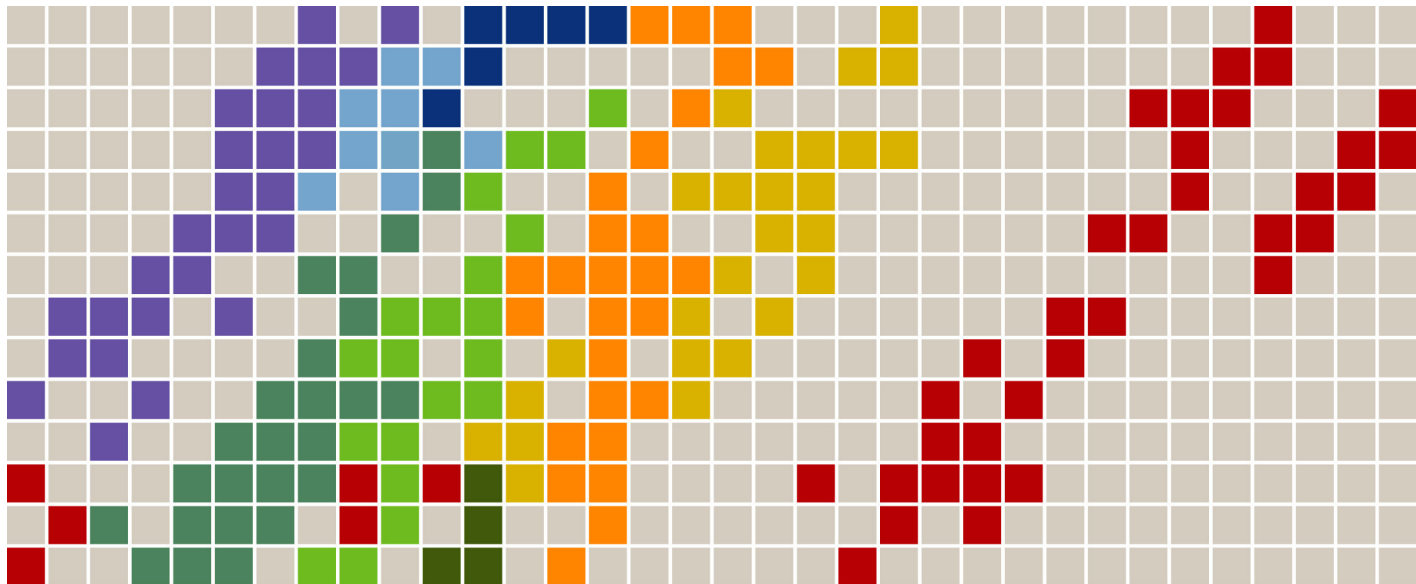




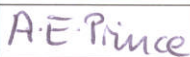
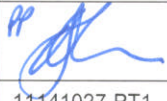
Chobham Academy Metropolitan Open Land

Transport Note on Car Park Layout

Lend Lease Development Ltd

9 December 2008

QM

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1 Introduction

1.1 BACKGROUND

1.1.1 WSP Development and Transportation has been appointed by Lend Lease Development Ltd (Lend Lease) to provide design advice for the car parks associated with each of the plots within the Athlete's Village site in Stratford (also known as Stratford City).

1.1.2 The Metropolitan Open Land (MOL) forms part of the Stratford City development and will be used as playing fields in conjunction with the Education Campus (to be known as Chobham Academy). The Chobham Academy Education Campus is within Zone 6 of the Stratford City Site (Outline Planning Permission Reference No.P/06/90017/VARODA) the details of which are being developed alongside the proposals for the playing fields. A Reserved Matters Application (RMA) for the Chobham Academy will be submitted to the ODA Planning Decisions Team in the near future.

1.1.3 This transport note has been prepared in relation to the car park serving the MOL playing fields, which is currently the subject of a hybrid planning application to the ODA Planning Decisions Team.

1.1.4 The playing fields site is one of two parcels of land that lay either side of Temple Mill Lane and comprise Chobham Academy. The sites will be linked by a pedestrian footbridge, which is a separate application. The proposed academy will be an all age academy that sits at the top of the central axis of Stratford City accommodating children from the age of three to nineteen. There will also be a nursery and day care centre for younger children. The location of the MOL and academy sites are shown on Figure 1.

1.1.5 Outline Planning Permission for Stratford City, including the Education Campus, was granted in February 2005 and amended (by Permission Reference No. P/06/90017/VARODA) in November 2007.

1.1.6 The Section 106 agreement relating to the outline planning permission for Stratford City requires the Playing Fields Management Plan to provide for the use of the playing fields as follows:

- During school hours (08:00 to 18:00 on weekdays and 09:00 to 13:00 on Saturdays) for exclusive use for the education provider; and
- Outside school hours for the use by Members of the public with priority afforded to residents of the ODA's area and residents of the London Borough of Waltham Forest (LBWF).

1.1.7 On the 16 December 2004, LBWF granted outline planning consent for the laying out of playing fields (2003/0250/OUT). The proposals straddle the borough boundary with LB Newham (LBN), which runs down the centre of Temple Mill Lane, so the proposals were also approved by LBN (LPA Ref: P/03/0658). Both consents reserved all matters for future determination, with a layout plan submitted with the proposals for illustrative purposes only which included 26 car parking spaces.

1.1.8 This document supports a hybrid planning application for the laying out of sports pitches, floodlighting, car parking and associated earthworks, for which full details have been submitted. Approval for the ancillary amenities buildings is sought in Outline. It should be read in conjunction with the Design and Access



Statement prepared by Kinnear Landscape Architects (KLA) and submitted as part of the planning application.

1.1.9 The current proposals for the MOL propose a slightly smaller site than the previous Stratford City proposal (2.59ha compared to 2.65ha) however an enhanced range of sports pitches and facilities will be provided as detailed in the Design and Access Statement mentioned above.

1.1.10 This transport note considers the parking provision, layout and circulation of the car park proposals for the MOL and has been prepared in conjunction with members of the design team. The initial car park arrangements were prepared by KLA and a series of reviews were undertaken by WSP prior to completion of the design.

1.2 STRUCTURE OF REPORT

1.2.1 This report is set out as follows;

- Section 2 reviews the proposed car park layout and parking provision; and
- Section 3 concludes with a summary of the report.



2 Parking Provision & Car Park Layout

2.1 PARKING STANDARDS

2.1.1 LBWF's Local Implementation Plan (LIP) is a five-year transport strategy which sets out how the borough will contribute to the Mayor's Transport Strategy over the next few years. It was approved by the Mayor of London on the 2 August 2007. Appendix A of Chapter 10 Parking and Enforcement Plan sets out the maximum parking standards for new developments, redevelopments or change of use. The MOL will be used as playing fields by the local community outside of school hours however this use does not fit the categories defined within the LIP parking standards.

2.1.2 In the absence of borough specific standards for parking, The London Plan February 2008 (Spatial Development Strategy for Greater London Consolidated with Alterations since 2004) can be used to determine appropriate parking standards for new development.

2.1.3 Annexe 4 of the London Plan sets out the approach to determining appropriate maximum parking standards. For leisure uses, it recognises that some edge-of-town sites will need on-site parking however any provision should reflect the availability of public transport and, where appropriate, pedestrian/cycle accessibility. For sites with good public transport provision, car parking provision should be reduced. Provision may need to be made for coach parking where substantial numbers of participants and spectators are expected. It also states that all developments with associated off street car parking should have at least two parking bays for use by disabled people.

2.2 ACCESSIBILITY BY NON CAR BORNE MODES

2.2.1 Future highway improvements proposed as part of the regeneration of the wider area will provide a high quality and safe pedestrian and cycle network in the vicinity of the Site making walking and cycling an attractive and convenient option when visiting the Site. It is therefore expected that the majority of visitors to the MOL will be from the local area.

2.2.2 Two bus stops are proposed on Temple Mill Lane, within a two minute walk of the site, which will be served by the 241 bus route providing approximately seven buses an hour. This route will serve Leyton, the proposed North Avenue through Stratford City, Stratford Regional Station and Stratford International Bus Station providing access to the local area and excellent onward connections to further public transport facilities. A further six bus routes serving stops on North Avenue, Henrietta Street and Leyton High Road will provide additional bus services within a five minute walk of the Site.

2.2.3 Leyton London Underground Line (LUL) Station, Stratford Regional Station and Stratford International Station will provide fast and frequent access to LUL, Docklands Light Railway and mainline rail services within a 15 minute walk of the Site.

2.3 PARKING PROVISION

2.3.1 A total of 30 car parking spaces are provided in the MOL car park including two disabled bays. The plan accompanying the previous application showed 26 car parking spaces.



2.3.2 As discussed above, the MOL will be used by the proposed Chobham Academy during school hours. The planning conditions for the Stratford City outline planning permission state that a maximum of one car parking space per four staff and up to 40 parking spaces for visitors should be provided off street for the Education Campus (Planning conditions T2 and T3).

2.3.3 It is estimated that the academy will have approximately 201 staff present on site on any given day. Based on the planning conditions set out above, a maximum of 50 spaces should therefore be provided for the academy staff.

2.3.4 A car park providing 30 spaces including three disabled spaces is proposed on the academy site. This provides a total of 60 car parking spaces for the academy when combined with the MOL car park; of these a maximum of 50 spaces would be for use by staff with the remaining 10 spaces for use by visitors.

2.3.5 As part of the measures to promote sustainable travel for the academy, no parking will be provided for students except disabled parking however drop off facilities will be provided on the academy site in line with the LB Newham's parking standards.

2.3.6 The proposed level of provision is considered appropriate given the excellent accessibility of the Site by non-car borne modes and the parking standards discussed above.

2.4 MANAGEMENT & USE OF CAR PARK

2.4.1 It is envisaged that the car park will be used by academy staff during school hours and community members using the sports facilities on the MOL and within the academy outside of school hours. The proposed use and management of the car park will be confirmed as part of the reserved matters application for the Education Campus.

2.4.2 A Transport Statement will accompany the reserved matters application for the Education Campus. The report builds on the Transport Assessment prepared by ARUP in relation to the Stratford City outline application masterplan in April 2003.

2.4.3 The agreed resident travel to work assumptions set out in Section 9.5 of the ARUP 2003 TA for Stratford City (Table 29) have been adopted for the staff trips generated by the proposed academy. Based on the estimated 201 staff who would be present on site on any given day, a total of 40 (20%) car alone trips by staff are predicted in the morning peak hour (08:00 – 09:00).

2.4.4 This assessment assumes a worst case that all trips will be in the morning peak hour. It should be noted that the proposed academy will operate on an extended school model with flexible times. It is therefore anticipated that student and staff arrival and departure profile would be more staggered for the academy than for a school operating traditional opening hours. The community use will be outside of school hours (after 18:00) and therefore outside of the highway network peak hour.

2.4.5 Measures for managing the use of the car parks and encouraging car sharing will be discussed in the Transport Statement and Draft School Travel Plan accompanying the reserved matters application for the academy.

2.4.6 An initial Playing Fields/ Sports Facility Management Plan has been developed and is included in Appendix 8 of the Design and Access Statement mentioned above. As there is a considerable period of time until the academy opens in 2013 the strategy will evolve over time. A thorough review of the plan is programmed for early 2013 after the Principal and Senior Management Team, including the Business and Enterprise manager, are appointed.



2.5 CYCLE PARKING

2.5.1 There are no specific standards relating to cycle parking provision for playing fields in either the LBWF LIP or the London Plan.

2.5.2 For guidance purposes the London Plan minimum cycle parking standards, set out by Transport for London, for D2 Assembly and Leisure (Leisure, sports centres, swimming pools) is a minimum of 1/10 staff + 1/20 peak period visitors.

2.5.3 The number of staff and visitors that will use the playing fields is not known at this time however an indication of the required provision based 1 space per 20 players if all areas were in use has been calculated in the table below.

Table 2.1 Estimated Cycle Parking Provision Requirement

Pitch	Maximum No. of Players
Football (<i>based on 1 pitch and 11 a side</i>)	35
MUGAx4 (<i>based on 30 players per MUGA</i>)	120
Tennis (<i>based on 2 courts</i>)	8
Cricket (<i>based on 9 practice areas</i>)	27
Total (Players)	190
Cycle Parking Provision based on 1/20 visitors	10

2.5.4 A total of 10 cycle parking spaces have been provided in a covered location in the MOL car park. Further cycle parking will be provided on the academy site which will also provide motorcycle parking.

2.6 LAYOUT AND CIRCULATION

2.6.1 The car park will operate a one way entry and exit system with the vehicular access located at the south western perimeter of the car park and the vehicular egress located at the south eastern perimeter of the car park. The visibility splay will be 2.4m x 70m for the egress consistent with requirements for 30 mph roads set out in the Design Manual for Roads and Bridges. The proposed layout of the car park and visibility splays are shown on Figure 2.

2.6.2 The car park will be barrier operated during the school day with an intercom and CCTV link managed by the proposed academy. Outside of school hours, the barriers will be open to allow access for the public. The entry barrier will be located approximately eight metres from the edge of the highway carriageway providing sufficient standing room for one car without obstructing pedestrians using the northern footway of Temple Mills Lane. The kerbs will be flush at the entry and egress so there will not be a change of level for pedestrians.

2.6.3 The car park will comprise three main car parking aisles with circulation clockwise from the access to the egress. There will be 12 car parking spaces, including one disabled space, in the parking aisle located directly to the west of the vehicular access. In the centre car parking aisle, there will be nine car parking spaces including one disabled space. In the car parking aisle located directly to the west of the vehicular egress, there will be a further nine car parking spaces.

2.6.4 One of the disabled bays is located close to the entrances to the North MUGA and other pitches to allow academy staff to access the pedestrian footbridge via the sloping path. The other is located nearer Temple Mill Lane to provide access to a step free crossing of the road at ground level.

2.6.5 Auto Track has been used to analyse the practicality and feasibility of vehicles manoeuvring within the car park. Figure 3 illustrates that a large car can manoeuvre within the car park in a safe and satisfactory manner.



2.6.6 Although a large number of spectators are not expected, an area for coach drop off and collection is proposed in the northern end of the car park primarily to meet the needs of the proposed academy. Students will cross to the MOL car park via the pedestrian footbridge to ensure safety. All coaches will be pre-booked and the barrier will be opened prior to the arrival of the coach to ensure that there is no encroachment on the public highway. Use of the car park for coaches will be managed by the academy during school hours. Figure 4 shows a coach safely manoeuvring into and out of the car park.

2.6.7 The car park access has been designed to deter right turning movements into and out of the car park with the hatched road markings on Temple Mill Lane intended to act as a further visual deterrent to these movements. It is however permissible for vehicles to turn right into or out of the car park, as shown on Figures 5 and 6 respectively. It should be noted that all coaches will be managed by the academy to ensure that they approach from and exit to the left. If necessary, further physical measures could be implemented to prevent right turners by introducing a solid island in the vicinity of the access, subject to negotiations with the local authority and the site wide roads package being developed by ARUP and others.

2.6.8 As all car and coach parking on site will be managed and pre-booked by the academy during school hours, all drivers will be made aware of the possible routes to approach the car park. For vehicles travelling westbound along Temple Mill Lane, it is possible to use Major Road or Leyton Road to the east of the site to join Henrietta Street then North Avenue and approach the MOL car park from an eastbound direction.

2.6.9 Travel information will also be provided on the school website, including appropriate vehicle routes, as part of the School Travel Plan which will be submitted as part of the RMA for Chobham Academy.

2.7 SERVICE AREA

2.7.1 Occasional landscape maintenance will be required to maintain the playing fields. A landscape maintenance plan will be submitted for approval prior to occupation of the site.

2.7.2 A service and maintenance area is proposed to the northern tip of the site. This can be accessed by vehicles from North Avenue, and provides an area of hard standing and a storage shed. The MOL can be accessed directly from the service/maintenance area via a wide sloped path and gate.

2.7.3 Figure 7 shows the swept paths for a light goods van entering and exiting the service area from North Avenue.



3 Summary and Conclusions

3.1 SUMMARY

3.1.1 This Transport Note considers the parking provision, layout and circulation of the proposed car park serving the MOL located to the north of Temple Mills Lane. The Site will provide playing fields during school hours for the proposed Chobham Academy on the southern side of Temple Mills Lane and for community use outside of school hours.

3.2 PARKING PROVISION

3.2.1 The surface level car park on the MOL will provide a total of 30 car parking spaces including two disabled car parking spaces. A total of 10 covered cycle parking spaces for visitors will also be provided.

3.2.2 Provision for coach drop off and collection has also been made to cater primarily for the needs of the proposed academy opposite the Site.

3.3 VEHICLE MANOEUVRING

3.3.1 Vehicle manoeuvring analysis carried out using Auto Track has shown that the proposed car park layout allows safe and efficient circulation and manoeuvring for large cars and coaches.

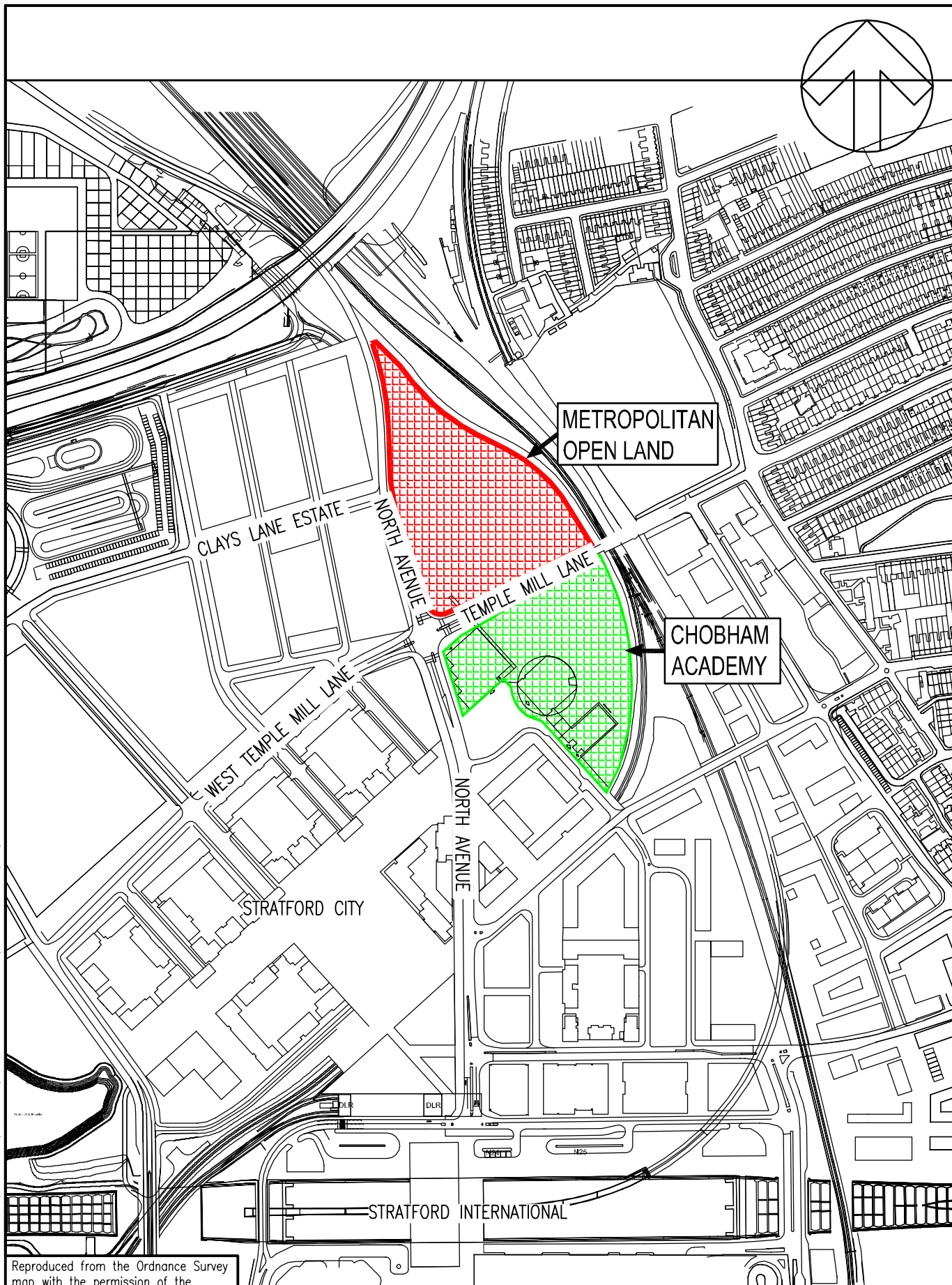
3.4 CONCLUSION

3.4.1 In conclusion, the proposed parking provision is considered appropriate given the proposed use of the Site and the excellent accessibility of the area by public transport, walking and cycling.



Appendices, Figures & Tables

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TITLE:

CHOBHAM ACADEMY
METROPOLITAN OPEN LAND
SITE LOCATION

FIGURE No:

FIGURE 1

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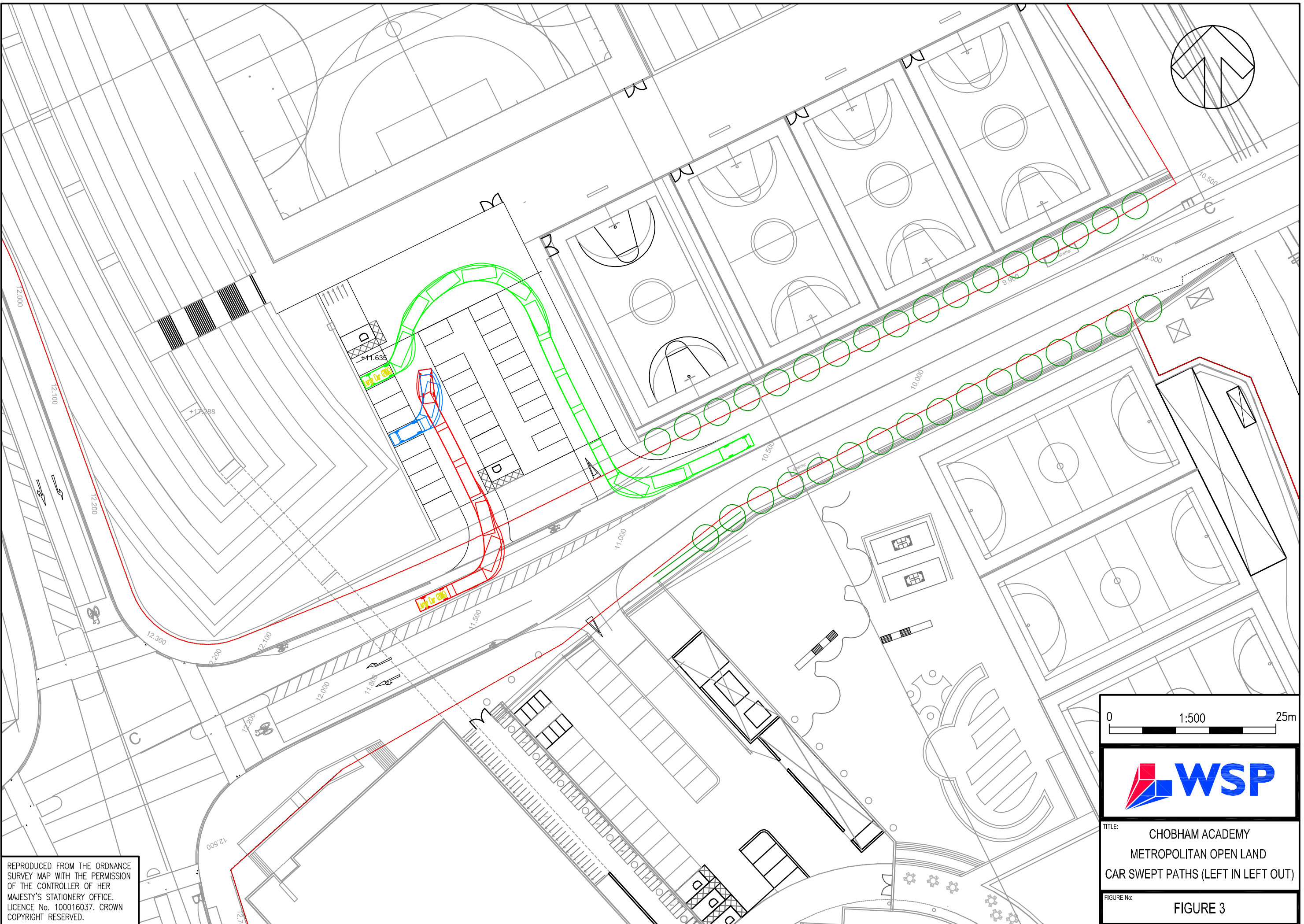


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TITLE: CHOBHAM ACADEMY
METROPOLITAN OPEN LAND - PROPOSED
CAR PARK LAYOUT & VISIBILITY SPLAYS

FIGURE No: FIGURE 2

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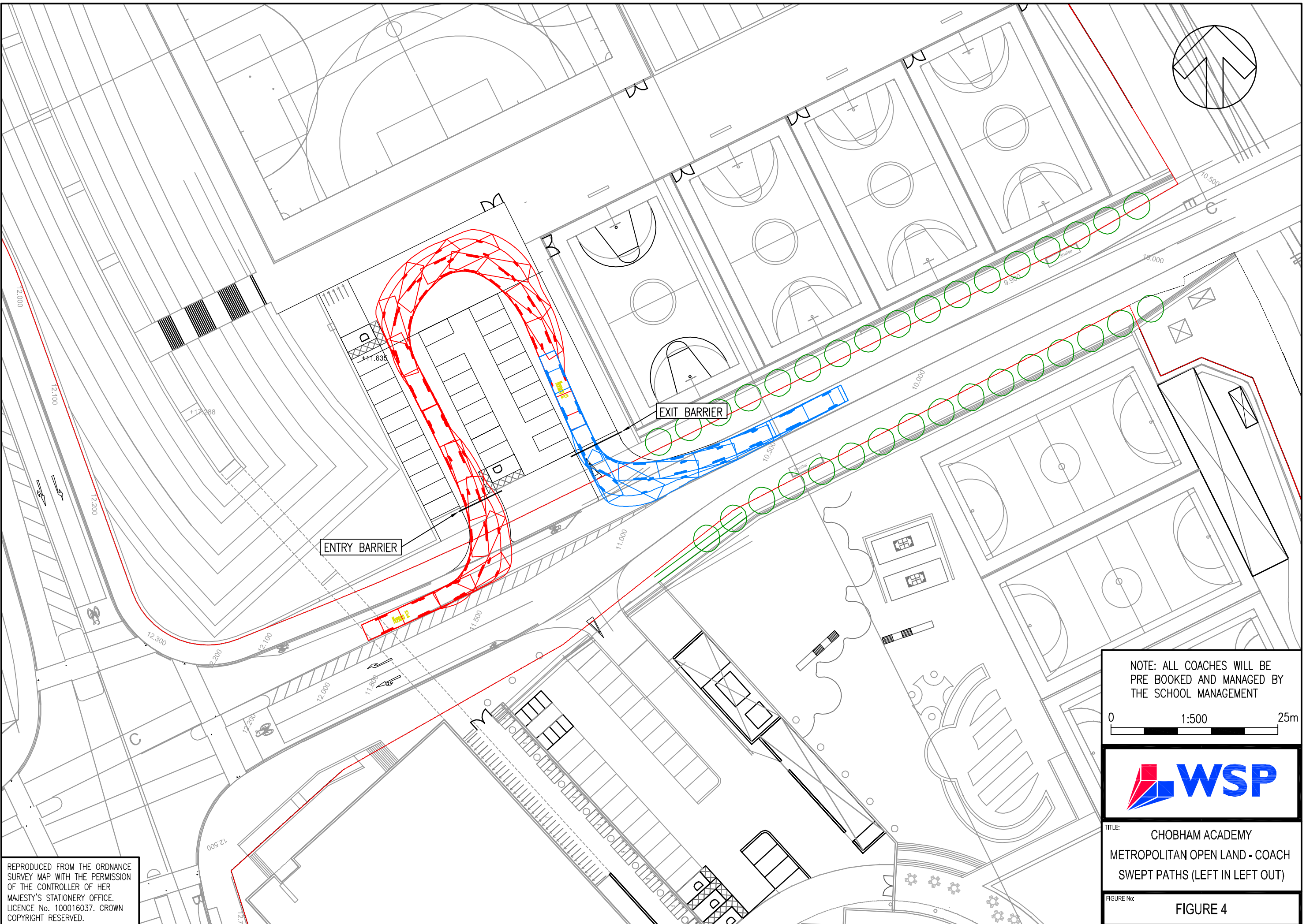


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TITLE: CHOBHAM ACADEMY METROPOLITAN OPEN LAND CAR SWEEP PATHS (LEFT IN LEFT OUT)	
FIGURE No:	FIGURE 3

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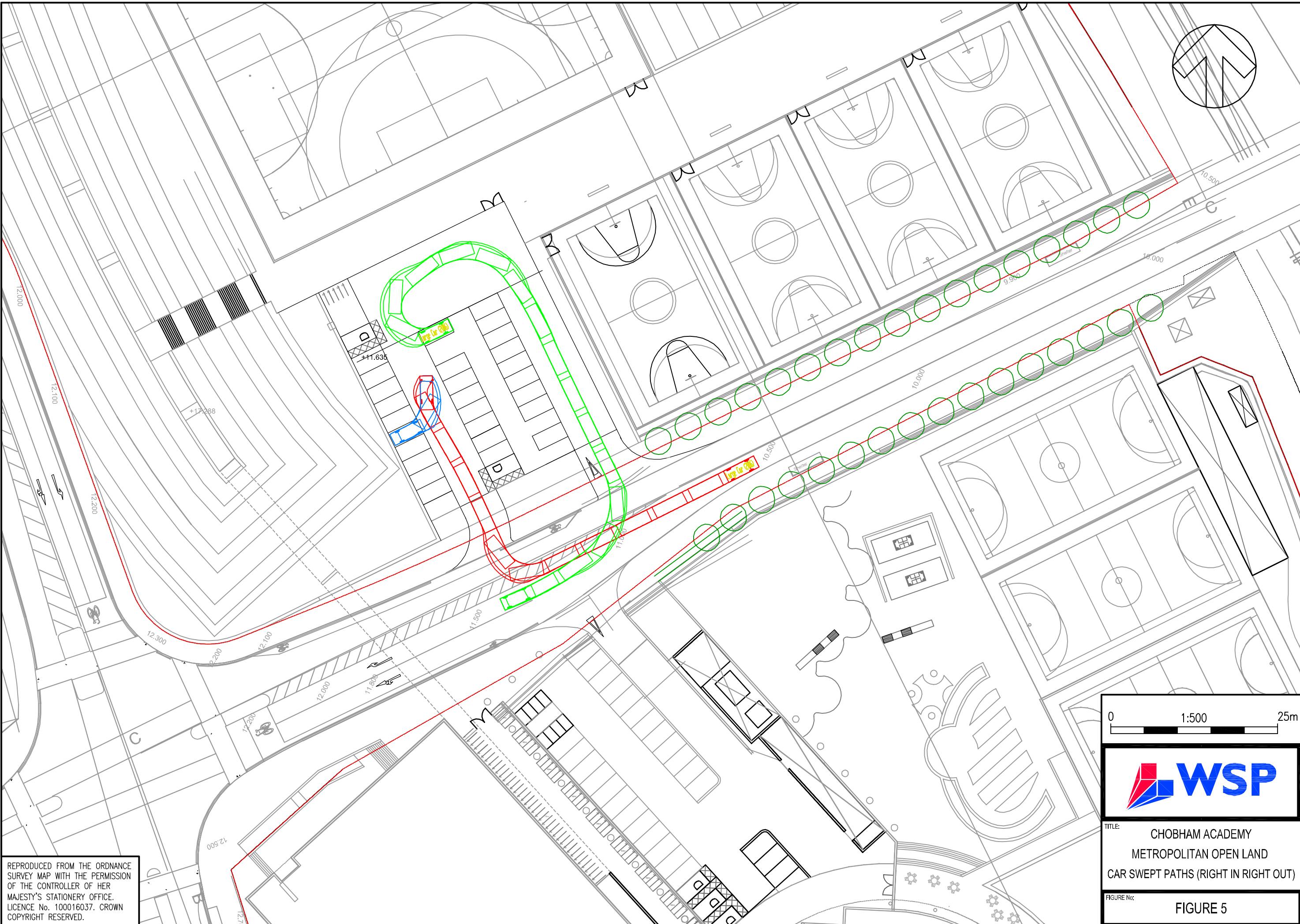
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TITLE: CHOBHAM ACADEMY
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SWEEP PATHS (LEFT IN LEFT OUT)

FIGURE No: FIGURE 4

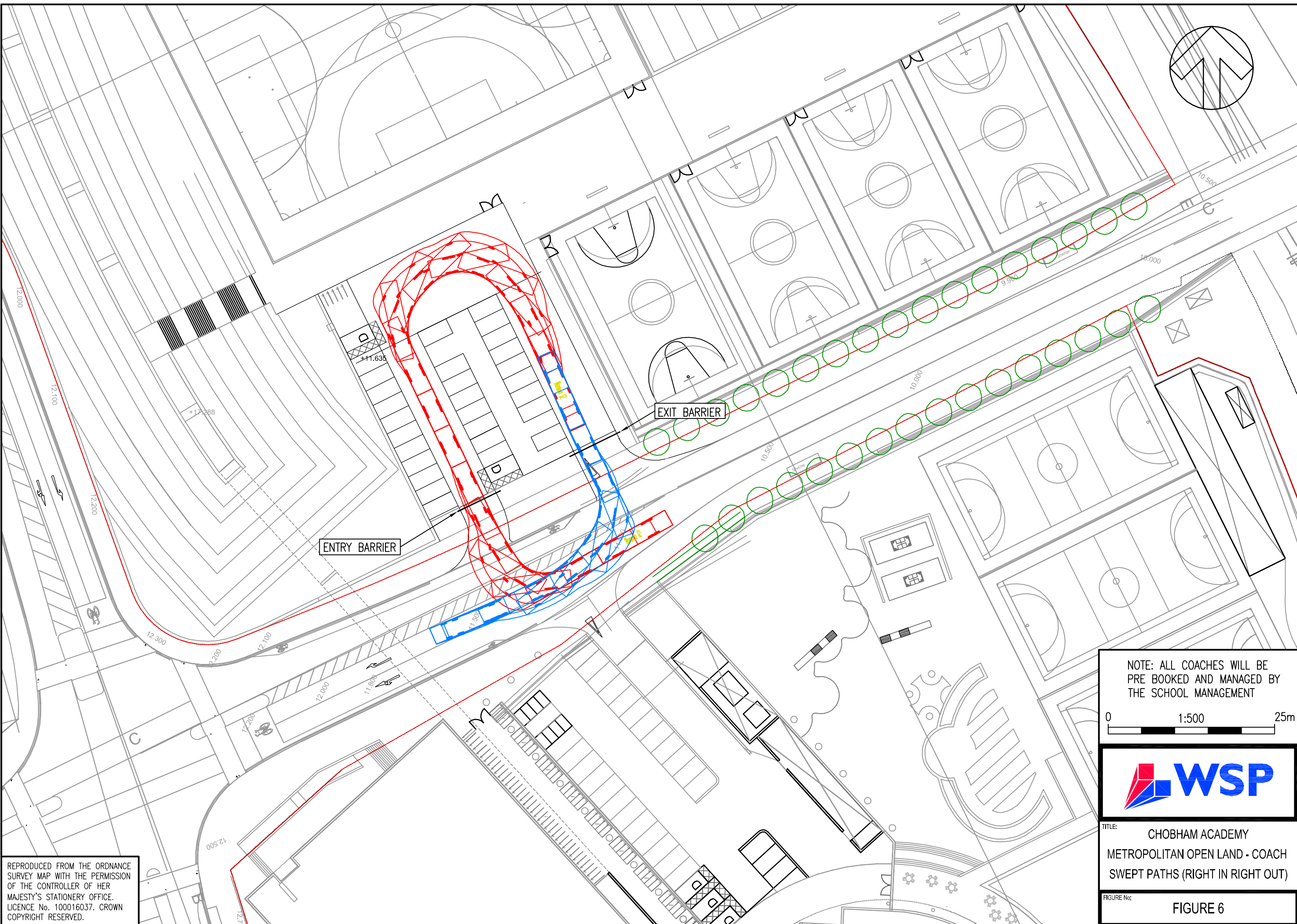
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TITLE: CHOBHAM ACADEMY METROPOLITAN OPEN LAND CAR SWEEP PATHS (RIGHT IN RIGHT OUT)	
FIGURE No:	FIGURE 5

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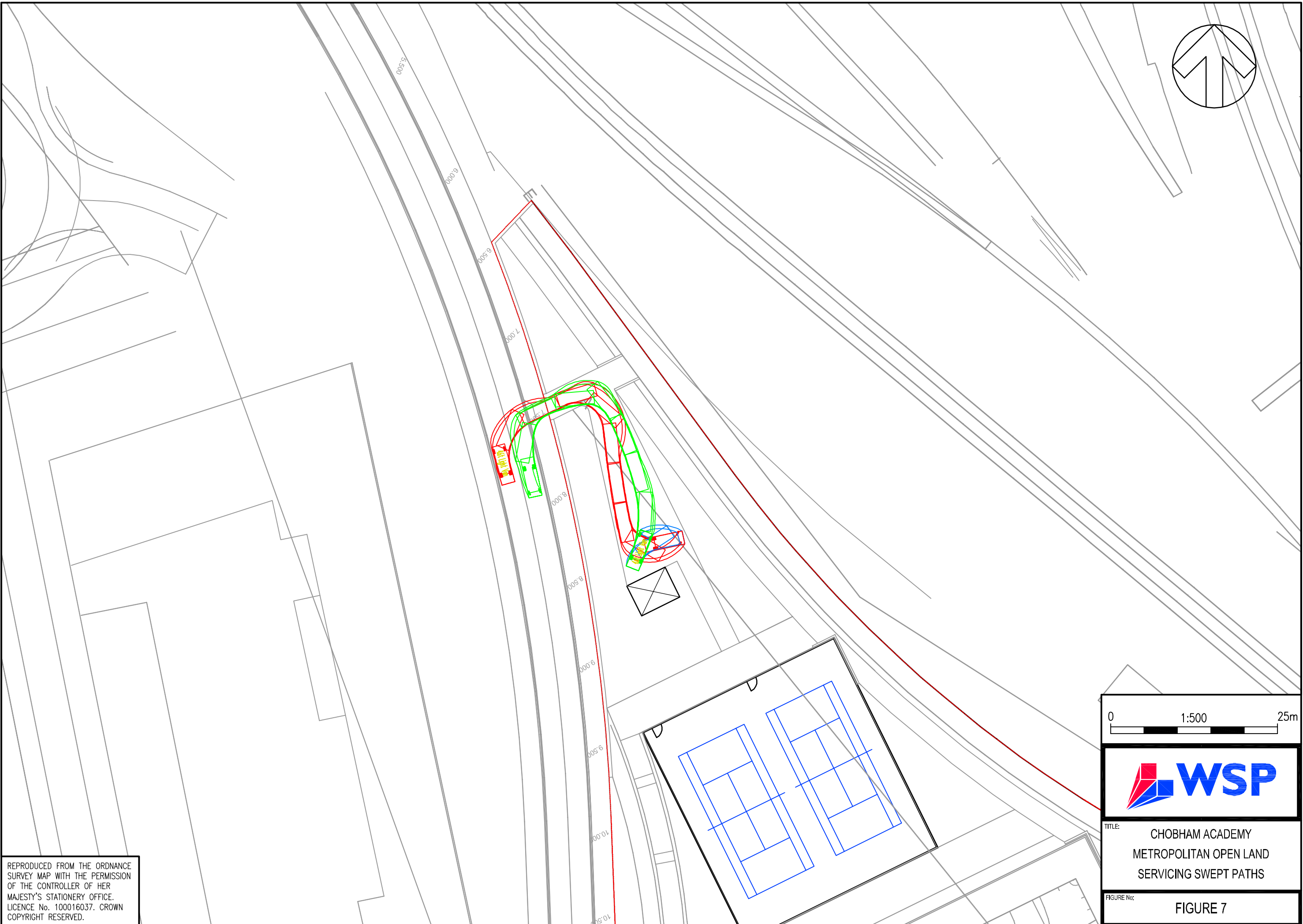
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TITLE: CHOBHAM ACADEMY
METROPOLITAN OPEN LAND - COACH
SWEEP PATHS (RIGHT IN RIGHT OUT)

FIGURE No: **FIGURE 6**

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TITLE: CHOBHAM ACADEMY METROPOLITAN OPEN LAND SERVICING SWEEP PATHS	
FIGURE No:	FIGURE 7