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# Longtown Outdoor Centre

Longtown Outdoor Learning Trust

## Technical Note

June 2022





## Document Control

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Prepared By	Ben Finch	June 2022
Checked By	Brendan Quinn	June 2022
Approved By	Brendan Quinn	June 2022

## Record of Revisions

Revision	Date	Details	Made By

### Rappor Consultants Ltd

A: CTP House, Knapp Road, Cheltenham, GL50 3QQ

W: [www.rappor.co.uk](http://www.rappor.co.uk)

T: 01242 523696

E: [hello@rappor.co.uk](mailto:hello@rappor.co.uk)

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## 1 Introduction

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- 1.1 Rappor has been instructed by the Longtown Outdoor Learning Trust to prepare a Technical Note in support of a planning application concerning the development of the Longtown Outdoor Centre in Longtown, Herefordshire, HR2 0LD.
- 1.2 Full planning permission is sought for a new multi-purpose built building that will accommodate a dining room, associated kitchen facility, toilets, showers, a staff bedroom and a meeting space.

### Background

- 1.3 Longtown Outdoor Centre provides outdoor learning and adventure activities for schools and groups, both for day trips and residential stays. The site is made up of a cluster of buildings, gardens, farmland and woodland. The range of onsite activities include archery, rock climbing tower, kayak training pool, stand up paddleboarding, raft building, low ropes course, high ropes course plus an internal traverse wall.
- 1.4 The site can accommodate 70 bed spaces within the main buildings. There is also a campsite comprising 12 bell tents, each accommodating 4-8 children or up to 3 staff.
- 1.5 Currently, the site does not have a fully accessible dining space to seat all their residential guests in one sitting. The new building will provide a purpose-built multi-use dining room that will seat all residential guests in one sitting.
- 1.6 In conjunction with this, the kitchen facilities require updating to make them fit for the future and the new building will provide a new purpose designed catering kitchen. This will greatly improve current cooking facilities and, for example, avoid having to move hot meals and crockery across the courtyard to other buildings.
- 1.7 The new building will also provide a fully accessible meeting space and base for day sessions, which will be a flexible multipurpose indoor space for activities and games in all weathers. Furthermore, the building will provide toilets and showers for the existing campground. This will reduce demand on the current facilities and will mean that the Centre will no longer need to rent costly temporary shower and toilet units during the summer period. These new facilities will also be used for the current local after school adventure clubs, scouts, and holiday club activity days.
- 1.8 The proposals are to serve the existing users of the site to provide a facility to make the Centre fit for the future, and to enable them to better serve their current guests and activities. The purpose of the development is to ensure their programme of activities and residential stays continue to meet future health and safety standards and improve what they currently offer.

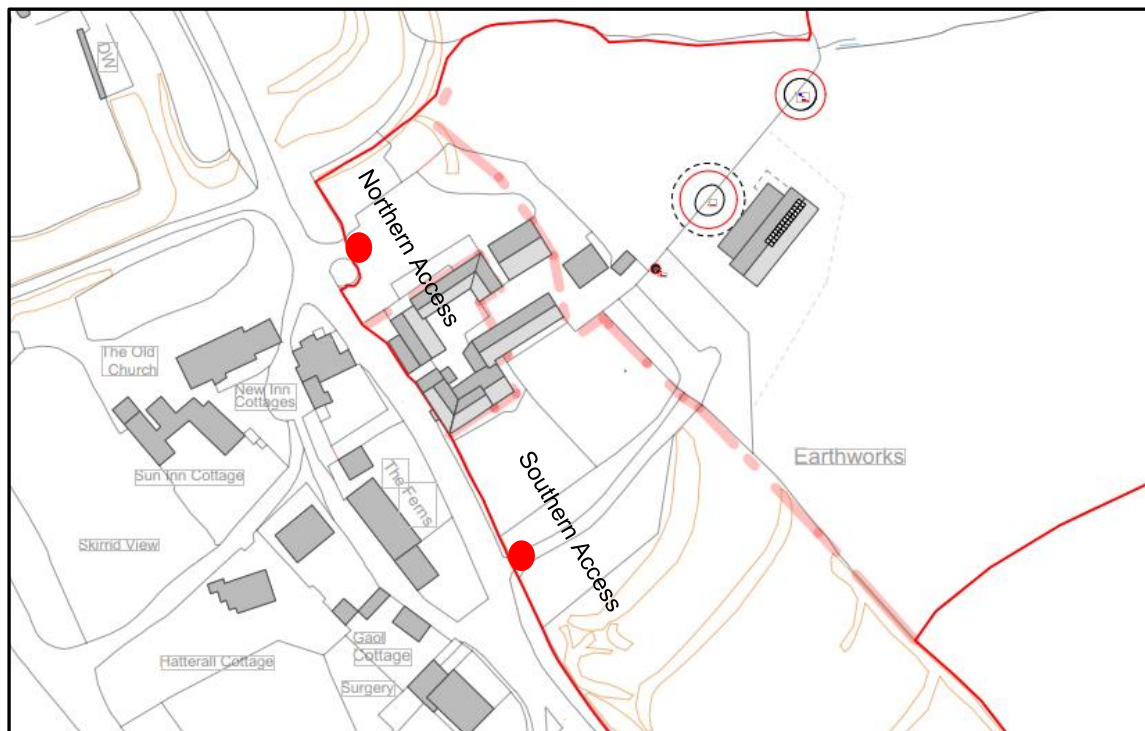
## Pre-Application Consultation

- 1.9 The site has been the subject of a formal pre-application consultation with Herefordshire Council (HC) in 2020, although at that stage, the proposals were not only to improve facilities for existing users but also provide an enhanced offering at the site as a venue for use that could be hired privately, outside of its current uses, as well as a drop in café. The pre-application proposals also included improving the southernmost access at the site.
- 1.10 Based on the above, the Highways pre-application consultation response was provided on 16<sup>th</sup> September 2020 and identified that the application would need to be supported by a Transport Statement or similar. It went on to state that this will assess the routes to the site and consider their suitability, and the proposals should consider current trip rates and estimate future trip rates following the expansion to ensure that surrounding road geometry can accommodate large increases in traffic.
- 1.11 Furthermore, the response identified that the application should set out access arrangements, parking and sufficient turning for vehicles to ensure that parking is not displaced onto the public highway. Sufficient cycle storage will allow trips to the site to be made by bicycle.
- 1.12 The proposals have since been scaled back and, as detailed above, the new development will be to just serve existing users. There will be no intensification of use at the site as a result of the development. In all other aspects, the site will remain the same.
- 1.13 These proposals were the subject of a public consultation event at the site in May 2022 and the feedback from this was positive.
- 1.14 On the basis that the new development will be to only serve existing users, in a facility fit for purpose, and following the public consultation event, Rappor held pre-application discussions with Mark Lewis of HC Highways to identify how this had changed from the formal pre-application consultation in 2020.
- 1.15 From this, it was agreed that as there will be no intensification of use as a result of the development proposals, no assessment of off-site impact would be required and whilst no amendments are now proposed to the southernmost access at the site (which is currently used for access to storage containers), this access will now be used for catering deliveries to serve the new building and it was agreed that a vehicle swept path assessment be undertaken to ensure delivery vehicles could safely access and egress the site.

## 2 Access Review

### Existing and Proposed Use

- 2.1 A site plan identifying the location and detail of the proposed new building is attached as **Appendix A** whilst **Figure 1**, specifically identifies the access points to the site.



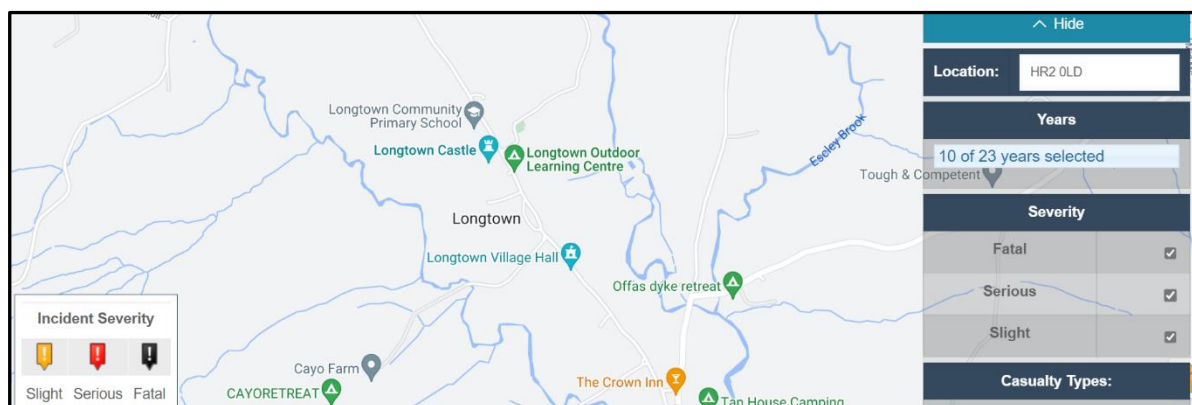
**Figure 1: Site Access Points**

- 2.2 The northern access, which serves a carpark, is currently the main access to the site and will continue to be so.
- 2.3 The southern access is gated, and the access track currently provides access to the surrounding fields and 2 storage containers that are used to store canoes and equipment. The storage containers are currently located immediately west of the proposed new building. The access track is surfaced in crushed stone/hardcore leading up to the storage containers to enable all year-round access.
- 2.4 With regards to requiring access to the storage containers, there is a degree of seasonality of use, and from March to October the trip attraction is currently 2 minibus and canoe trailers using the southern access in the morning and evening on Tuesday, Wednesday and Thursday, and ad hoc use at weekends and throughout the year (8 two-way trips in total per day). In addition, there is ad hoc use by a further minibus for archery.
- 2.5 As part of the development proposal, it is proposed that the storage containers will be relocated to an area near the carpark, with access off the northernmost access point.
- 2.6 The southernmost access will be used for catering deliveries to the new building, and it is anticipated this will be two, occasionally three, single journeys per week (4-6 two-way trips per week) by a small, refrigerated HGV.

- 2.7 The southern access is also currently used by a sheep transporter, and tractor and trailer for bringing sheep on and off site between April and October, as and when required. This will remain unchanged with the development proposals in place.

## Highway Safety

- 2.8 A review of personal injury collision (PIC) data for the surrounding highway, over the previous 10 years, up to 2021, has been undertaken using Crashmap. An excerpt is provided below, in **Figure 2**, demonstrating that there have been no recorded PIC's during this period.
- 2.9 On this basis, it is concluded that the access arrangements for the site are safe and suitable.



**Figure 2: PIC analysis over a 10-year period up to 2021 of the local highway network (source Crashmap.co.uk)**

## Vehicle Swept Path Assessment

- 2.10 A vehicle swept path assessment has been undertaken for a catering delivery vehicle to serve the new kitchen area, attached as **Appendix B**, and this demonstrates that a small rigid HGV can safely access and egress the site in forward gear. As part of the development proposals, the area required for turning the delivery vehicle will be surfaced with crushed stone/hardcore.
- 2.11 The Centre will ensure the gate for the access will be left open on the days of delivery.
- 2.12 A fire tender swept path analysis to ensure the vehicle can wait within 45m of the building has also been undertaken and this is attached as **Appendix C**. This demonstrates that a fire tender can safely access and egress the site in forward gear.
- 2.13 In terms of refuse collection, this will remain as per the current service arrangement.

### 3 Summary and Conclusion

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#### Summary

- 3.1 Currently, the Longtown Outdoor Centre site does not have a fully accessible dining space to seat all their residential guests in one sitting. Full planning permission is sought for a new multi-purpose built building with a dining room, kitchen facility, toilets, showers, a staff bedroom and a meeting space. The new building will provide a purpose-built multi-use dining room that will seat all residential guests in one sitting.
- 3.2 The proposals are to serve the existing users of the site to provide a facility to make the Centre fit for the future, and to enable them to better serve their current guests and activities. There will be no intensification of use as a result of the development.
- 3.3 This TN has demonstrated the following:
  - a) A review collision data in the vicinity if the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways; and
  - b) A vehicle swept path analysis of the southern access, which will be used for catering deliveries, has demonstrated that required vehicles can safely enter and exit in forward gear. A fire tender can also access at the southern access point and can safely enter and exit the site.

#### Conclusion

- 3.4 Rappor concludes that approval of this planning application will not result in an unacceptable impact on highway safety or a severe impact on the local highway network, and as such there are no significant highways and transportation matters that would preclude HC from recommending approval of this planning application.



## Appendix A – Site Plan

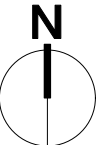
NOTES

This drawing is the copyright of Quattro Design Architects Ltd and should not be reproduced in whole or in part without written permission. Only figured dimensions to be used for construction. Check all dimensions on site. Any discrepancies are to be reported to the Architect as soon as possible.

REVISIONS

REV: DATE - DRAWN - CHECKED: NOTES  
-: 22.03.21 - JC - XX: Drawing created.  
A: 07.04.22 - JC - JP: revised following client meeting & DTM 01.04.22  
B: 08.05.22 - JC - JP: plan updated, title updated

0 10m



DRAFT

DRAWING TITLE

Proposed Site Plan

PROJECT

'The Lodge'

CLIENT

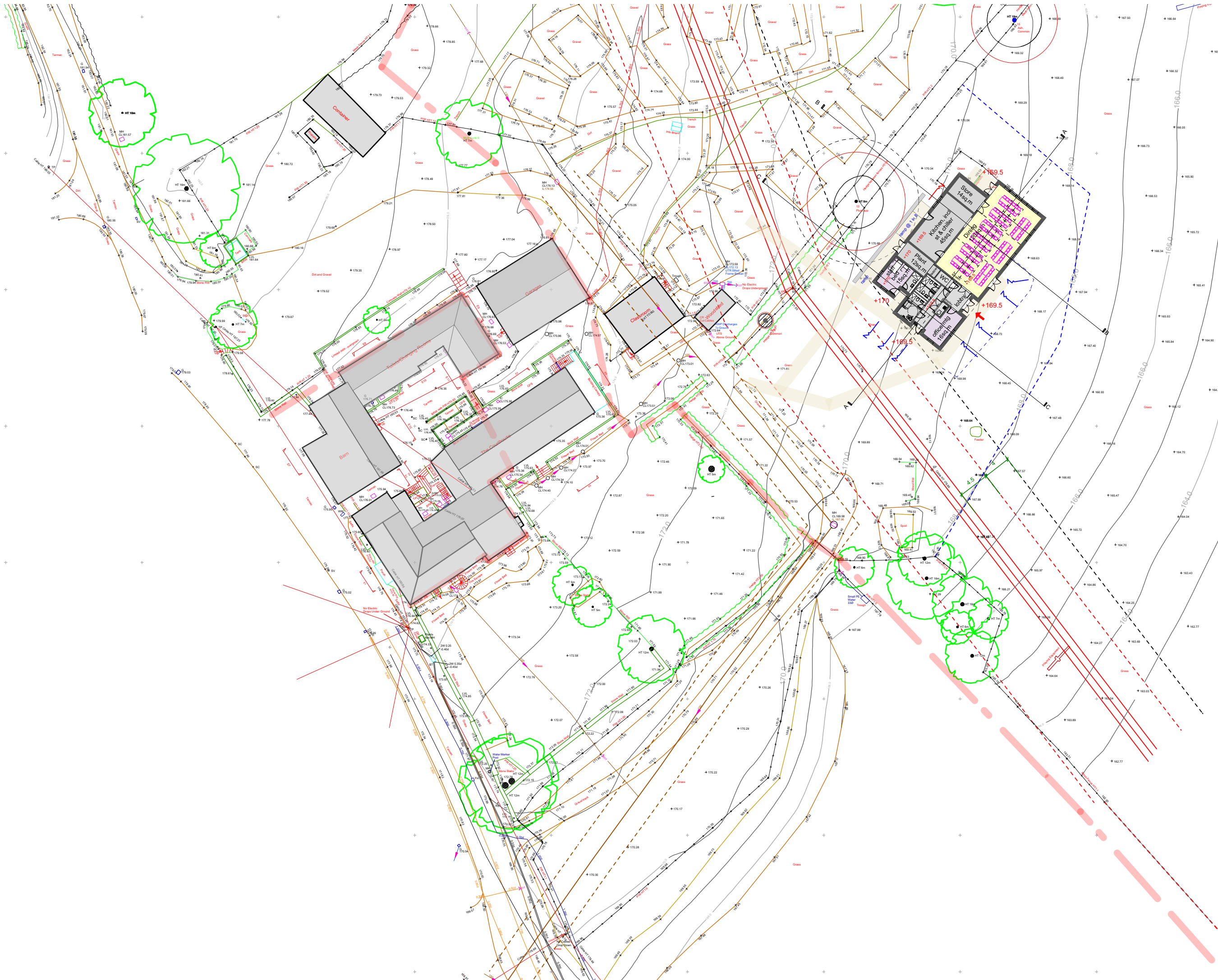
Longtown Outdoor Learning Trust

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DATE

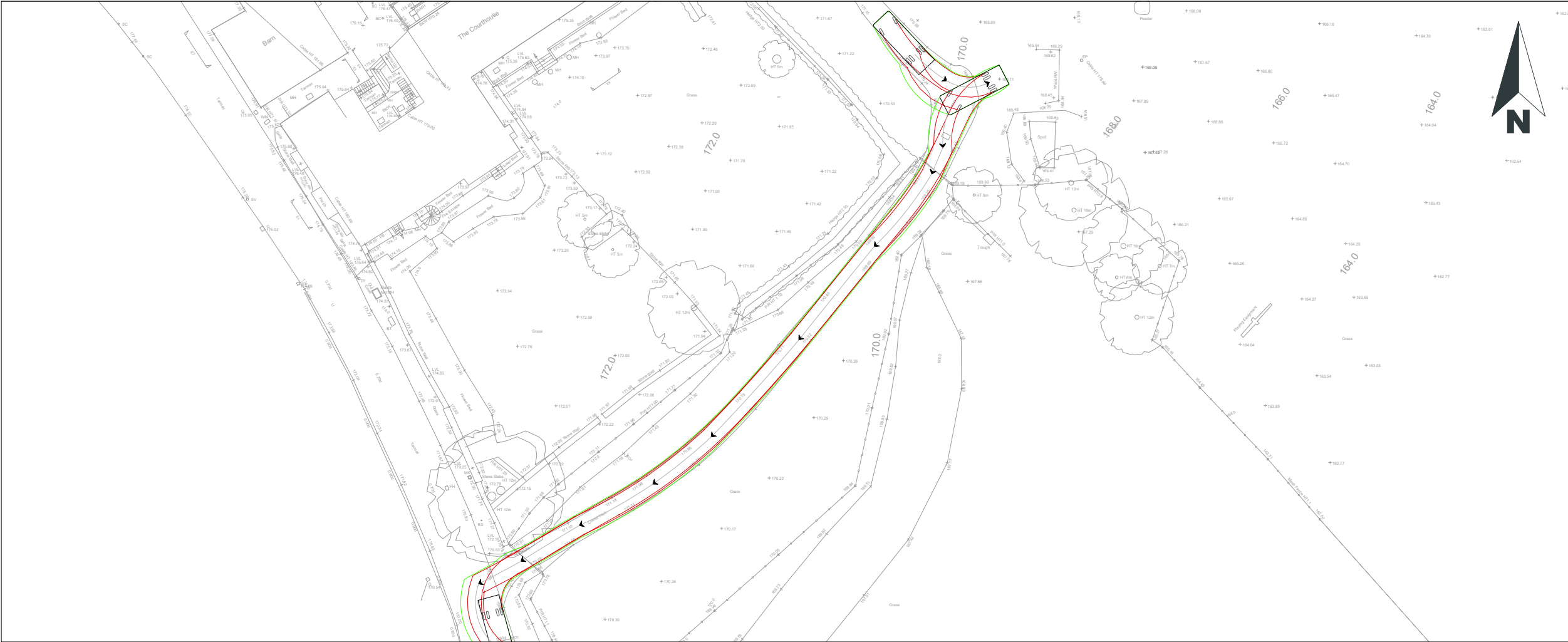
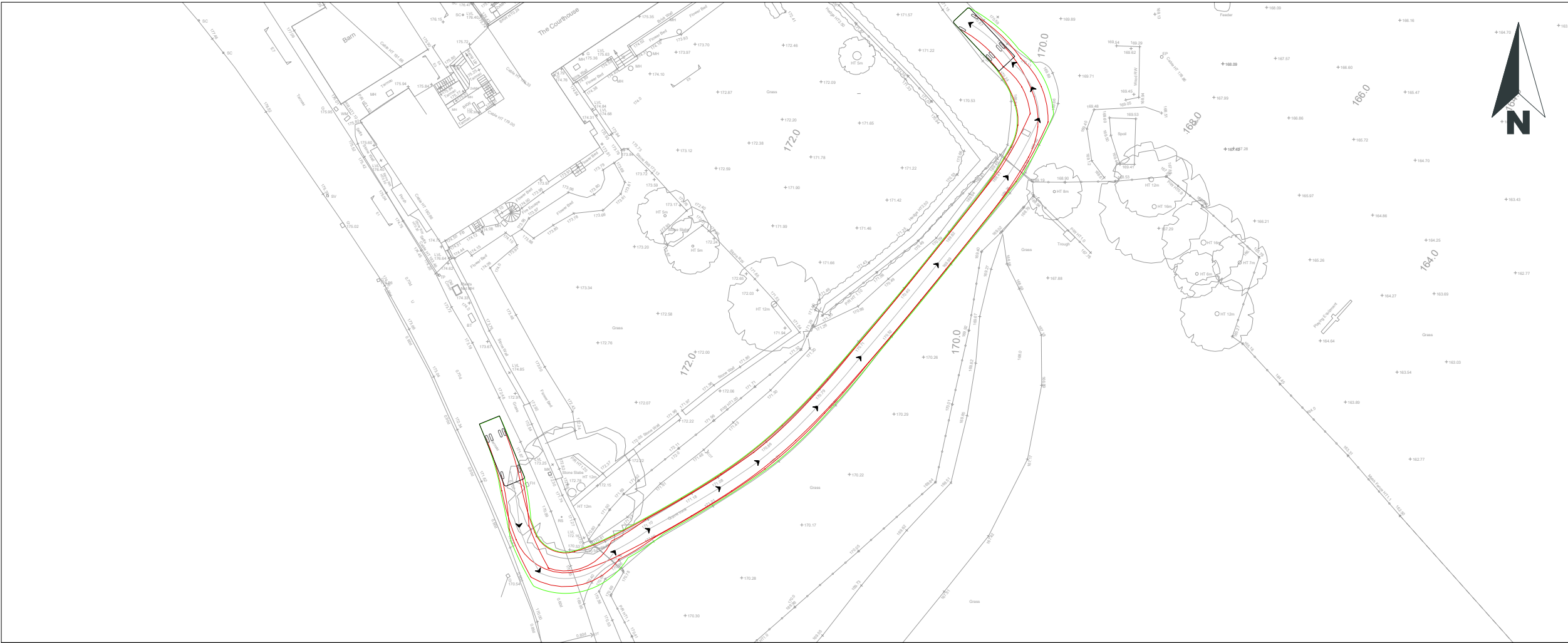


DRAWING NO. 6334/F/1200  
REV B

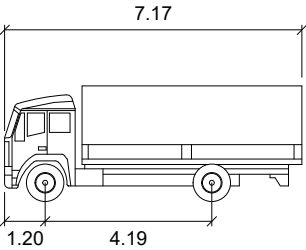
Matthews Warehouse, High Orchard Street  
Gloucester Quays, GL2 5QY T: (01452) 424234



## Appendix B – HGV Catering Delivery Swept Path



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
  2. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



**Small Rigid**

Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

Rev	Date	Details	Drawn by	Checked by
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environmental consultants**  
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**CLIENT:**  
Longtown Outdoor Learning Trust

**PROJECT:**  
Longtown Outdoor Centre,  
Hereford

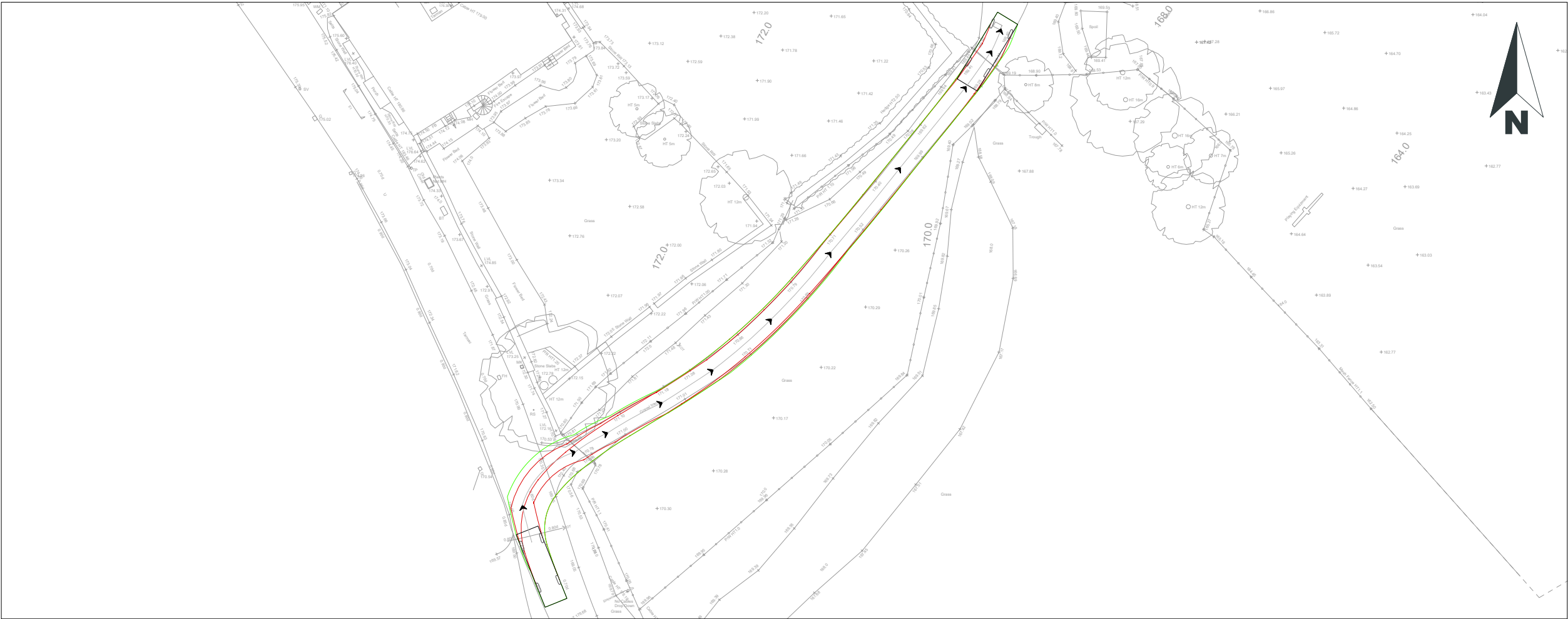
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Swept Path Analysis -  
Delivery Van (Small Rigid)

**STATUS:**  
**INFORMATION**

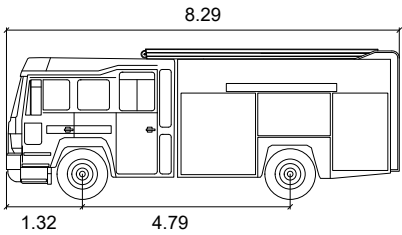
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1:500	28.06.22	BF	BQ	BQ
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20-1017	SP03	-		

## Appendix C – Fire Tender Swept Path

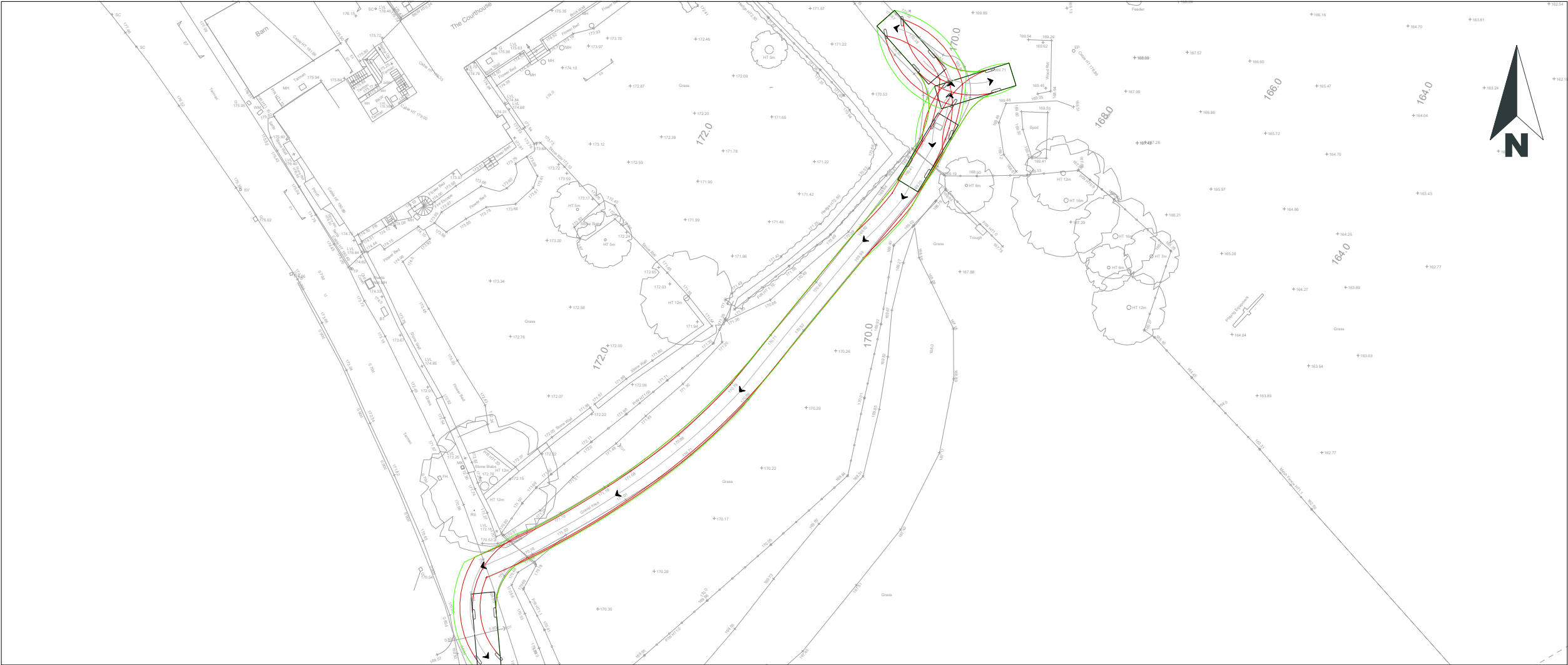




- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
  2. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



**Fire Rescue Unit**  
meters  
Width : 2.50 Lock to Lock Time : 6.0  
Track : 2.50 Steering Angle : 34.3



Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

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**CLIENT:**  
Longtown Outdoor Learning Trust

**PROJECT:**  
Longtown Outdoor Centre, Hereford

**TITLE:**  
Swept Path Analysis - Fire Tender

**STATUS:**  
**INFORMATION**

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	28.06.22	BF	BQ	BQ
JOB NO:	DRAWING NO:		REVISION:	
20-1017	SP04		-	

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