to the café and existing play ground, as can be seen on the attached Location Plan.

## **3. Who Will Use the Course?**

- 3.1 The ropes course has been designed to be accessible to the vast majority of people, including both adults and children. Anyone over 1 metre tall will be able to access the course, and there is no age limit. In fact the oldest Go Ape participant was a 96 year old blind lady, so the course will be very inclusive.
- 3.2 The course is made up of different loops of crossings. Some of which have been specifically designed to be more suitable to children and some which are much more demanding and only accessible to older participants. Whilst some children will not be allowed to access the higher routes, adults will be able to access the children's route so are able to share in the experience with their children if they so wish.

## **4. How Does the Course Work?**

- 4.1 The course is made up of a number of elements including a large central platform, platforms on trees, platforms on poles, timber and wire crossings and zip wires.

- 4.2 The course will focus around a large central platform from which five circuits of crossings start and finish. These crossings will be at three different heights. In addition, there are five zip lines, four starting at the central platform and one zipping back towards the area of the platform. Secured around the whole of the course is a continuous metal safety cable, the 'continuous belay', which participants are attached to at all times.
- 4.3 Participants will be greeted and issued Personal Protective Equipment (PPE). The PPE includes a harness with an attached pulley. The start of the course is the central platform which has a set of access stairs built within that allow participants to reach the two levels from which they can access the various circuits of crossings.
- 4.4 Participants will then make their way around the course, traversing the various crossings at height before descending the zip lines back to the ground. They will then return onto the course via the main platform.

## **5. What Are the Operational Hours?**

- 5.1 The Go Ape course will be managed by a dedicated site based team. The operating season for the course will initially be from the February half term school holidays to the first few weeks of December with the course closed for the rest of December and January. However once established if there is demand the course may eventually be run year round.
- 5.2 The longest opening hours will be between 8am till 9pm or dusk, whichever is earlier.

## **6. Sessions**

- 6.1 There will be a range of sessions available from one to three hours. These sessions will be staggered every fifteen minutes so that participants are accessing the course in a constant flow rather than creating bottle-necks on the course and in the park generally. Please see the attached 'Impact of a Go Ape Course at Alexandra Park on Traffic and Parking, for more detail on the impact on the wider park.

## **7. What Will the Course Look Like?**

7.1 The ropes course will look very similar to existing Go Ape facilities that are around the UK although as this is a new type of course there are some elements that have not previously been seen. In the main natural materials such as timber will be used which will help the course blend in with its natural surroundings.

7.2 The majority of the course is high up in the trees or on poles at three levels. Only the access staircase and zip landing sites will be in contact with the ground. The attached course plan illustrates the layout of the course which will consist of the following structures:

- (i) A central platform and staircase.
- (ii) Tree top platforms braced to the trunks of the course trees.
- (iii) Poles effectively acting as trees in locations where none are present.
- (iv) Timber, wire and rope crossings arranged in five circuits.
- (v) 5 zip wires and landing sites.

Images of examples of existing course structures at some of our other sites in the UK are attached.

### **7.3 Tree Top Platforms and Wooden Braces**

7.3.1 The course is made up of wooden platforms from which the crossings are strung between. These platforms sit upon a wooden brace that uses two long bolts positioned either side of the trunk to clamp the wood to the tree. A nail is used to help keep the wood in place whilst the bolts are put in position. During an annual independent tree inspection tree growth is noted. If a tree has grown significantly then the braces and platforms can be altered to give the tree more room.

### **7.4 Central platform and Access Stairs**

7.4.1 The course is accessed via a set of stairs situated below the large central platform.

### **7.5 Crossings**

7.5.1 Various crossings of different lengths span the gaps between the tree top platforms and allow participants to make their way around the course. These crossings are constructed of

timber, wire cable and/or rope, all materials that blend in with the natural surroundings of the course. Crossings are replaced and refreshed throughout the life of the course.

### 7.6 Sacrificial Battens

- 7.6.1 Throughout the length of the course runs the safety cable which makes up the continuous belay system. This cable has to be appropriately secured to each of the trees on the course. Various crossings also require cables and/or brace attachments to the trees. None of the cabling or braces come into contact with the trees but is held away from the bark by sacrificial wooden 'full round' battens. The battens are kept in place with nails in order to ensure the correct position during construction however no loading is placed on the nails and penetration is kept to a minimum. As the tree grows it pushes these battens out into the metal cables and braces which eventually dig into and crush the battens instead of the tree. During annual tree inspections these battens are inspected and can be replaced if necessary.

## 8. How Big is the Ropes Course?

- 8.1 The ropes course will be located within an area of approximately 0.68 hectares; however the course does not physically occupy the whole of this space. The crossings are up in the trees; only the access stairs; the zip landing zones and the cabin will take up physical space on the ground. The course therefore does not require the exclusive use of this part of the park; visitors will be able to walk underneath the crossings and use the area as they do presently.

## 9. Is the Course Safe?

- 9.1 Go Ape have over 10 years' experience of managing high ropes courses with over 4 million people having successfully completed a Go Ape course without serious injury. Alongside our construction partners Altus we are at the forefront of innovation and improvement in both operational safety and construction methods. We have both contributed significantly to the European Ropes Course Standard.
- 9.2 The Primary Authority Environmental Health Officer for Go Ape has certified that Go Ape complies with all relevant UK Health & Safety laws, regulations and guidance<sup>1</sup>.

---

<sup>1</sup> Linda Green, Cheshire West & Chester Council.

- 9.3 The use of the continuous belay system means we can offer this activity to anyone over 1 meter tall as there is no responsibility on their part to make sure they stay attached. The safety cable runs continuously around the course. Before ascending the access stairs a participant's belay device (pulley) is 'threaded' onto the safety line with the help of one of our instructors. Participants are then attached to the safety line until after they have completed the course and have descended the access stairs and are firmly back on the ground.
- 9.4 Additionally, all Go Ape staff are First Aid trained and the company carries full public liability insurance.

## **10. Will the Course Adversely Affect Other Visitors?**

- 10.1 Go Ape does not require exclusive access to this area of the park; the area in which the course will be built will still be able to be used by other members of the public.
- 10.2 The course has been designed to not interfere with any events held on the large field, and the zip lines run down the edge of the tree line.
- 10.3 The course will not interfere with any pre existing users of Alexandra Park in any way.

## **11. Will it be Noisy?**

- 11.1 No machinery is required to operate the course, the only noise associated with its operation is that made by participants as they experience the trees from the height of the canopy. The proposed development is next to the existing play ground and all weather sports pitches where the sounds of people enjoying themselves is already a common occurrence.
- 11.2 Go Ape have commissioned a Noise Consultant (Duncan Newhall of DKN Acoustics) to comment on the impact of noise of a Go Ape course on, most specifically, the neighbouring properties. Whilst this needs a site specific assessment to confirm his conclusions, you will see in the attached report that the Go Ape course is likely to have no impact on the nearest properties.



## **12. What will be the Visual Impact?**

- 12.1 It is appreciated that the visual impact on and from the Palace is very sensitive, and the design has this in mind. The area of the proposed course is set down the hill and the other side of the lower car park that hosts overflow parking and occasional facilities such as the fairground.
- 12.2 The attached plan shows where the course will be visible from. You will see that the impact on views is minimal and doesn't impinge on the Palace itself. An illustration of the actual view of the course from an existing location in the Park (close to the Deer Enclosure) is also attached, along with the photo of the existing location.

## **13. The Cabin**

- 13.1 The course will require the use of a cabin that is used as a reception, office and equipment store. The proposed location of a cabin is indicated on the plans. There already exists an old storage shed on this site, and while we would love to use this in its current state, it is not secure enough for our purposes. Instead, we propose to build a new cabin on the site of the old shed (potentially keeping half of the old shed for the park team). The style of this cabin is shown in the attached images.

## **14. How Many People will be Employed?**

- 14.1 A number of full and part time seasonal (March – November inclusive) jobs will be created. As many as 20 positions will be created.
- 14.2 Go Ape is an equal opportunities employer and all new jobs will be advertised within the local area.

## **15. What is the Effect on Traffic Levels and Parking?**

- 15.1 The advantage of Alexandra Park's central London location is the ready access to an extremely good and well used public transport network, which includes the London Underground, London buses, taxis and Barclays bicycles.

- 15.2 You will see in the attached document that at peak capacity, the course will create the need for 41 extra car parking spaces (including 20 staff cars) and generate 17 car arrivals an hour.
- 15.2 Go Ape has invested significantly in a booking and visitor management IT system which is now used by all of our facilities. Whilst we do allow on-the-day/walk-up bookings, we strongly encourage pre-booking and now 85-90% of our customers pre-book. This allows us to monitor and manage peak-flows and ensure that our clients have the best possible experience that doesn't involve queues, etc. In addition we ask at the booking stage what method of transportation the visitor (and any others in their party) is planning to use. This enables us to monitor and manage usage levels of private vehicles by our clients: our booking system can then 'flag up' where this is expected to be high such that we can issue a request to our pre-booked visitors to use public transport instead. Where necessary to prevent conflict with other events we can even notify our users in advance that there will be no parking available onsite and to use public transport; we can also offer a discount to encourage visitors to use public transport for periods where this is felt desirable.

## **16. What Impact will the Course Have on the Trees and the Woodland?**

- 16.1 As discussed earlier, the construction of the course is designed to minimise the impact on trees. Go Ape conducts annual independent inspections of all trees as well as conducting long term studies into the impact on tree health. With the exception of some localised oxidation of the small nails used, there is no long term damage to the trees. We work closely with an independent arboriculturalist, John Harraway, who monitors the impact of the courses on our trees, both on a general level as well as monitoring the individual trees.
- 16.2 Some of the loops will use the large Plane trees, with some branch removal likely. Before any planning application is submitted, this will be discussed in detail with the Tree Officer from Haringey Council and alternatives found if necessary.
- 16.3 Most of the course is hidden in a largely self seeded and undermanaged woodland behind the café. In here, some trees will be used and supplemented with poles. As part of any

build, Go Ape will undertake to work with the Trust to improve the quality of the woodland by thinning and management of the area.

- 16.4 Our courses are also friendly to the wildlife. The wood peel (which is an otherwise waste product from timber processing) creates habitats for small creatures and the undersides of our platforms have provided the perfect shelter for nesting birds! In addition, we recycle as much material as possible.
- 16.5 During the design and build of every course, an independent ecological impact assessment is undertaken. Thus far, and in areas including SSSI's and AONB's, Go Ape courses have consistently been shown to have no detrimental impact on the environment. Indeed, Go Ape work at sites to enhance the local ecology where-ever they can.
- 16.6 We use local goods and services for the production and maintenance of our courses; and for our Groups & Events packages we use local conference facilities and local caterers who source and use local produce.

## **17. Expected Visitor Numbers**

- 17.1 Our broad estimate of visitor numbers is between 35,000 - 40,000 a year. This is based on data from existing sites which already have an adult and junior course in operation for over a year. The range of estimated visitor numbers takes as its base a good (but not the highest performing) site.

## **18. What participant's say about our ropes courses**

**Kathleen Chandley**, Moors Valley

Absolutely loved it - we had a brilliant day and never felt as though we were rushed as the entrance was timed. The staff were very friendly and helpful. The course was very well set-out and none of it was boring. The youngest was 8 and the eldest was 46 - we all had a great time.

**Sam Hardy**, Thetford

Awesome day out with my children..... They were blown away with the junior course having watched me a few times before. They have the feeling of danger where there is none - perfect. 10/10.

**Simone Jalabert**, Thetford

Adventure Forest Ltd. T/A Go Ape, Proposed

Excellent welcome and very clear safety instructions. When children were a bit nervous the instructors were very patient helping them across one of the obstacles and they went on loving the rest of the course. Great family adventure.

**Michael Snaith**, Moors Valley

Being able to share this experience with my two daughters was enormously enjoyable if not challenging on one or two occasions for the older member of the team. The professionalism of the staff was very impressive and they made us very welcome.

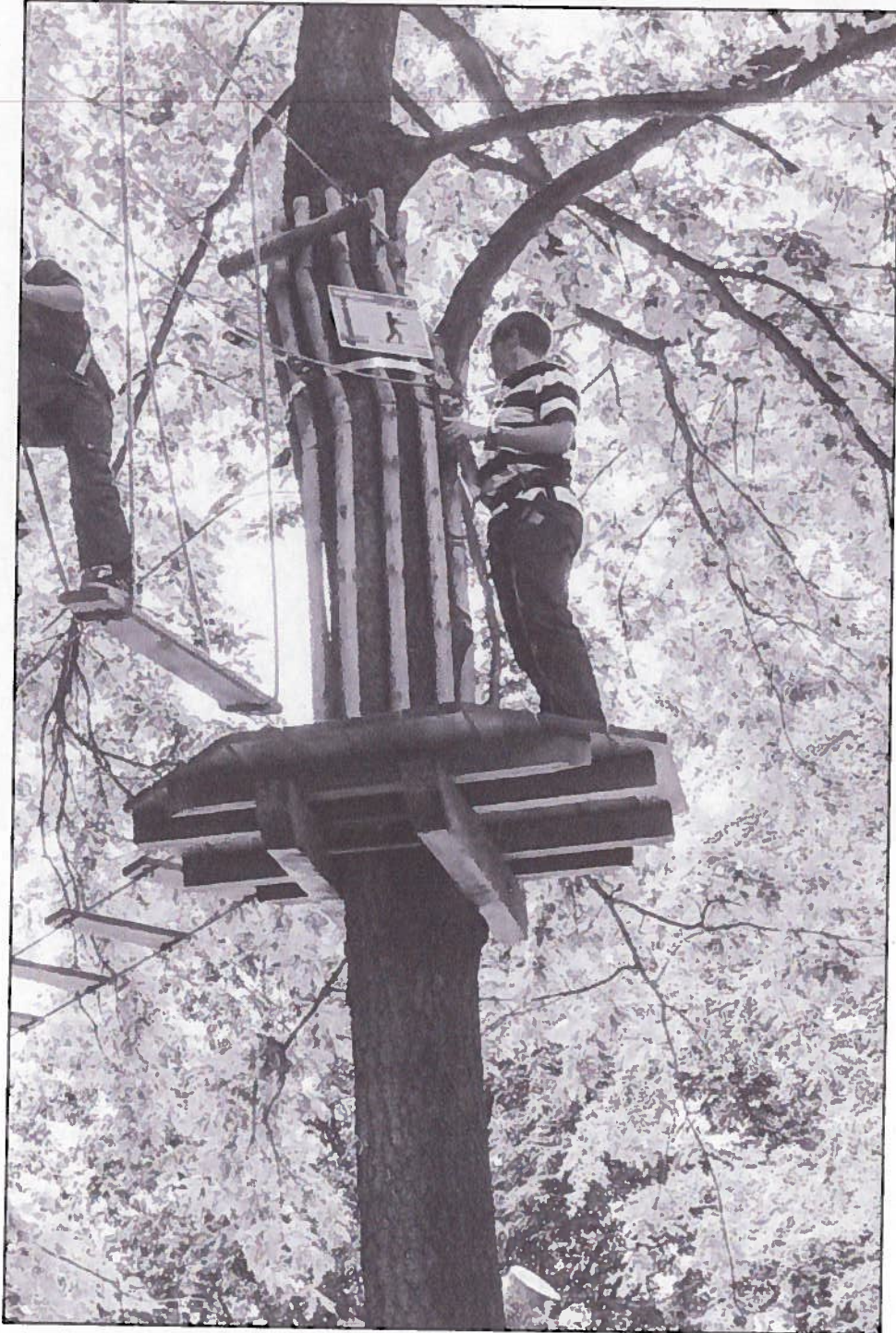
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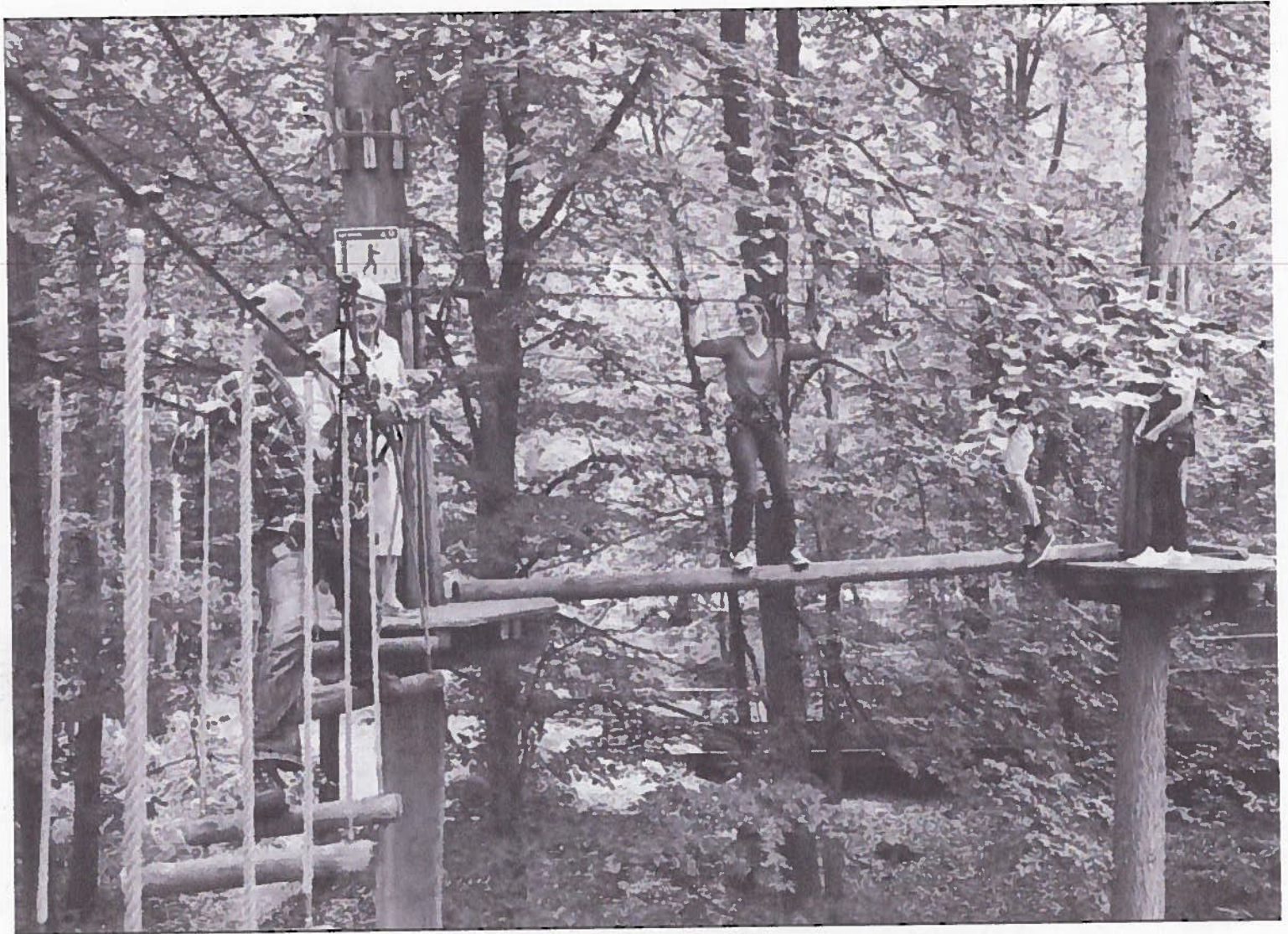
**Johannah Hollands**, Thetford

Excellent opportunity for younger children to have a Go Ape Experience. We absolutely loved every minute of it and will return some time soon. All staff professional and helpful too.

**Images from existing UK Go Ape facilities**

Example of a Typical Platform





Example of Typical Crossings



Example Zip Line 1



Example Zip Line 2

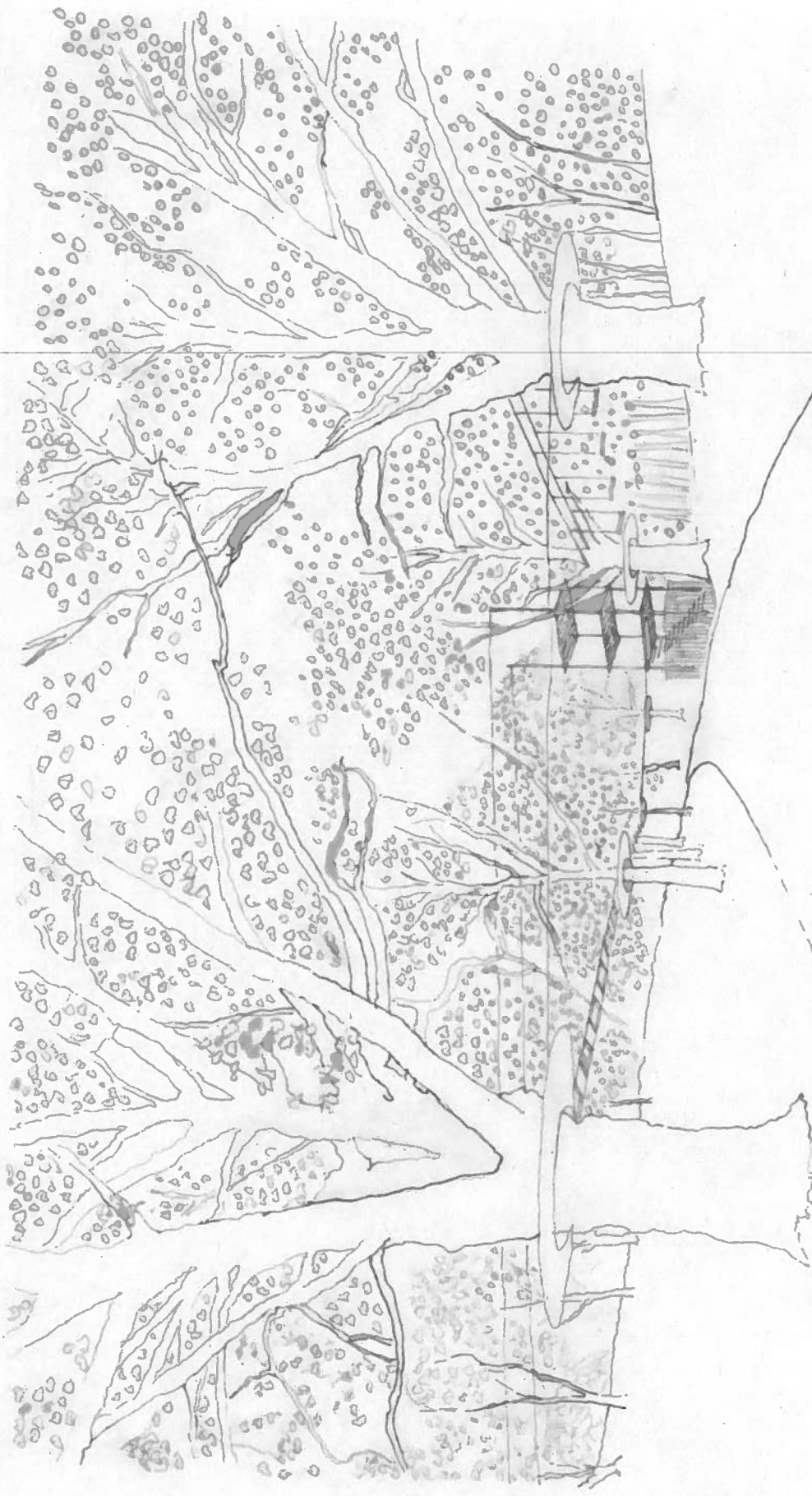




Example of a Zip-line Landing Site



Example of Brace and Platform Construction





Our ref: Q0244.2  
12 June 2014

Ben Davies  
Business Development Manager  
Go Ape Ltd  
(sent by email)

Dear Ben

**Re: Proposed Go Ape development, Alexandra Palace – outline noise impact assessment**

Thanks for the information sent by email. I have the following comments on the potential noise impact from the use of the proposed course at the nearest residences.

**Background information**

A noise survey of the existing Go Ape site at Delamere Forest has been undertaken to establish typical noise levels from the use of the course. In general, low levels of noise levels are generated. The only apparatus generating significant noise levels was confirmed as the zip lines, from the running noise of the zip wire mechanism and from participants' voices.

**Predicted noise levels - proposed Alexandra Park development**

I have reviewed the proposed layout drawings. Using the above noise source data, I have undertaken an initial noise prediction from the 4 no. proposed zip lines to the nearest residences in Vallange Road to the west and Alexandra Park Road to the north. These residences range from approximately 80-176m (Vallange Road) and 123-139m (Alexandra Park Road) from the nearest part of the zip wire runs.

A worst-case noise prediction has been carried out assuming noise attenuation over these shortest distances to the zip wires and assuming a pessimistically high usage rate of 60 people/hour for each zip line (i.e. 240 per hour in total). It is also assumed that the zip lines will be in simultaneous use. In reality, noise levels are likely to be lower than predicted, as distances to residences will be greater to the more distant stretches of the zip wire runs and usage rates are expected to be significantly lower.

**DKN Acoustics**  
Tel: 01225 864557  
Mobile: 07952 058776

1 Wine Street, Bradford on Avon BA15 1NS  
Email: [duncannewhall@aol.com](mailto:duncannewhall@aol.com)  
[www.dknacoustics.co.uk](http://www.dknacoustics.co.uk)

The cumulative  $L_{Aeq}$  noise level is predicted at 48 dB at the Vallange Road residences and 47 dB at the Alexandra Park Road residences. This is therefore better than the recommended range of 50-55 dB for residential gardens provided by BS8233. In addition, it is expected that given the suburban location, there will be no increase in the pre-existing ambient noise level at the residences, or that any increase will be insignificant and at an imperceptible level, as a result of the use of the proposed development. However, it is recommended that this be confirmed by further work to establish existing noise levels and that a further more detailed noise prediction assessment be undertaken.

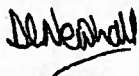
Note: The  $L_{Aeq}$  noise level is the 'equivalent continuous noise level', loosely referred to as the 'average' noise level.

### **Conclusion**

It is therefore concluded at this outline stage that there will be no adverse noise impact to the nearest residents.

I hope this information is helpful.

Yours sincerely



Duncan Newhall  
**DKN Acoustics**