

TRANSPORT STATEMENT

Residential Adventure and Activity Centre

**Ford Castle, Ford
Berwick-upon-Tweed
TD15 2PX**

Prepared for: PGL Travel Limited

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SLR 

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1.0 INTRODUCTION

SLR Consulting Limited (SLR) are appointed by PGL Travel Limited (PGL) to prepare a Transport Statement to support a Planning and Listed Building Application at Ford Castle, Ford, Berwick-upon-Tweed TD15 2PX (the 'site').

1.1 Background and Purpose of the Report

The site currently supports an existing residential activity centre which caters primarily to groups such as school excursions. The site operates with up to 180 guests with associated teachers and activity centre staff.

The proposals comprise the installation of activity equipment including zip wires, Aero Balls, Air Rifle Ranges, and an activity pond. The proposals also include the refurbishment/upgrade of existing building facilities (these proposals are being dealt with under a separate listed building application).

The proposals will not result in any additional traffic generation potential, with no additional residential capacity and no proposals that will result in any additional daytime use of the facilities.

The purpose of this report is therefore to review the existing transport conditions, clarify the proposed arrangements and consider the potential implications.

1.2 Preapplication Advice Request and Highways Response

1.2.1 Planning Authority Response

Northumberland County Council responded to SLR's pre-application enquiry within a letter dated 16th November 2021.

In summary, the response advises that:

'Having considered the content of your enquiry, I can summarise that the principle of the development would be acceptable.'

'The proposals are considered to be in accordance with the development plan. In the event that a planning application is submitted, it would be likely to be looked upon favourably.'

With regards to highways, the response states that:

'Policy M14 of the BLP sets out parking standards for new development.'

'Policy TRA 2 of the emerging NLP seeks to ensure that all development will minimise any adverse impacts upon the highways network. The proposal is considered to be in accordance with this, however little weight can currently be given to this policy.'

'Paragraph 111 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

'The Local Highway Authority has provided comments (appended) noting that the further details will be required with any future planning application, including a travel assessment/travel plan, details of car and coach parking, including EV charging facilities, construction method statement with plan and details of refuse storage and collection.'

The above comments are considered in the production of this Transport Statement. However, it is reminded that the proposals are for the continued use of the Site as a residential activity centre, with upgraded facilities. There is no increase in the Site's visitor capacity, in fact there is a small reduction in guest numbers. The wider proposals

are only seeking to refurbish the existing activity centre and therefore the capacity or traffic generation potential of the site is not being increased. Notably, this application does not constitute 'new development'.

1.2.2 Highway Authority Response

Highway Authority advice was requested from Northumberland County Council's Planning Department/Development Control on 3rd September 2021; a response was received via email dated 8th October 2021 under Planning Reference 21/00739/PREAPP.

The following texts have been reproduced from the abovementioned response from Northumberland County Council Highways Development Management.

General:

'Stance: Further details/plans are required prior to Highways Development Management providing a positive recommendation to the Local Planning Authority.'

Regarding additional detail necessary for a decision:

'Transport Statement or Assessment

The proposed development requires additional details regarding vehicle trips, total bookings taken per one-time, off-street car parking provision for guests and staff and how the proposed development will operate alongside the Castle use and if this will impact on the highway network.

HDM believe that a Transport Assessment will be required regardless of the connection between the Castle and development site.'

Regarding sustainable transport provision, specifically whether the scale of the development breaches any relevant threshold to trigger the requirement for improvement works:

'Pedestrian Routes, Public Transport and Cycles

The proposed development relates to the tourism aspect that is currently used on site. The scheme will see improvement and enhancement of existing facilities on the development site. Sustainability is not considered as an essential requirement for this development type as tourists will be aware prior to booking, of the location in which they will be travelling to.

There are connections external from the private land which include a footway on both sides of the B6353 which also provides a connection to bus stops approximately 280m South of the development site which provides a semi-regular service to Berwick and Wooler. The applicant will need to provide adequate assessment of the existing provisions and whether the development tips the scale for requiring improvement works.'

Regarding the proposed points of vehicular access and their current state as pertains to highway safety:

'Road Safety

The proposed development is located to the East of Ford Castle. There are theoretically four points of access which can be utilised to gain access to the development site. One point off the B6353/B6354 Crossroads which looks to be the main access for the Castle and Castle Grounds, and an additional three access points off the B6353 on the Southern side of the site, some of which are either deteriorating to the point that the material is effectively loose, or the access construction is strictly loose material.

HDM needs clarification which access point is utilised as the main access, and which access points are not used/permitted for this development. This will enable HDM to decide if the specific access points will require upgrade in accordance with NCC Specifications. The accesses all have sufficient visibility splays and do not require alteration to improve this aspect.'

Regarding the necessity to produce an accompanying Travel Plan:

'Travel Plan

A Travel Plan Statement will be required as part of this development which should be produced alongside the required Transport Assessment.'

Regarding all aspects of parking provision and of turning requirements for oversized vehicles, specifically coaches:

'Car Parking

The Pre-application detailed statement confirms that the scheme currently and will retain guest numbers of 180, 23 teachers and 50 PGL Staff members. There is currently no dedicated car parking provision outlined within the red line boundary plan where vehicles park off-street. Additionally, there is no confirmation as to how coaches/buses manoeuvre and turn so that egress onto the highway can be achieved in a forward gear.

It is noted that the principle of these development aspects have been considered under previous planning applications with the Local Planning Authority. However, as this development places all aspects together, HDM require details as to where staff are parking? Where do coaches drop off children/teachers and how do they turn and exit?'

Regarding the provision of cycle parking within the development:

'Cycle Parking

At this stage, it is unclear whether this is a holiday destination for tourists or whether it solely revolves around school holidays/projects. If this is going to be a main tourist destination, then cycle parking/storage will need to be provided and will need to be secure and sheltered.'

Regarding refuse storage, collection, and servicing arrangements:

'Refuse Storage and Servicing

No details have been submitted with regards to refuse storage and strategy for this development. A form of storage and strategy is likely to be required as part of this development and the applicant will need to provide the required details to enable HDM to carry out a full assessment.'

The above comments are considered in this Transport Statement. Again, it should be emphasised that the proposals are for the continued use of the Site as a residential activity centre, with upgraded facilities. The proposals are seeking to refurbish the existing activity centre; the capacity or traffic generation potential of the site is not being increased and the proposals do not constitute new development.

1.2.3 Summary

The following has been requested:

- Transport/Statement Assessment, to;
 - clarify booking patterns and transport characteristics;
 - consider non-car access and determine whether any improvements are necessary;
 - clarify which vehicular access will be used and whether any improvements are necessary;
 - review parking requirements;
- Travel Plan Statement;
- Refuse, Storage and Servicing Strategy; and
- Construction Management Plan.

Whilst the highway authority provides a list of requests to determine the impacts of the proposals and manage the associated transport activity, the extant use is operating an accommodation offer for up to 180 guests. The proposals will not result in any additional traffic generation potential, with no additional residential capacity and no proposals that will result in any additional daytime use of the facilities.

The purpose of the report should therefore be to review the existing transport conditions, clarify the proposed arrangements and consider the resulting implications. The above requests will be considered and clarification provided as necessary.

2.0 SITE DESCRIPTION AND DEVELOPMENT PROPOSALS

This Section considers the site in terms of its location and existing conditions and sets out the proposals.

2.1 Site Location

The site is located within the Ford Castle Estate immediately north of the St Michael & All Angels Church, which in-turn is situated off the northern edge of the B6353 which runs through the village of Ford in Berwick-upon-Tweed. Ford Castle and its associated grounds extend to approximately 5.0ha in area.

The site is located 19km south of Berwick-upon-Tweed and lies within 2.0km of the A697 between Etal and Milfield.

The site has a network of internal estate roads and four potential points of access; the operational access is on the southern boundary, adjacent to the St Michael & All Angels Church, served off the B6353. (PGL has no right to use the other accesses under their lease, as with the previous Operator's arrangements with the Estate. Therefore, no change to the established access is proposed).

2.1.1 Surroundings

To the north of the site lies a large area of well-established deciduous woodland which acts as a natural screening buffer.

To the north-east of the site lies a wood-pasture and parkland identified as BAP priority habitat, and beyond this, are a small number of residential estate houses.

To the south-east of the site lies the village of Ford, and to the south of the site lies St Michael's Church (Grade II* Listed), Parsons Tower (Grade II Listed Scheduled Monument), and further wood-pasture and parkland identified as BAP priority habitat.

To the east of the site lies wood-pasture and parkland identified as BAP priority habitat, and beyond this the River Till, which is SAC designated (River Tweed SAC).

A Site Location Plan is included at **Drawing 01**.

2.2 Existing Site Use

Whilst not in operation at present, the current use of the site is as a residential activity centre for children, associated teachers, and staff.

The site's current use is longstanding opening in 2012 under previous operators. The residential activity centre operated at a capacity for 180 guests and includes outdoor activity equipment.

The Castle is closed to the public at present and does not currently generate any tourism activity. The Castle closed in September 2020 due to the impacts of the Global Pandemic. The Castle residential activity use could be recommenced at any time without the need for any permissions.

2.3 Development Proposals

The proposals seek to improve the facilities at the existing residential activity centre. The development as proposed comprises the following elements:

- The siting of new activity bases (replacing existing equipment), specifically:
 - Zip Wires;

- 2 X Aero Balls;
- 2 X Air Rifle Ranges;
- Challenge Course;
- Linear Course; and
- The excavation of a new activity pond for low impact raft building.

PGL are also proposing to refurbish the existing accommodation, classrooms, bathrooms, kitchens, and service areas within Ford Castle, Ford Castle North Forecourt and Ford Castle East Gateway. This includes no increase in bed spaces, or changes to the layout. This is being dealt with under a separate Listed Building Application.

Access for all guests, employees, and servicing requirements would continue via the established point of access. Car parking would remain at the existing location, with 37 spaces available.

3.0 LOCAL CONDITIONS

This Section considers the existing conditions in terms of local policy, the wider and local transport infrastructure, non-car accessibility, and highway safety.

3.1 Policy Review

Policy as it affects the proposal is held on several levels.

National policy provides for the wider strategic aims and objectives of the transport policy and whilst not providing specific details gives general guiding principles for the implementation of new development.

Local policy defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

In accordance with the above, the following planning policy documents will be considered in terms of the transportation and accessibility implications of the development:

- National Planning Policy Framework (July 2021);
- Berwick-Upon-Tweed Borough Local Plan (April 1999); and
- Northumberland Local Plan (Draft).

A review of these policy documents has been undertaken to identify specific policies relevant to the proposals; it is presented below.

3.1.1 National Planning Policy Framework

On 27th March 2012, the National Planning Policy Framework (NPPF) was published. Following a period of consultation during Q2 of 2018, the NPPF was updated in July 2018, a further update was issued in February 2019, with the most recent in July 2021.

The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. Its policies replaced existing national planning statements and guidance.

Although the policies contained in the NPPF are material considerations which Local Planning Authorities should take into account, Paragraph 219 makes it clear that policies in Local Plans should not be considered out-of-date simply because they were adopted prior to the publication of the Framework:

'...existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).'

Furthermore, as stated at Paragraph 48, decision-takers may also give weight to relevant policies in emerging plans according to (amongst other things):

- a) 'the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).'*

Paragraph 7 notes that one purpose of the planning system is to contribute to the achievement of sustainable development:

'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.'

Paragraph 10 states:

'...so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'

Paragraph 11 is reproduced below:

'11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a) all plans should promote a sustainable pattern of development that seeks to; meet the development needs of their area; align growth and infrastructure ; improve the environment; mitigate climate change (including making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

Section 9 of the NPPF relates to 'Promoting sustainable transport' and, at Paragraph 104, notes that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

Paragraph 104 states that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

Paragraph 106 states that:

'Planning policies should:

- a) *support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) *be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) *identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) *provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- e) *provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.'*

The requirements for producing a Transport Statement or Assessment in support of development proposals are outlined at Paragraph 113, which notes that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

Paragraph 107 relates to parking standards noting that if setting local parking standards for residential and non-residential development, Local Planning Authorities should take into account:

- a) *'the accessibility of the development;*

- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

Paragraph 88 states:

'When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'

Paragraph 111 states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

3.1.2 Berwick-Upon-Tweed Borough Local Plan (Adopted 1999)

The Berwick-Upon-Tweed Borough Local Plan was formally adopted in April 1999. Despite its age in relative terms, certain policies within the Plan were saved and remain valid.

In terms of saved policies relevant to the proposals, the following have been identified:

- M9 Pedal Cyclists Policy;
- M10 Cycle Parking Facilities; and

The Highways Authority response dated 8th October 2021 explicitly states that parking guidance should be sought from Appendix D of the Northumberland Local Plan (Draft), as discussed within the following Section 3.1.3.

Policy M9 states:

'Provision for the requirements of pedal cyclists, in the design of new roads, the redesign of existing roads, and other measures for traffic management, will be encouraged and supported.'

The proposals have taken into account the needs of cyclists.

Policy M10 states:

*'Where planning permission is granted for the development of workspace, retailing or other services or facilities where people will be employed and/or members of the public will visit, **the provision of cycle parking facilities for employees and visitors of a capacity equivalent to 20%, or more wherever practicable, of the expected maximum number of persons to be accommodated within the development under normal operating conditions, and of a design approved by the local planning authority, will be required except where the provision of such facilities will be detrimental to the primary function of the development, and such facilities can reasonably be provided, by the developer, at a public location convenient to the site to be agreed by the local planning authority.'***

Given the number of guests which could be expected to arrive on site, and also that the established convention is that the guests arrive by coach and reside within the site for the duration of their stay, it is considered unrealistic to provide cycle parking provision strictly in line with the above guidance. It is considered far more realistic to provide cycle parking on the basis of employees at the site, only.

Given that the site expects to employ circa 50 individuals, 10 cycle parking spaces, for example, would satisfy the above Policy M10, and comprises a more realistic and typical provision of cycle parking. Cycle parking is discussed at Section 5.4.

3.1.3 Northumberland Local Plan (Draft)

It is understood that Northumberland Draft Local Plan was submitted to the Secretary of State for the Ministry of Housing, Communities and Local Government on 29 May 2019, and is currently going through the examination process.

On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan which the independent Inspectors examining the plan consider are necessary to make the plan 'sound'. The Northumberland Local Plan is currently a material consideration, with the amount of weight that can be given to specific policies (and parts thereof) dependent upon whether Main Modifications are proposed, and the extent and significance of unresolved objections.

The Northumberland Local Plan - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021) has therefore been reviewed. It is understood that once formally adopted, this will replace the Borough Local Plans.

The following policies are referenced within the pre-application response dated 16th November 2021, and subsequently discussed:

- TRA 1 Promoting Sustainable Connections (Strategic Policy);
- TRA 2 Effects of Development on the Transport Network; and
- TRA 4 Parking Provision in New Development.

Policy TRA 1

'Promoting sustainable connections (Strategic Policy)

1. The transport implications of development must be addressed as part of any planning application. Where relevant this includes the use of Transport Assessments, Transport Statements and Travel Plans. Where applicable and appropriate, development will be required to:

a. Promote a spatial distribution which creates accessible development, reduces the need to travel by car, and maximises the use of sustainable modes of transport;

b. Promote good design principles in respect of the permeability, connectivity and legibility of buildings and public spaces; and inclusive access;

c. Promote sustainable transport choices, including supporting, providing and connecting to networks for walking, cycling and public transport; and infrastructure that supports the use of low and ultra low emission vehicles;

d. Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

e. Ensure delivery of cycle parking and supporting infrastructure;

f. Protect, enhance and support public rights of way;

g. Support the delivery of reliable, safe and efficient transport networks, in partnership with other organisations, service providers and developers; and

h. Be designed to enable charging of plug-in and other ultra low emission vehicles in safe, accessible, convenient locations.'

Policy TRA 2

'The effects of development on the transport network

1. All developments affecting the transport network will be required to:

- a. Provide effective and safe access and egress to the existing transport network;*
- b. Include appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or on highway safety including any contribution to cumulative impacts;*
- c. Minimise conflict between different modes of transport, including measures for network, traffic and parking management where necessary;*
- d. Facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists and equestrian users where necessary;*
- e. Suitably accommodate the delivery of goods and supplies, access for maintenance and refuse collection where necessary; and*
- f. Minimise any adverse impact on communities and the environment, including noise and air quality.'*

Policy TRA 4

'Parking provision in new development

- 1. An appropriate amount of off-street vehicle parking sufficient to serve new development shall be made available in safe, accessible and convenient locations prior to the development, as a whole or in part, being brought into use. Vehicle parking should normally be provided in accordance with the parking standards set out in Appendix E of the Local Plan, or other such local standards set out in made neighbourhood plans which will be given priority in determining the appropriate amount of parking required.*
- 2. Where provision is not made in accordance with the relevant standards, it must be demonstrated how the amount of parking proposed to serve the development takes into account:*
 - a. The scale, type, mix and use of the development;*
 - b. The proximity and accessibility of the development to services and facilities reasonably required by users or occupiers of the development;*
 - c. The availability of and opportunities for access to and from the development by public transport, walking and cycling;*
 - d. The potential for road safety and environmental problems as a result of increased parking demand in the area; and*
 - e. The extent and nature of any parking restrictions in force on highways in the area.'*

It is considered that since the proposals will represent a continuation of the previous use of/operation at the site, and given the lack of any intensification posed by the proposals in terms of guest/staff numbers or vehicular trip generation, the various aspects of the accessibility of, and safety at, the site as it currently exists are already proven to be appropriate (and approved).

Appendix D of the Northumberland Local Plan (Draft) concerns parking provision.

Appendix D – Parking Standards

Parking Standards for development within Northumberland are set out within Appendix D of the Northumberland Local Plan (Draft).

The following text comprises an excerpt from the Highways Response, discussed above at Section 1.2, which outlines explicitly which standards are applicable to the development in terms of parking provision:

'The use class identified within said statement shows existing and continued use of C2 which would require the following standard to be met under Use Class parking standards under Appendix D of the Northumberland Local Plan: -

- *1 space per unit, warden's accommodation or resident staff.*
- *1 space per non-resident staff*
- *1 space per 3 rooms for visitors*
- *1 space per 4 residents for residents*

Additionally, EV charging for the development should be installed to promote the use of sustainable modes of transport.'

Parking provision is fully discussed within Section 5.4.

3.1.4 Policy Summary

National and local policy as relevant to the proposals has been reviewed and referenced within this Section. It is considered that the development proposals accord with the various policy guidance in terms of sustainable development and transport issues.

3.2 Highway Network

The highway network immediately serving the site comprises the B6353, which in turn provides links to the A697, to the west, and the A1, to the east.

3.2.1 Primary Access

The site is connected to the highway infrastructure via an access road which junctions with the B6353 at a location circa 225 metres directly southeast of Ford Castle.

The junction with the B6353 is within a 30mph speed restriction zone and comprises a large bell mouth with wide radii affording ample room for large vehicles, including coaches and Refuse Collection Vehicles (RCVs), to manoeuvre without the need to encroach on the main carriageway.

3.2.2 B6353

The B6353 runs for approximately 17.5km, west-to-east, between junctions with the A697 and the A1, passing south of the site en-route.

The B6353 presents as a rural road of a width circa 6.5 metres, lined with hedgerow and flanked predominantly by agricultural land. Central markings are present, and the carriageway is level and free from defects; it is considered that the road is of a solid construction and fit for purpose.

Pedestrian infrastructure is present along the B6353 in the vicinity of the site, and bearing west toward the A697.

3.2.3 A697

The A697 runs for approximately 100km, northwest-to-southeast, between junctions with the A68 and the A1.

The A697 presents as a rural road of a width circa 8.0 metres, typically lined with grassed verge and/or hedgerow and flanked predominantly by agricultural land with intermittent pockets of residential dwellings and commercial property.

Typical road markings are present with cats eyes installed centrally, and the carriageway is level, free from defects, and fit for purpose. The A697 is subject to the National Speed Limit along its length.

Pedestrian infrastructure is present where necessary i.e. in the vicinity of aforementioned pockets of development, comprising footway on one or both sides of the carriageway, however, streetlighting provision is limited.

Several substantial stretches of the highway are flanked with grassed verge which is not considered suitable for pedestrian travel; however, it is considered extremely unlikely that pedestrian travel would be necessary or attempted by any individual.

3.2.4 A1

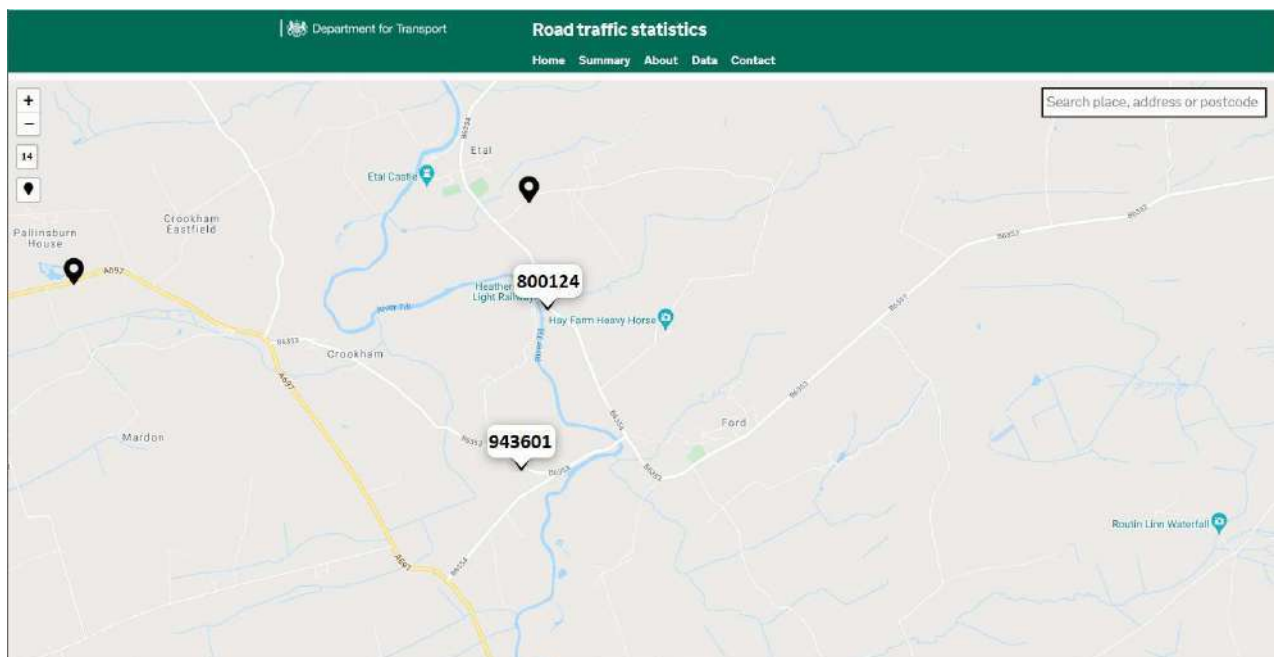
The A1 runs along the east coast of mainland Britain from Newcastle-upon-Tyne, through Northumberland and across the border with Scotland into The Scottish borders, and continuing northwest to Edinburgh.

In the vicinity of the site, the A1 presents as a rural A-Class route of substantial width and construction, subject to the National Speed Limit.

3.3 Traffic Data

SLR has interrogated the Department for Transport (DfT) Road Traffic Statistics website to acquire data recorded by the DfT Annual Average Daily Flow (AADF) for Count Points 800124 and 943601, which are the most relevant in context of the application site. The locations of the count points are shown on the annotated screen shot taken from the DfT website, below, at Figure 3-1.

Figure 3-1
Annotated Screenshot from DfT Website



The following extracts have been reproduced from the DfT website and explain the methodology and technology used to capture the data:

'The Department for Transport's road traffic statistics team have approximately 300 automatic traffic counters at locations on Great Britain's road network. The locations are a stratified panel sample, and

provide sufficient observations so that in-year traffic variations can be estimated by road type and vehicle type.

The automatic traffic counters are permanent installations embedded in the road surface, which combine Inductive Loops with Piezoelectric Sensors in a 'Loop – Piezo Sensors – Loop' array, and record information about vehicles passing over them, including vehicle length and wheelbase, to classify vehicles.

The Department for Transport's road traffic statistics also make use of automatic traffic counter data that is collected and maintained by other organisations. These are:

- Highways England: operate over 10,000 automatic traffic counters on some of the motorways and 'A' roads in England.*
- Transport Scotland: operate over 900 automatic traffic counters on some of the motorways and 'A' roads in Scotland.*
- Transport for London: operate over 300 automatic traffic counters on roads in London.'*

Data for a given Count Point can be downloaded from the DfT website in a spreadsheet format and provides AADF data on the total number of vehicles passing through the Count Point and also provides figures by vehicle category e.g. HGV's, cars, motorcycles etc.

3.3.1 Count Point 800124 Data Summary

The estimated AADF vehicular count through Count Point 800124 for the year 2020 is 869 vehicles, of which 23 were classed as HGV.

It is noted that these figures comprise an estimation, inasmuch as they are growthed from the most recent manual count available, which was taken in 2018; the figures for 2018 were 1,122 total vehicles, of which 27 were classed as HGV.

3.3.2 Count Point 943601 Data Summary

The AADF vehicular manual count through Count Point 943601 for the year 2009 is 404 vehicles, of which 27 were classed as HGV.

This dataset, i.e. that for the year 2009, represents the only data available at the time of writing; no data was available for any other year.

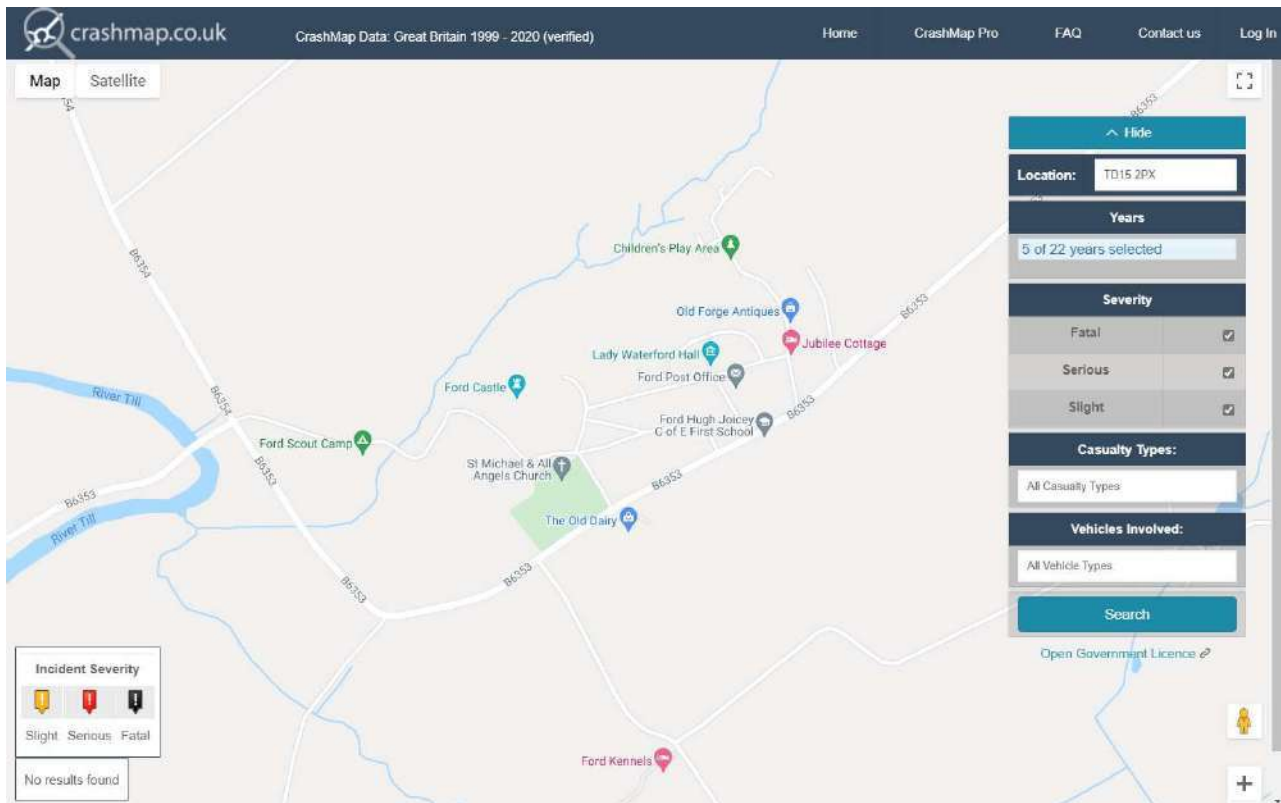
3.4 Accident History

Accident Data for the local highway network has been obtained from the website www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

The data includes all incidents from 2005 up to the end of 2019 and is updated as soon as the latest data is released by the Department for Transport at the end of September every year.

Figure 3-2, overleaf, presents a screenshot from the CrashMap website showing the area around the site; it can be seen that no incidents have occurred within a relevant proximity of the site across the most recent 60 month period available.

Figure 3-2
Screenshot from CrashMap



Whilst the data obtained from the CrashMap website is rudimentary it provides an indication of any trends that have developed in terms of highway safety issues. It is therefore concluded that there are no relevant existing highway safety concerns at or in the proximity of the site access junction.

3.5 Non-Car Accessibility

The overall accessibility of the site has been assessed in detail with respect to pedestrian, cycle, public transport, and vehicular access. The purpose of the assessment is to audit the site in terms of connectivity with the surrounding area and demonstrate that the site is in a sustainable location.

The nature of the existing and proposed activity centre is such that all needs are catered for on-site, minimising the need for guests to travel outside of the grounds. Guests will arrive by group transport; sustainable transport is mostly a consideration for staff.

3.5.1 Pedestrian Access

It is expected that staff who reside on-site or within the village would move around on foot.

The surrounding infrastructure linking the village with the Castle grounds is pedestrian friendly. Footway is provided on the B6353 throughout the length of the village with intermittent street lighting provision and roads are lightly trafficked.

It is considered that the site offers adequate pedestrian accessibility in the context of the development proposals.

3.5.2 Cycle Access

Whilst the site is ruraly located and there is little in terms of cycle specific infrastructure, it is considered that cycles may be used by staff to get around the site, particularly by those staff who also reside at the site.

The estate roads and village roads would all be considered suitable for cycling; they are lightly trafficked at low speeds, and have good inter-visibility.

3.5.3 Public Transport Access

No rail infrastructure exists in relevant proximity of the site, however, there are bus stops along the B6353 within a 5-minute walk of the main access. A summary of the bus service is provided below:

The 267 service is provided by Borders Buses and is available from the Bank Top bus stops located on the B6353 to the east of the main access.

Services run Monday through Saturday between 06:40 and 18:51hrs with a typical frequency of 120 minutes; locations reachable include Ramparts Business Park, Highfields Estate, Berwick-upon-Tweed Rail Station, Tweedmouth, Shoresdean, Duddo, Etal, Ford, Crookham, Millfield, and Wooler.

3.5.4 Non-Car Accessibility Summary

The nature of the existing and proposed activity centre is such that all needs are catered for on-site, minimising the need for guests to travel outside of the grounds. Guests will arrive by group transport, so sustainable transport is mostly a consideration for staff.

The site has good pedestrian and cycle-friendly links with the village which staff who reside on or near the site would utilise daily. The site is located within a rural area and as such there is little in terms of regular public transport. However, there are bus services and facilities available in the village.

In the context of the existing/proposed site use and its rural location, it is considered that the site is adequately served in terms of sustainable transport.

4.0 TRIP GENERATION

This Section provides a summary of the existing trip generation potential of the site. As previously established, no uplift in trip generation is expected as a result of the proposals, as such, no trip generation forecast is necessary.

4.1 Existing Vehicular Trip Generation

Whilst currently not in operation, the current use of the site is as a residential activity centre for children, associated teachers, and staff. The residential activity centre previously operated at a capacity for 180 guests.

The existing site operation would therefore have the potential to generate coach trips and light vehicle trips associated with the arrival/departure of guests and employees.

The Castle has been closed to the public since September 2020 and therefore does not currently generate any trips, but could reopen as a residential activity centre at any time without the need for any permissions.

4.2 Proposed Vehicular Trip Generation

The proposals do not seek to increase the residential capacity of the existing use, nor will it generate any separate daytime use. The potential vehicular trip generation will therefore not increase over pre-Covid levels.

As such, this Section seeks to clarify the expected operational patterns and characteristics of a PGL site.

4.2.1 PGL Operations

PGL is a leading outdoor education provider established over many years offering activity trips at various locations across the UK. They specialise in group activity trips which is the purpose of the proposals.

PGL therefore have good understanding of the requirements and activity patterns.

Guest Activity

Whilst the proposals are not seeking to modify the residential capacity of the site, due to PGL's new operating model (which utilises 3' wide beds rather than 2'6" wide), their tenure of the property will result in a small reduction in the maximum number of guests accommodated, from 180 to 175.

The facilities will be set up to accommodate up to 3 groups at full capacity. Due to organisation of accommodation no more than three groups can be accommodated at any one time.

Each residential activity trip will be bespoke, dependant on the trip requirements and the origin of guests; however, all trips will travel to site by coach.

Coaches range in sizes, usually between 40 and 85 seats. Figure 4-1 shows an image of an 85 seater luxury coach captured at the operational PGL Marchants Hill site.

Figure 4-1
Example Coach photographed at PGL Marchants Hill



An average group size equates to 57 guests. On this basis, three evenly sized groups during full operation would require/generate 3 coach trips.

The start and finish dates of residential trips would typically vary, however, a worst-case scenario could see 3 group departures and 3 group arrivals on the same day; this scenario (which is very unlikely) would therefore generate 6 inbound coach movements and 6 outbound coach movements in a single day.

Coach trips would be scheduled as to ensure that only a single coach was on site at any time for safety and operational efficiency reasons.

Staff Activity

The site operation will deliver 50 local jobs, as per PGL’s typical staffing arrangements.

PGL typically recruit from the local community and further afield where practical; they offer accommodation for those that do not live within a reasonable commuting distance. It is planned that staff accommodation will be provided as summarised below within Table 4-1.

Table 4-1
Summary of Staff Accommodation Provision

Staff Accommodation	Staff Numbers
The Estate House B&B	15
Chauffeur Cottage	6
Further Rented Accomodation	7
Flag Tower	2
Total	30

On the basis of the above staff accommodation being fully utilised, 20 staff would need to commute to the site.

Summary

On the basis of the above, it has been forecast that during full operation, a worst case of 6 coach arrivals and 6 coach departures could be generated.

There would also be vehicular traffic associated with staff activity which could be in the region of 20 vehicle trips per day (20 arrivals and 20 departures).

There would also be occasional trips associated with servicing and delivery operations, such as refuse collection, food delivery and laundry.

Vehicular traffic demand would be managed and the use of sustainable transport would be promoted as detailed within the Travel Plan Statement.

The vehicular traffic generation potential of the site operation will decrease as its residential capacity will be reduced from 180 to 175 guests. The above therefore represents a PGL transport scenario from which a considered review can be undertaken.

4.3 Construction Phase

The construction phase will generate a minimal level of traffic across a 12-week period associated with the installation of the new activity equipment and excavation of the activity pond.

The spoil from the construction of the activity pond will be retained on-site.

It is considered that this low level of traffic activity, occurring temporarily across a 12-week period, would not pose any highway concerns.

5.0 ACCESS AND INTERNAL SITE

This Section discusses access to the site both vehicular and non-vehicular, the internal site layout, parking provision, and arrangements for servicing and delivery.

5.1 Non-car Access

Given the specific location of the site, guest group travel, and the expectation that PGL staff would reside at/near the site, non-car access does not carry the same level of importance as at other PGL sites.

It is therefore considered that the site offers adequate sustainable accessibility in the context of the development proposals.

On the basis of the above it has been determined that no improvements to non-car access are required.

5.2 Vehicular Access

Vehicular Access is currently available at 4 separate locations around the site, with access taken from the B6353. Under the lease PGL are not permitted to use any other access points.

The established access will therefore continue to operate as the sole operational access for vehicles to the site.

5.2.1 Primary Access Review

The access road junctions with the B6353 at a location circa 225 metres directly southeast of Ford Castle. The access road between the B6353 and the site is of a width circa 5.5 metres, with two substantial stone/concrete gate posts.

The main access point (gate posts) is set back approximately 30 metres from the edge of the B6353 carriageway. The area between the carriageway and the main access point comprises a large bell mouth with wide radii; the give way line measures circa 35 metres, and the radii extend back circa 15 metres from the give way line.

The access junction is located within a 30mph speed restriction zone. It has adequate junction visibility in both directions. The visibility splays are shown on the access drawing included at **Drawing 03** of this report. They show 2.4 metre by 90 metre visibility splays which reflect DMRB visibility requirements for a road with 37mph road speeds.

The established access junction has been reviewed in terms of the necessary swept-path requirements. The swept-paths of a large luxury coach have been assessed; this is included on **Drawing 03**.

Whilst the number of existing/proposed coach trips associated with the arrival and departure of guests is low and would be scheduled to be on site at different times, the access junction bell-mouth is wide, and the gate posts are set back sufficiently so that should conflicting coach movements occur, they can manoeuvre comfortably and safely without impeding the flow of traffic on the B6353.

The access is wide, suitable for coach/RCV use, and in a good state of repair. It has therefore been determined that the established access is fit for purpose and will continue to be used for the residential activity centre. No modifications will be required.

5.2.2 Other Existing Site Access Points

It is noted that the Castle postcode currently directs drivers to the western gate.

It will be made clear to all coach operators in advance that the established access should be used.

Signage will also be positioned at the other access points which clarifies that the established access should be used. For example, a sign at the western gate will display wording to the effect of:

'Access to PGL Ford Castle via the main access 750m →'

5.3 Internal Layout

PGL aim to provide the best possible experience for the children visiting their centres, part of which includes making sure that arrival on-site is as impressive and exciting as possible. As such, for the Ford Castle site, coaches will drop visitors off at the main entrance in the vicinity of the Castle Portcullis to emphasise the authenticity of the location.

Once guests are within the castle, coaches will turn using the internal roads to exit in a forward gear; this method of access and egress has been used at this site historically, and without issue.

A Swept-Path Analysis of a luxury coach has been undertaken to ensure that the desired drop-off location is fit for purpose in this respect. This is demonstrated within **Drawing 03** which indicates that a luxury coach can turn comfortably and safely.

Coach arrivals would be carefully scheduled as to not conflict with other groups visiting the site.

5.4 Parking

The existing residential activity centre would use the car parking located to the south-east of the castle where there are 37 car parking spaces available.

The proposals will provide 50 jobs, of which it is expected that 30 would live on or near the site within walking/cycling distance. It is therefore deemed that the existing 37 car parking spaces would be adequate to meet the ongoing requirements of the existing/proposed residential activity centre.

As the proposals are for the continued usage of the site as a residential activity centre, with new activity equipment being installed, no modifications to the current car parking arrangements are deemed necessary.

In terms of cycle parking provision, an available area exists in the vicinity of the Plant room at the northwest corner of the Courtyard; the area is sufficiently large to accommodate secure cycle parking in excess of the requirements.

5.5 Servicing and Deliveries

The existing residential activity centre has historically been serviced by commercial refuse collection vehicles. Moving forward with the upgraded facilities, it is expected that the site will be serviced in a similar way.

The bin store is located to the north-east of the Castle building, adjacent to the Walled Garden.

SLR has produced a Refuse Strategy Statement, which is included at **Appendix 02**; the strategy covers all aspects of servicing delivery including vehicular access and scheduling.

A Swept-Path Analysis has been undertaken based on the requirements of a standard commercial RCV which is included as part of the Refuse Strategy Statement; the plan demonstrates that an RCV is able to access the bin store without issue.

Formal vehicle scheduling will ensure that collections made by RCVs are appropriately timed so as to reduce interference with on-site activities and in the interests of road safety; this is fully discussed within the Refuse Strategy Statement.

6.0 TRANSPORT MANAGEMENT

6.1 Travel Plan Statement

SLR has produced a Travel Plan Statement (TPS), as included at **Appendix 01**.

It considers modes of access to the site by PGL Staff and visitors and how travel to site may be undertaken in a sustainable manner, both at present and moving forward.

The TPS will also confirm how coach trips will be scheduled to ensure a safe and efficient site operation.

6.2 Refuse Strategy Statement

SLR has produced a Refuse Strategy Statement, as included at **Appendix 02**.

It considers the needs of the refuse collection company in terms of access to the site from the highway, location and type of refuse containers, access and movement within the site (RCVs), and scheduling of collections.

6.3 Construction Method Statement

SLR has produced a Construction Method Statement, as included at **Appendix 03**.

It considers the needs of the building contractors for the installation of the activity equipment in terms of access to the site from the highway, access and movement within the site (HGVs), and scheduling of deliveries.

7.0 VEHICULAR TRAFFIC IMPACT

This Section considers the implications of the proposals on the local and wider highways network.

7.1 Net Traffic Change

The proposals do not seek to make any alterations which would either necessitate or give rise to any uplift in vehicular trip generation.

The proposals will result in a small reduction in the maximum number of guests accommodated, which will reduce from 180 to 175.

The proposals will therefore result in a minor reduction in the potential traffic generation of the residential activity centre.

7.2 Traffic Impact on the Local Highway

Any impact on the local and/or wider highways infrastructure would be restricted to the installation of new equipment, and the transport to site thereof, since the completed development will not generate any additional traffic on the local network.

7.3 Highway Safety

Vehicular Access is technically available at 4 separate locations around the site, with the Castle's established access taken from the B6353 to the south-east. The established access off the B6353 will continue to operate as the sole vehicular access for the proposed upgraded residential activity centre, with the remaining 3 accesses unused; this will be ensured by apprising coach operators of these arrangements in advance and providing clear signage within and around the site; and is a requirement of our PGL's lease.

A review of the established access has determined that it is fit for purpose with adequate junction visibility in excess of the requirements for a 30mph road.

A review of public domain Road Collision Statistics has demonstrated that there are no existing highway safety issues in the immediate or local vicinity of the principal vehicular access point.

Swept-Path Analysis of the internal road network on-site has determined that all relevant vehicles can achieve access, turn without issue, and egress onto the public highway in a forward gear.

It is therefore concluded that the continued use of the site as a residential activity centre would be acceptable and would not pose any highway safety concerns.

7.4 Construction Considerations

The delivery and installation of the new activity equipment would be undertaken across a 12-week period. SLR has produced a Construction Management Plan, included at **Appendix 03**, to identify and mitigate against any highway safety issues which could potentially arise during the Construction Phase; this is further discussed below.

The strategy covers all aspects of vehicular access during the construction stage of the development, and includes strategy for the following:

- **Contractor Parking:** all contractor parking would be accommodated within the site boundary and off the public highway;

- **Delivery of Structures/Oversize Equipment:** all deliveries of these types will be properly scheduled, with the correct authorisations obtained in a timely fashion and marshalled on-site with trained banksmen provided as necessary; and
- **Delivery Route:** deliveries will be via the eastern side of the site using the public roads then crossing the field to the activity area. It is likely that temporary matting would be required to enable deliveries to be made into the activity field, and therefore deliveries would either be offloaded at the roadside and moved/tracked to where required or delivered directly into the site through the existing access.

It is considered that the low level of traffic activity across a 12-week temporary period would not result in any highway concerns.

8.0 SUMMARY AND CONCLUSION

On the basis of the content of this Transport Statement the following summary and conclusions can be made.

8.1 Summary

8.1.1 Proposals

The site currently supports an existing residential activity centre which caters primarily to groups such as school excursions. The extant use is operating an accommodation offer for up to 180 guests, with associated teachers and activity centre staff.

The proposals comprise the installation of activity equipment including zip wires, Aero Balls, Air Rifle Ranges, and an activity pond. Wider proposals also include the refurbishment/upgrade of existing building facilities, which will be dealt with as a separate application, and do not result in any impact to traffic generation. The proposals for the siting of new activity equipment will not result in additional residential capacity or any additional daytime use of the facilities.

Any impact on the local and/or wider highways infrastructure would be restricted to the installation of new equipment and the transport to site thereof. Since the completed development will not generate any additional traffic on the local network, long term impacts are nil.

8.1.2 Background Conditions

A review of the site and surrounding area has been undertaken in the context of highway infrastructure.

The site has direct vehicular access to the classified road network which provides links to the A697 to the west, and the A1 to the east.

A review of public domain Road Collision Statistics has demonstrated that there are no existing highway safety issues in the immediate or local vicinity of the primary vehicular access point.

In terms of non-car travel, the nature of the existing and proposed activity centre is such that all needs are catered for on-site, minimising the need for guests to travel outside of the grounds. Guests will arrive by group transport so sustainable transport is mostly a consideration for staff. The site has good pedestrian and cycle friendly links with the village which staff who reside on or near the site would utilise daily. As a rural site, there is little in terms of regular public transport, but there is a bus service. In the context of the existing/proposed site use and its rural location, it is considered that the site is adequately served in terms of sustainable transport.

8.1.3 Access Review

Vehicular Access is theoretically available at 4 separate locations around the site, with the established Castle access taken from the B6353 to the south-east. The established access off the B6353 will continue to operate as the vehicular access for the proposed upgraded residential activity centre, with the remaining 3 accesses unused; this will be ensured by apprising coach operators of these arrangements in advance and providing clear signage within and around the site (and their use is in any event prohibited under the lease).

A review of the established access has determined that it is fit for purpose with adequate junction visibility in excess of the requirements for a 30mph road. Swept-Path Analysis of the internal road network on-site has determined that all relevant vehicles can achieve access, turn without issue, and egress onto the public highway in a forward gear.

It is therefore concluded that the continued use of the site as a residential activity centre would be acceptable and would not pose any highway safety concerns.

8.1.4 Transport Management

SLR has produced a Travel Plan Statement (TPS) which specifies how PGL will promote, where practicable, sustainable travel. The TPS will also confirm how coach trips will be scheduled to ensure a safe and efficient site operation.

SLR has produced a Refuse Strategy Statement (RSS) which considers the needs of the refuse collection company in terms of access to the site from the highway, location and type of refuse containers, access and movement within the site (RCVs), and scheduling of collections.

SLR has produced a Construction Method Statement (CMS) which considers the needs of the building contractors for the installation of the activity equipment in terms of access to the site from the highway, access and movement within the site (HGVs), and scheduling of deliveries.

8.1.5 Traffic Impact Considerations

The proposals do not seek to make any alterations which would either necessitate or give rise to any uplift in vehicular trip generation. The proposals will result in a small reduction in the maximum number of guests accommodated, which will reduce from 180 to 175.

The proposals will therefore result in a minor reduction in the potential traffic generation of the residential activity centre.

The construction phase (delivery and installation of the activity equipment) has been considered and this is anticipated to be completed over a 12-week period, safely utilising a means of access via the north-east of the grounds. The impacts of the construction phase will be mitigated in accordance with the Construction Method Statement (CMS).

8.2 Conclusion

This Transport Statement has determined that the proposed development will not result in a perceptible detrimental impact on the local highway network, both in terms of highway operation and highway safety.

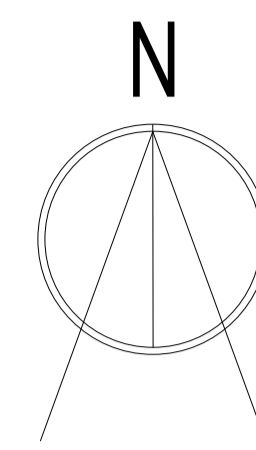
It is therefore concluded that the continued use of the site as a residential activity centre would be acceptable and would not pose any concerns in terms of highway safety or highway operation.

For the above reasons, the proposed development of the site accords with the national and local planning policies and is considered to be acceptable in traffic and transport terms.

DRAWINGS AND APPENDICES

DRAWING 01

Site Location Plan



Site Boundary



C	Drawing updated to show new activity shelter locations	23.11.21
B	Ancoballs and Air Rifle updated	28.11.21
A	Drawing revised to suit Zip Wire alterations	28.11.21
Revision	Description	Date



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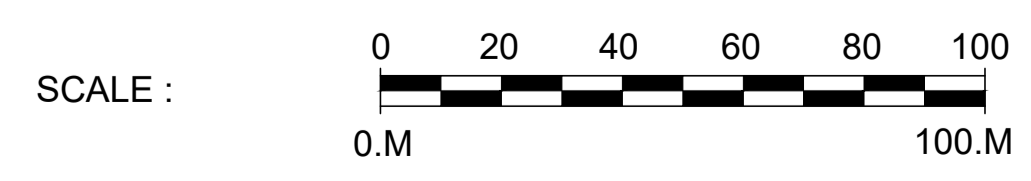
Client PGL HOLIDAYS

Project FORD CASTLE
BERWICK-UPON-TWEED

Drawing PROPOSED LOCATION PLAN

Drawing No 2035\AF-002 Revision C
Scale 1:1250@A1 Date 02.09.21 Drawn JWH

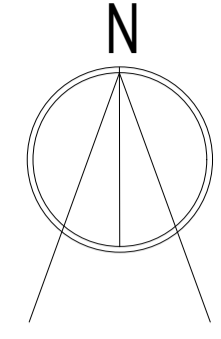
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A1 Drawing

DRAWING 02

Proposed Site Plan



KEY		
	Site Boundary Line	
	Line of Tree Route Protection	
	Activity Shelter	

C	Drawing updated to show new activity shelter locations	29.11.21
B	Updated to suit Zip Wire alterations	29.11.21
A	ISSUED FOR PLANNING	15.11.21
Revision	Description	Date



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Client PGL HOLIDAYS

Project FORD CASTLE
BERWICK-UPON-TWEED
Drawing PROPOSED ACTIVITY FIELD

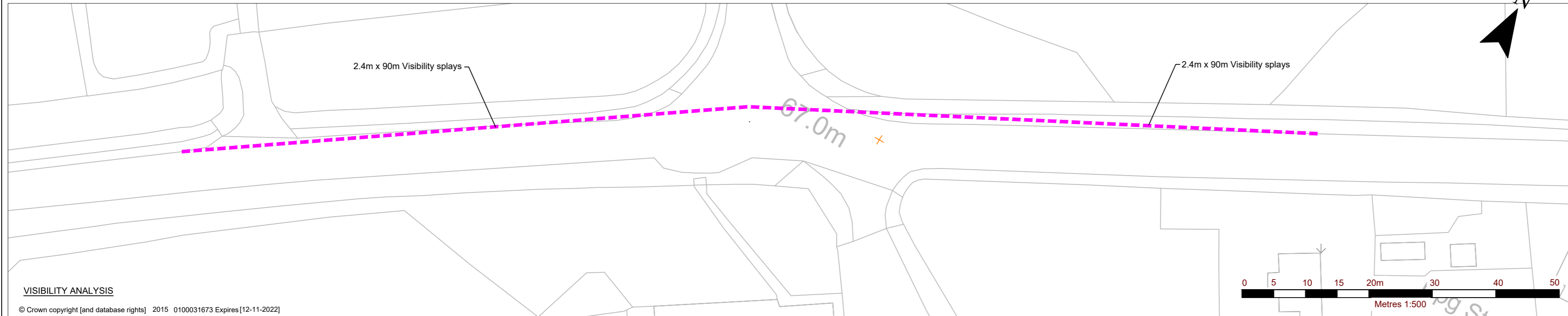
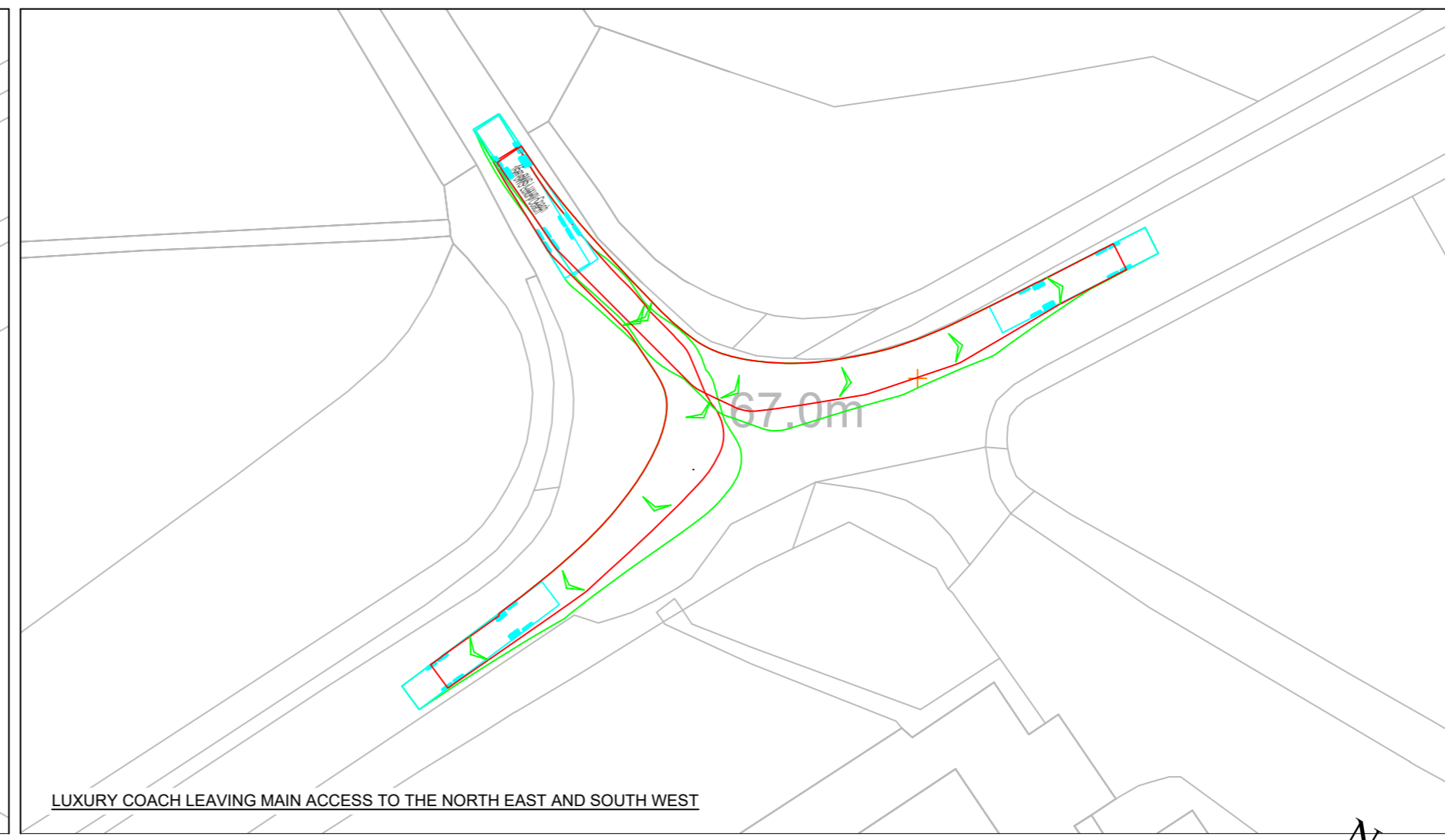
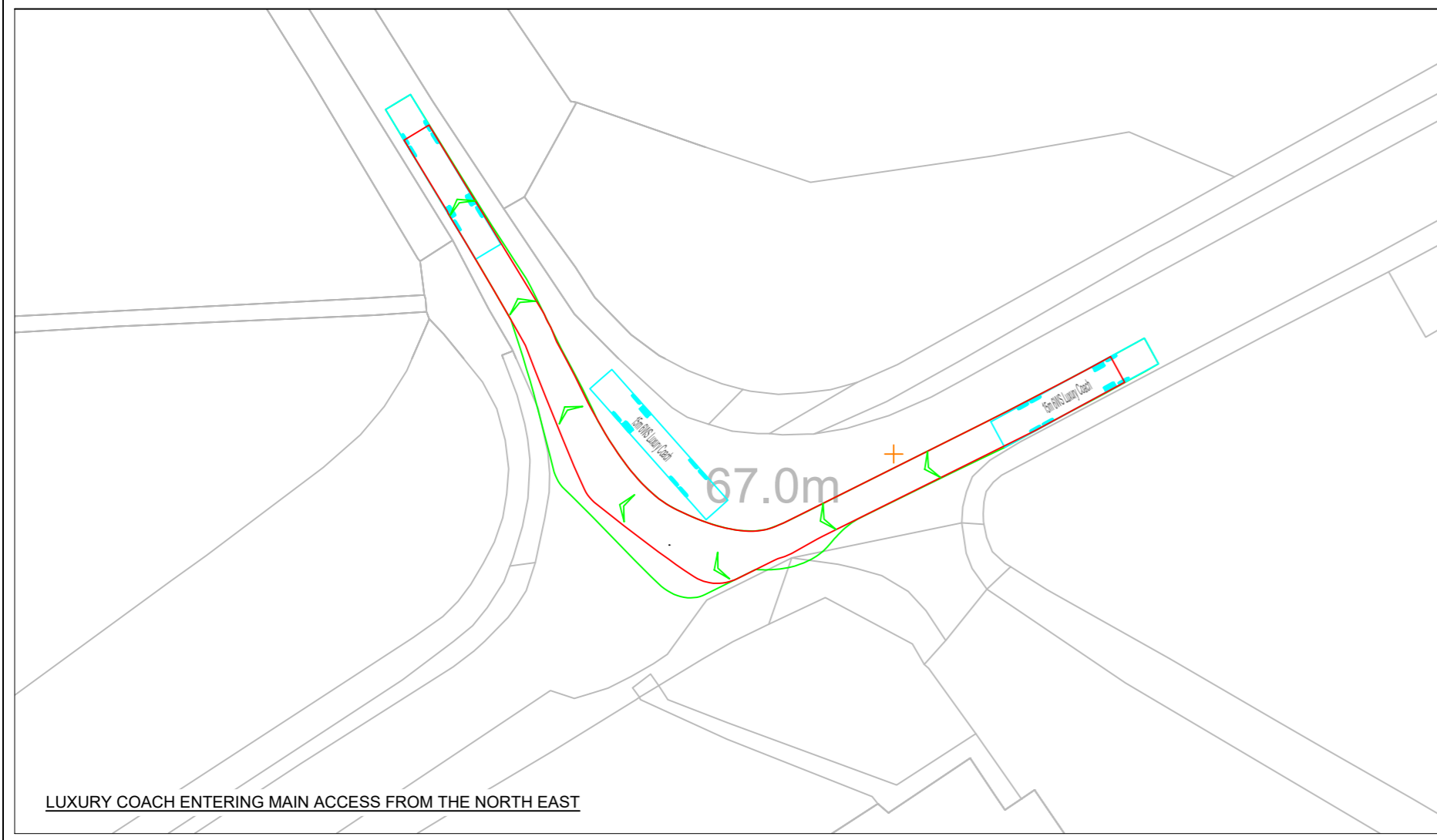
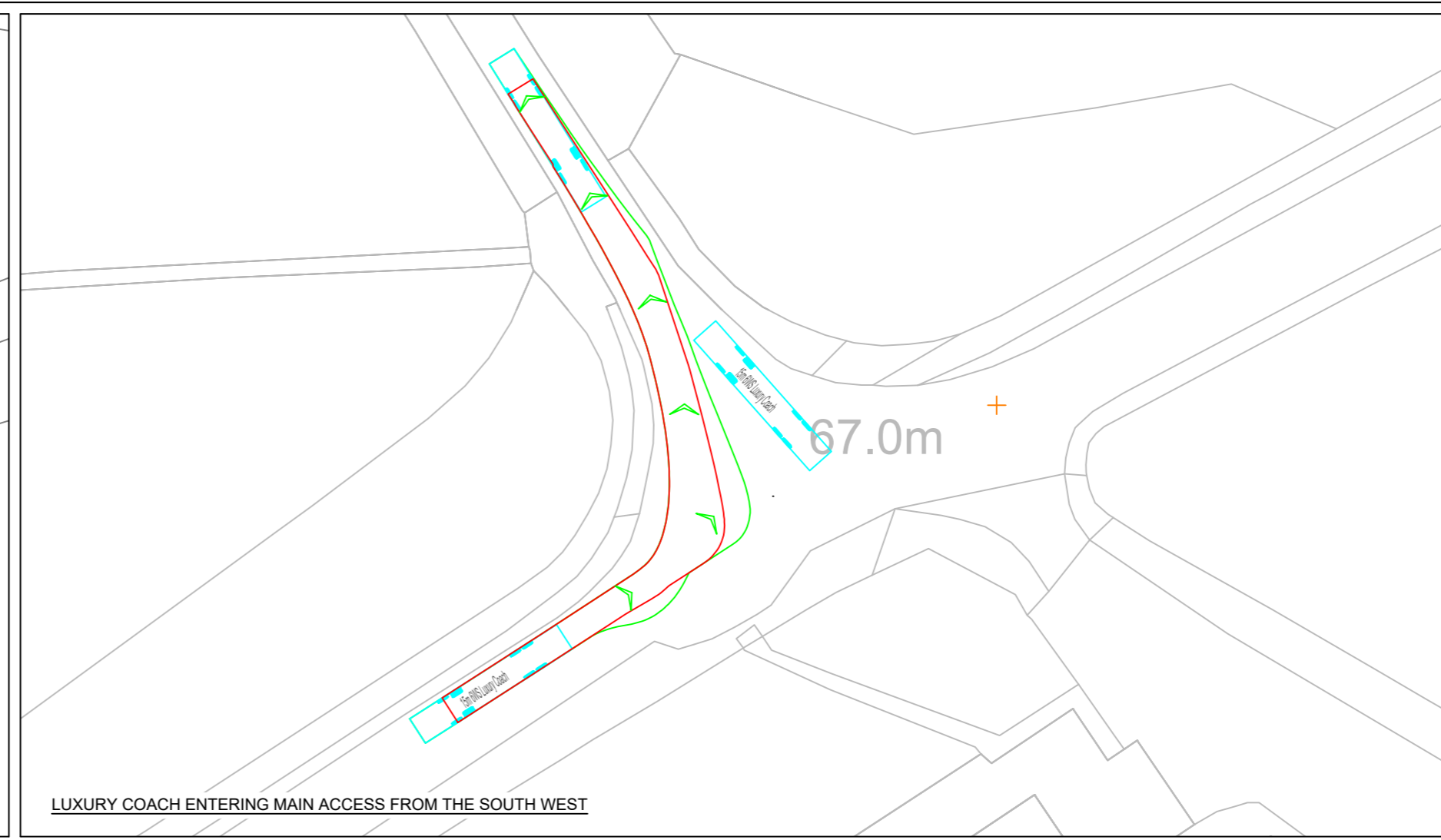
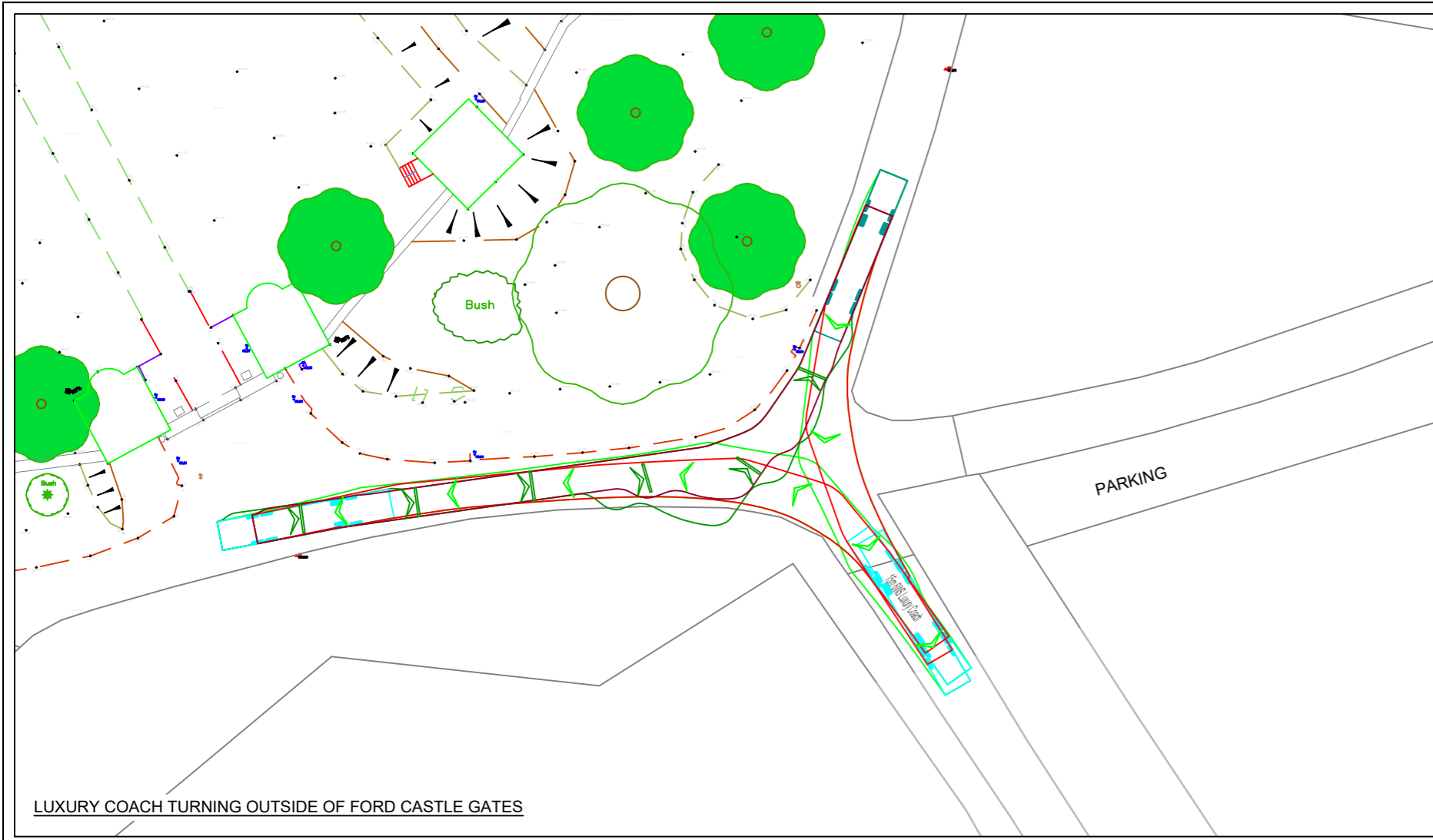
Drawing No 2035\AF-003 Revision C
Scale 1:500@A1 Date 04.08.21 Drawn JWH

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A1 Drawing

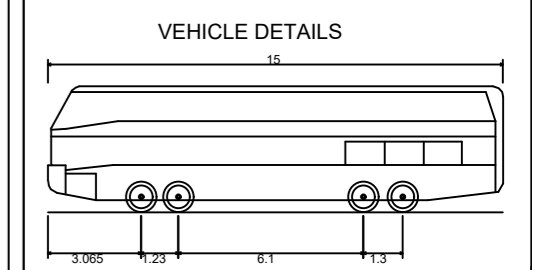
DRAWING 03

Access Arrangements Plan



NOTES
Drawing based on data supplied by NBDA Architects, drawing no no 2035/FC019, Revision D, dated 04-08-21.

- LEGEND
- 2.4m x 90m Visibility splays
 - Extent of vehicle body
 - Extent of vehicle wheels



15m 6WS Luxury Coach	15.000m
Overall Length	2.500m
Overall Width	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	9.773m

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PGL FORD CASTLE
TRANSPORT
SWEEP PATH ANALYSIS AND
VISIBILITY ANALYSIS

001

Scale 1:500 @ A2 Date NOVEMBER 2021

APPENDIX 01

Travel Plan Statement

TRAVEL PLAN STATEMENT

Residential Adventure and Activity Centre

**Ford Castle, Ford,
Berwick-upon-Tweed
TD15 2PX**

Prepared for: PGL Travel Limited

SLR Ref: 406.06654.00010
Version No: 1.0
December 2021

SLR 

BASIS OF REPORT

This document has been prepared by SLR with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with PGL Travel Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Drawing 01: Site Location Plan

1.0 INTRODUCTION

SLR Consulting Limited (SLR) are appointed by PGL Travel Limited (PGL) to prepare a Travel Plan Statement to support a Planning and Listed Building Application at Ford Castle, Ford, Berwick-upon-Tweed TD15 2PX (the 'site').

1.1 What is a Travel Plan?

A Travel Plan (TP) is a package of measures and initiatives designed to reduce reliance on the private car through promoting the use of more sustainable forms of transport.

TPs are an important element of the Governments Integrated Transport Strategy and are a means of managing the operational transport generated by a development or site, and implementing initiatives to reduce identified adverse effects of such transportation.

1.2 Travel Plan Mission Statement & Stated Objectives

The overarching objective of the Travel Plan is to ensure that all reasonable actions are considered and implemented to encourage staff and visitors to travel safely, healthily, and sustainably to and from the site during operation, with a consequential effect being the rationalisation of single occupancy car journeys.

The primary purpose of the Travel Plan is to seek to reduce reliance on the use of single occupancy private car journeys through the encouragement of greater use of group travel/car sharing, public transport together and other non-car modes of travel.

This is a Travel Plan Statement. The purpose of this document is to provide the local authority with the basic structure, objectives and initiatives that would be incorporated into a final Travel Plan document, which would be prepared following beneficial occupation of the development and subsequent to a baseline travel survey.

1.3 Scoping Discussions

Discussions were held with the Principal Transport Officer at Northumberland County Council regarding their pre-application advice, specifically regarding the content within, and methodology used to author, the following Travel Plan Statement (TPS).

SLR submitted an updated scope for the TPS, and subsequent approval from the Officer was received via email. The suggested methodology included the following components:

- provide an audit of sustainable travel infrastructure;
- state how sustainable travel will be promoted to all site users;
- provide a description of how residents/visitors will transport to/from the site, which is typically by coach;
- include details of typical staffing arrangements, confirming that may will live on site or within PGL owned accommodation in the village; and
- provide an action plan to ensure the TPS is implemented effectively.

2.0 THE SITE

This Section considers the site in terms of the proposed facilities and general site operation regarding staff and guests.

2.1 Site Facilities

Whilst not in operation at present, the current use of the site is as a residential activity centre for children, associated teachers, and staff.

The proposals seek to improve the facilities at the existing residential activity centre. The development as proposed comprises the following elements:

- The siting of new activity bases (replacing existing equipment), specifically:
 - Zip Wires;
 - 2 X Aero Balls;
 - 2 X Air Rifle Ranges;
 - Challenge Course;
 - Linear Course; and
- The excavation of a new activity pond for low impact water sports for raft building.

PGL are also proposing to refurbish the existing accommodation, classrooms, bathrooms, kitchens, and service areas within Ford Castle, Ford Castle North Forecourt and Ford Castle East Gateway. This includes no increase in bed spaces, or changes to the layout. This is being dealt with under a separate Listed Building Application.

Access would continue to be via the primary point of access for all guests, employees, servicing requirements; car parking would continue to be at the existing location, with 37 available spaces.

2.2 PGL Site Operation

PGL is a leading outdoor education provider established over many years offering activity trips at various locations across the UK. They specialise in group activity trips which is the purpose of the proposals. PGL therefore have good understanding of the requirements and activity patterns.

2.2.1 Guest Activity

Whilst the proposals are not seeking to modify the residential capacity of the site, due to PGL's new operating model (which utilises 3' wide beds rather than 2'6" wide), their tenure of the property will result in a small reduction in the maximum number of guests accommodated, from 180 to 175.

The facilities will be set up to accommodate up to 3 groups at full capacity.

Each residential activity trip will be bespoke, dependant on the trip requirements and the origin of guests; however, all trips will travel to site by coach.

Coaches range in sizes, usually between 40 and 85 seats; Figure 2-1, overleaf, shows an image of an 85 seater luxury coach captured at the operational PGL Marchants Hill site.

Figure 2-1
Example Coach photographed at PGL Marchants Hill



An average group size equates to 57 guests. On this basis, three evenly sized groups during full operation would require/generate 3 coach trips.

The start and finish dates of residential trips would typically vary, however, a worst case scenario could see 3 group departures and 3 group arrivals on the same day; this scenario (which is very unlikely) would therefore generate 6 inbound coach movements and 6 outbound coach movements in a single day.

Coach trips would be scheduled as to ensure that only a single coach was on site at a time for safety and operational efficiency reasons.

2.2.2 Staff

The site operation will deliver 50 local jobs and as per PGL’s typical staffing arrangements.

PGL typically recruit Staff from the local community and further afield where practical; they offer accommodation for those that do not live within a reasonable commuting distance. It is planned that staff accommodation will be provided as summarised below within Table 2-1.

Table 2-1
Summary of Staff Accommodation Provision

Staff Accommodation	Staff Numbers
The Estate House B&B	15
Chauffeur Cottage	6
Further Rented Accommodation	7
Flag Tower	2
Total	30

On the basis of the above staff accommodation being fully utilised, 20 staff would need to commute to the site.

2.3 Travel Plan Scope

Due to the nature of the site and its target market, guests already use group travel and many of the staff live on-site.

The Travel Plan will therefore seek to maintain and improve the group travel initiatives and promote sustainable travel modes to commuting staff.

3.0 Site Audit

This Section discusses the site in terms of its location and surrounds, the local and wider highways networks, and the accessibility of the site by modes other than the private car.

3.1 Site Location

The site is located within the Ford Castle Estate and is located immediately north of the St Michael & All Angels Church which in-turn is situated off the northern edge of the B6353, which runs through the village of Ford in Berwick-upon-Tweed. Ford Castle and its associated grounds extend to approximately 5.0ha in area.

The site is located 19km south of Berwick-upon-Tweed and lies within 2.0km of A697 between Etal and Milfield.

The site has a network of internal estate roads and four potential points of access, the operational access is on the southern boundary, adjacent to the St Michael & All Angels Church, served off the B6353.

3.1.1 Surroundings

To the north of the site lies a large area of well-established deciduous woodland which acts as a natural screening buffer.

To the north-east of the site lies a wood-pasture and parkland identified as BAP priority habitat, and beyond this, are a small number of residential estate houses.

To the south-east of the site lies the village of Ford, and to the south of the site lies St Michael's Church (Grade II* Listed), Parsons Tower (Grade II Listed Scheduled Monument), and further wood-pasture and parkland identified as BAP priority habitat.

To the east of the site lies wood-pasture and parkland identified as BAP priority habitat, and beyond this the River Till, which is SAC designated (River Tweed SAC).

A Site Location Plan is included at **Drawing 01**.

3.2 Highway Network

The highway network immediately serving the site comprises the B6353, which in turn provides links to the A697, to the west, and the A1, to the east.

3.2.1 Primary Access

The site is connected to the highway infrastructure via an access road which junctions with the B6353 at a location circa 225 metres directly southeast of Ford Castle.

The junction with the B6353 is within a 30mph speed restriction zone and comprises a large bell mouth with wide radii affording ample room for large vehicles, including coaches and Refuse Collection Vehicles (RCVs), to manoeuvre without the need to encroach on the main carriageway.

3.2.2 B6353

The B6353 runs for approximately 17.5km, west-to-east, between junctions with the A697 and the A1, passing south of the site en-route.

It presents as a rural road of width circa 6.5 metres, lined with hedgerow and flanked predominantly by agricultural land. Central markings are present, and the carriageway is level and free from defects; it is considered that the road is of a solid construction and fit for purpose.

Pedestrian infrastructure is present along the B6353 in the vicinity of the site, and bearing west toward the A697.

3.2.3 A697

The A697 runs for approximately 100km, northwest-to-southeast, between junctions with the A68 and the A1.

It presents as a rural road of width circa 8.0 metres, typically lined with grassed verge and/or hedgerow and flanked predominantly by agricultural land with intermittent pockets of residential dwellings and commercial property.

Typical road markings are present with cats eyes installed centrally, and the carriageway is level, free from defects, and fit for purpose. The A697 is subject to the National Speed Limit along its length.

Pedestrian infrastructure is present where necessary i.e. in the vicinity of aforementioned pockets of development, comprising footway on one or both sides of the carriageway, however, streetlighting provision is limited.

Several substantial stretches of the highway are flanked with grassed verge which is not considered suitable for pedestrian travel, however, it is considered extremely unlikely that pedestrian travel would be necessary or attempted by any individual.

3.2.4 A1

The A1 runs along the east coast of mainland Britain from Newcastle-upon-Tyne, through Northumberland and across the border with Scotland into The Scottish borders, and continuing northwest to Edinburgh.

In the vicinity of the site, the A1 presents as a rural A-Class route of substantial width and construction, subject to the National Speed Limit.

3.3 Non-Car Accessibility

The overall accessibility of the site has been assessed in detail with respect to pedestrian, cycle, public transport, and vehicular access. The purpose of the assessment is to audit the site in terms of connectivity with the surrounding area and demonstrate that the site is in a sustainable location.

The nature of the existing and proposed activity centre is such that all needs are catered for on-site, minimising the need for guests to travel outside of the grounds. Guests will arrive by group transport; sustainable transport is mostly a consideration for staff.

3.3.1 Pedestrian Access

It is expected that staff who reside on the site or within the village would move around on foot.

The surrounding infrastructure linking the village with the castle grounds is pedestrian friendly. Footway is provided on the B6353 throughout the length of the village with intermittent street lighting provision and roads are lightly trafficked.

It is considered that the site offers adequate pedestrian accessibility in the context of the development proposals.

3.3.2 Cycle Access

Whilst the site is rurally located and there is little in terms of cycle specific infrastructure, it is considered that cycles may be used by staff to get around the site, particularly by those who also reside at the site.

The estate roads and village roads would all be considered suitable for cycling; they are lightly trafficked at low speeds, and have good inter-visibility.

3.3.3 Public Transport Access

No rail infrastructure exists in relevant proximity of the site, however, there are bus stops along the B6353 within a 5 minute walk of the main access. A summary of the bus service is provided below:

The 267 service is provided by Borders Buses and is available from the Bank Top bus stops located on the B6353 to the east of the main access.

Services run Monday through Saturday between 06:40 and 18:51hrs with a typical frequency of 120 minutes; locations reachable include Ramparts Business Park, Highfields Estate, Berwick-upon-Tweed Rail Station, Tweedmouth, Shoresdean, Duddo, Etal, Ford, Crookham, Millfield, and Wooler.

3.3.4 Non-Car Accessibility Summary

The nature of the existing and proposed activity centre is such that all needs are catered for on-site, minimising the need for guests to travel outside of the grounds. Guests will arrive by group transport so sustainable transport is mostly a consideration for staff.

The site has good pedestrian and cycle-friendly links with the village which staff who reside on or near the site would utilise daily. The site is located within a rural area and as such there is little in terms of regular public transport.

In the context of the existing/proposed site use and its rural location, it is considered that the site is adequately served in terms of sustainable transport.

4.0 TRAVEL PLAN OBJECTIVES

Travel Plan Objectives are the high-level aims of the Travel Plan; they serve to provide direction and focus.

4.1 Primary Objectives

The primary objectives of the Travel Plan are to:

- reduce carbon footprint;
- realise the potential health benefits for employees through encouragement of walking and cycling to the workplace;
- minimise the number of staff and visitors travelling to work by car;
- promote the Company's Corporate Social Responsibility within the community through an interest in sustainable environmental improvement; and
- improve the attractiveness of the Company to employees through the provision of a greater range of staff facilities and benefits.

5.0 ADMINISTRATION OF THE TRAVEL PLAN

PGL would be responsible for implementation of the Travel Plan, providing the appropriate means for it to operate effectively. The Travel Plan will be promoted, implemented, and administered by a Travel Plan Co-ordinator.

5.1 Travel Plan Coordinator

A Travel Plan Co-ordinator (TPC) will be appointed to implement and administer the Travel Plan.

The position would ideally be assumed by a senior member of staff with the ability to influence site management practices; equally, they must have the time to dedicate to the role.

Contact details for the nominated TPC will be clearly displayed throughout staff areas.

The TPC will be responsible for:

- day-to-day administration of the scheme;
- consultation and promotion of the Travel Plan;
- implementation of schemes measures;
- on-going monitoring of the sites travel activity; and
- liaison with the local authority, as appropriate.

During the lifetime of the Travel Plan, the TPC role may change. In this scenario the revised contact details would be passed to the local authorities as soon as possible.

5.2 Targeted Measures and Initiatives

Staff and guests will have different travel requirements. Staff members are likely to have regular transport patterns and are able to establish travel habits, whereas guests will arrive on-site and leave via 'one-off' trips. The TP would therefore target staff and guests with different measures and initiatives.

6.0 MEASURES AND INITIATIVES

Measures and initiatives form the core substance of the Travel Plan Statement; they are the various mechanisms by which the plan achieves its goals.

6.1 Staff Targeted Measures and Initiatives

6.1.1 Travel Information Pack

A Travel Information Pack (TIP) will be produced containing details of the measures and initiatives and include up-to-date public transport information.

It is the responsibility of the TPC to keep the TIP up to date and to evolve the content, incorporating any new elements that may benefit the overall objectives of the Travel Plan, and reacting to changes in transport conditions.

TIPs will be given to each new employee alongside typical introductory materials.

The TIPs should not only be provided at the opening of the new development, but also to new staff throughout the operational life of the site.

6.1.2 Specific Transport Initiatives

Pedestrian

The existing pedestrian infrastructure throughout and surrounding the site is considered appropriate to serve the needs of staff residing locally. Therefore, no physical improvements are considered necessary in order to achieve a modal split.

The focus of the TP in terms of pedestrian travel will be provision of the following initiatives:

- staff changing facilities will be available to allow clothes to be changed as weather conditions demand; and
- staff umbrellas will be made available upon request for all staff regularly walking to work.

Cycle

As with the infrastructure serving pedestrians, cycle infrastructure is considered to be appropriate for the needs of PGL's proposed activities. As such, no improvements are considered to be required however, the following initiatives form part of the TP:

- staff changing facilities will be available to allow clothes to be changed as weather conditions demand; and
- publicity material will be available to indicate the location of existing cycle routes and suitable cycle parking.

PGL always encourage their staff to be part of the Cycle to Work scheme, which allows employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. To date PGL have successfully supported 134 of their employees through the scheme.

To ensure this continues, PGL inform all new staff of the Cycle Scheme during induction and as part of the Travel Plan process and promote the scheme on a monthly basis. Issuing promotional reminders. PGL also offer a corporate discounted route to purchasing cycles and cycling equipment via Madison, which is accessible to staff and their families.

These initiatives are intended to encourage cycle access to work over the car and will be promoted throughout the life of the Travel Plan.

Public Transport

Public transport accessibility in the locality is limited, however, the following initiatives will be included within the TP:

- up-to-date public transport timetable information and local stop locations will be made available; and
- umbrellas will be made available upon request for those people travelling by bus for the interconnecting journey.

Car Sharing

PGL Travel Limited will actively encourage car sharing schemes and will put in place administrative procedures and facilities to match staff in terms of geographical location and hours of employment.

PGL Travel Limited will encourage staff to sign up with local car sharing initiatives which may allow their travel requirements to be matched with people in the local area. The primary car sharing schemes operating within the locality are:

- liftshare.com/uk; and
- [Getabout Northumberland](https://www.getaboutnorthumberland.co.uk)

PGL Travel Limited has also developed an 'Emergency Ride Home' Scheme for car sharers, to ensure that any member of staff with a domestic emergency, or who is feeling unwell will be provided with a lift or taxi home.

6.1.3 Personal Journey Planning

Staff who live off-site will be encouraged to speak directly with the TPC should they require assistance with their travel planning.

This could be particularly relevant to matching staff for car sharing, or where staff could provide a lift from public transport nodes.

6.2 Guest Targeted Measures and Initiatives

Guests will be part of school or other group parties and as such will travel to and from the site by coach.

PGL will assist efficient guest travel by providing the following:

- transport information will be displayed on the company website;
- travel information will be advised throughout the booking stages;
- PGL will provide travel information within trip confirmation emails; and
- PGL will advise coach operators of travel requirements. This will include:
 - instructions to use the primary access;
 - specific drop off and collection times; and
 - coach turning instructions.

7.0 ACTION PLAN

A brief summary of items included within the initial TP Action Plan is provided below.

7.1.1 Prior to Occupation

Prior to occupation the following measures will be implemented:

- appoint TPC;
- design and produce TIPs;
- advertise travel information on website; and
- produce information suitable for trip organisers and coach operators, which can be tailored for each trip (this may be in a standardised email format).

7.1.2 Within Six Months of Operation

Within six months of operation the following measures will be implemented:

- provide sustainable travel information / TIPs; and
- set up TP noticeboard.

7.1.3 Annually

Annually the following measures will be undertaken:

- review the relevance of the Travel Plan;
- consider any further improvements to the Travel Plan; and
- update public transport timetables (as required; minimum once per year).

7.1.4 On-Going

Measures for on-going consideration/implementation are as follows:

- issue TIPs to new staff or on request;
- maintain current database of travel information; and
- consider the implementation of a Cycle to Work scheme.

8.0 SUMMARY

This Travel Plan Statement provides an outline of measures that could be introduced to reduce the reliance on car use and to encourage the use of alternative forms of travel.

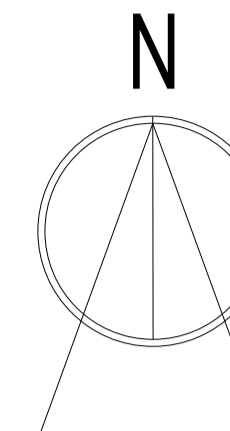
As part of the plan, a TPC will be appointed to promote the Plan to staff and guests, implement the Plan's measures, provide the necessary reporting, liaison with local authorities, and develop the Travel Plan in response to changes in local transport conditions, travel habits and trends.

Regular monitoring and review will provide a measure of the success of the TP and identify where improvements can be made.

DRAWINGS

DRAWING 01

Site Location Plan



Site Boundary



C	Drawing updated to show new activity shelter locations	23.11.21
B	Ancoballs and Air Rifle updated	28.11.21
A	Drawing revised to suit Zip Wire alterations	28.11.21
Revision	Description	Date

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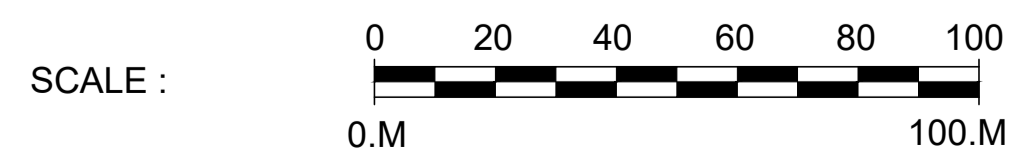
Project FORD CASTLE
BERWICK-UPON-TWEED

Drawing PROPOSED LOCATION PLAN

Drawing No 2035\AF-002 Revision C

Scale 1:1250@A1 Date 02.09.21 Drawn JWH

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APPENDIX 02

Refuse Strategy Statement

REFUSE STRATEGY STATEMENT

Residential Adventure and Activity Centre

**Ford Castle, Ford
Berwick-upon-Tweed
TD15 2PX**

Prepared for: PGL Travel Limited

SLR Ref: 406.06654.00010
Version No: 1.0
December 2021



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DOCUMENT REFERENCES

DRAWINGS

Drawing 01: Refuse Collection Vehicle Swept-Path Analysis Plan

1.0 Introduction

SLR Consulting Limited (SLR) are appointed by PGL Travel Limited (PGL) to prepare a Refuse Strategy Statement to support a Planning and Listed Building Application at Ford Castle, Ford, Berwick-upon-Tweed TD15 2PX (the 'site').

1.1 Background

The site currently supports an existing residential activity centre which caters primarily to groups such as school excursions. The site operates with up to 180 guests with associated teachers and activity centre staff.

The proposals comprise the installation of activity equipment including zip wires, Aero Balls, Air Rifle Ranges, and an activity pond. The proposals also include the refurbishment/upgrade of existing building facilities (these proposals are being dealt with under a separate listed building application).

The proposals will not result in any additional traffic generation potential, with no additional residential capacity and no proposals that will result in any additional daytime use of the facilities.

1.2 Purpose of the Report

Pre-application advice provided by Northumberland County Council (NCC) Highways Development Management (HDM) dated 8th October 2021 stated with regards to refuse storage and servicing that:

'No details have been submitted with regards to refuse storage and strategy for this development. A form of storage and strategy is likely to be required as part of this development and the applicant will need to provide the required details to enable HDM to carry out a full assessment'.

The response concluded stating that, amongst other items, a 'Refuse Strategy Statement, including storage details' would be required to be submitted with any future application.

This Refuse Strategy Statement (RSS) therefore provides clarification of the waste collection arrangements and how they will be undertaken as to not impact the operation of the site, or safety either on-site or on the surrounding highway. It should however be noted that the Refuse Strategy was established under the previous operator and is therefore already consented given that there is no material change to the operation or use of the site.

2.0 Development Site Summary

This Section provides a summary of the Development Site (the ‘site’) in terms of its location, layout and means of access, and a summary of the proposals.

2.1 Site Location

The site is located within the Ford Castle Estate and is located immediately north of the St Michael & All Angels Church which in-turn is situated off the northern edge of the B6353, which runs through the village of Ford in Berwick-upon-Tweed. Ford Castle and its associated grounds extend to approximately 5.0ha in area.

The site is located 19km south of Berwick-upon-Tweed and lies within 2.0km of A697 between Etal and Milfield.

The site has a network of internal estate roads and four potential points of access, the operational access is on the southern boundary, adjacent to the St Michael & All Angels Church, served off the B6353.

2.1.1 Surroundings

To the north of the site lies a large area of well-established deciduous woodland which acts as a natural screening buffer.

To the north-east of the site lies a wood-pasture and parkland identified as BAP priority habitat, and beyond this, are a small number of residential estate houses.

To the south-east of the site lies the village of Ford, and to the south of the site lies St Michael’s Church (Grade II* Listed), Parsons Tower (Grade II Listed Scheduled Monument), and further wood-pasture and parkland identified as BAP priority habitat.

To the east of the site lies wood-pasture and parkland identified as BAP priority habitat, and beyond this the River Till, which is SAC designated (River Tweed SAC).

2.2 Proposals

The proposals seek to improve the facilities at the existing residential activity centre. The development as proposed comprises the following elements:

- The siting of new activity bases (replacing existing equipment), specifically:
 - Zip Wires;
 - 2 X Aero Balls;
 - 2 X Air Rifle Ranges;
 - Challenge Course;
 - Linear Course; and
- The excavation of a new activity pond for raft building.

PGL are also proposing to refurbish the existing accommodation, classrooms, bathrooms, kitchens, and service areas within Ford Castle, Ford Castle North Forecourt and Ford Castle East Gateway. This includes no increase in bed spaces, or changes to the layout. This is being dealt with under a separate Listed Building Application.

Access for all guests/employees and servicing requirements would continue via the established point of access.

3.0 Refuse Collection Strategy

This Section describes the existing and proposed waste collection strategies.

3.1 Existing Waste Collection

Bin storage is currently located to the east of the Castle, adjacent to the north-west corner of the Walled Garden, and will remain in this location.

The site uses 1110 litre wheeled bins for general waste and mixed recyclables.

A commercial waste management company currently services the bins once each week for general waste and once each week for mixed recyclables.

Refuse Collection Vehicles (RCVs) would currently access the site at the primary entrance, turn at the main internal cross-roads, and reverse to the bin storage area for collection.

RCVs would then depart via the primary entrance in a forward gear.

3.2 Proposed Waste Collection Strategy

The upgraded residential activity centre would also be serviced by a commercial waste management provider, using 1110 litre wheeled bins for general waste and mixed recyclables.

PGL would have a formal contract in place to service the site as per the existing arrangements, outlined below:

- collections must be scheduled to an agreed time outside of guest arrival and departure times;
- RCV access and egress to the site must be via the primary access only;
- RCVs must turn within the site and egress in a forward gear;
- the bin storage area will remain at its current location, although the area will be formalised and its appearance improved; and
- any RCV reversing manoeuvres within the private estate must be undertaken with the assistance of a trained banksman.

A Refuse Vehicle Swept-Path Analysis Plan is included at **Drawing 01** which demonstrates that a RCV can access the site, turn, and egress in a forward gear.

4.0 Closure

As per the pre-application request, SLR has reviewed the existing waste collection methods and provided a description of the future refuse collection strategy.

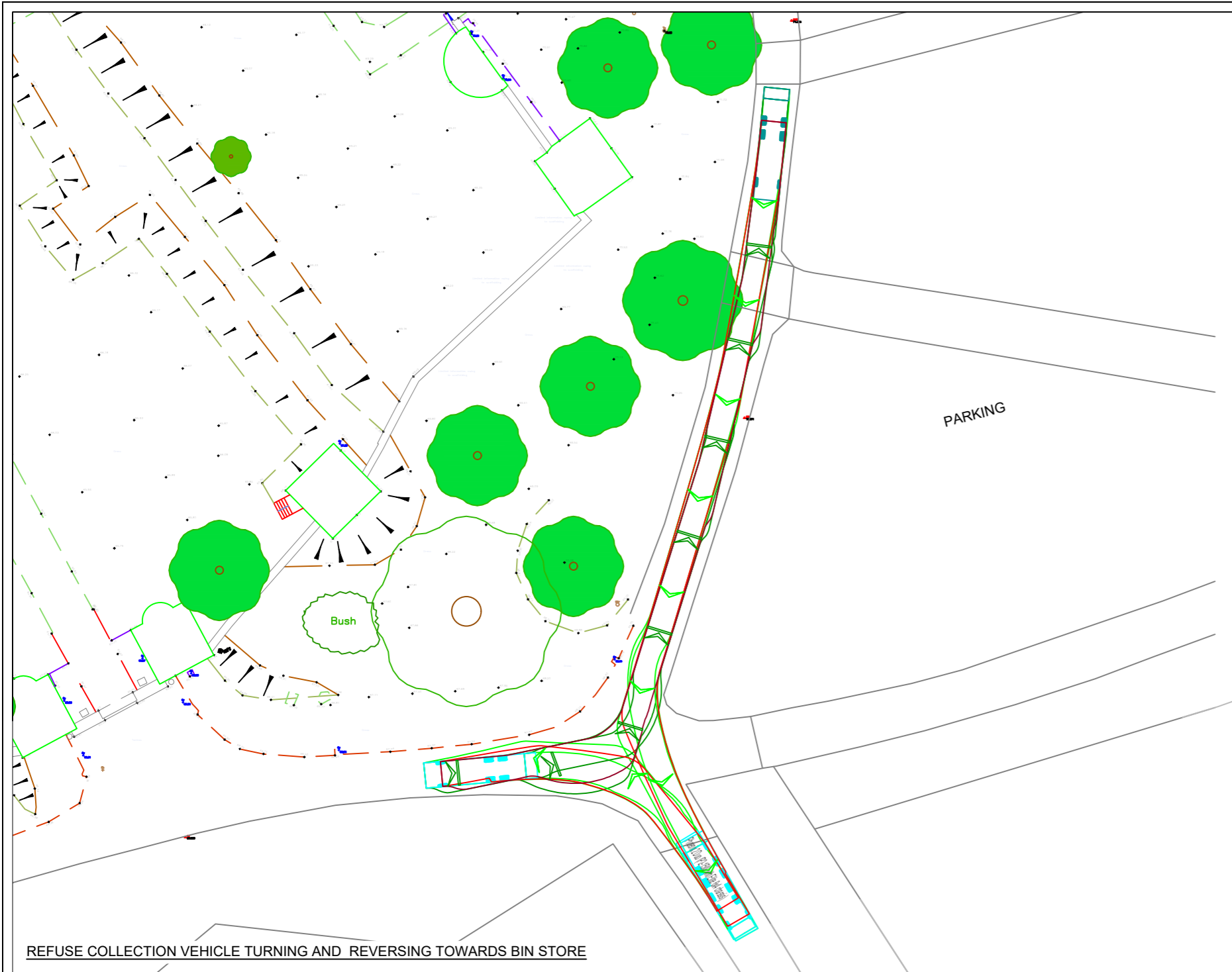
A Swept-Path Analysis has been undertaken which demonstrates that RCVs can access, manoeuvre and egress in a forward gear without any issues.

PGL will agree a formal contract with a commercial waste management company which includes a list of measures to ensure refuse collection is undertaken safely and efficiently.

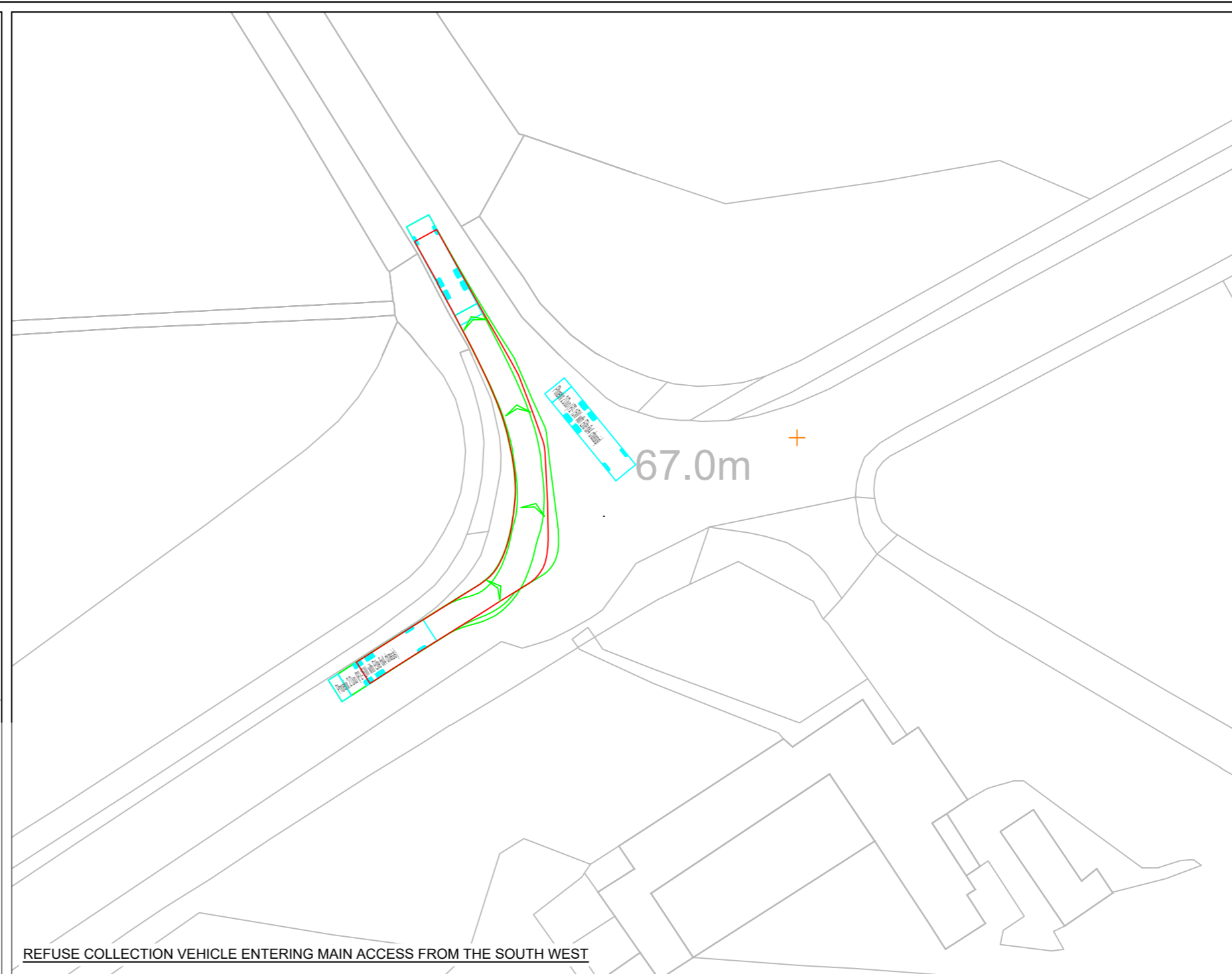
DRAWINGS

DRAWING 01

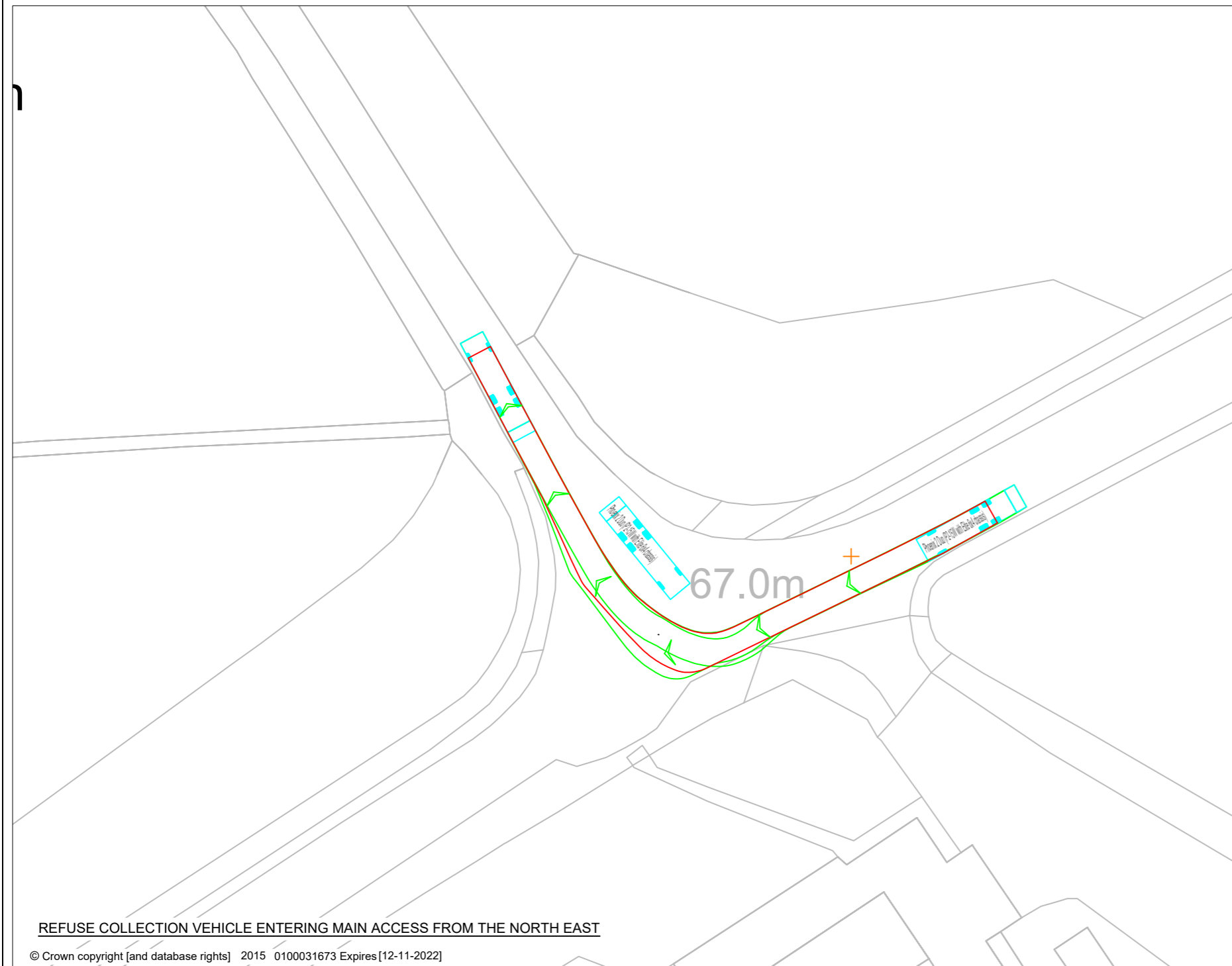
Refuse Collection Vehicle Swept-Path Analysis Plan



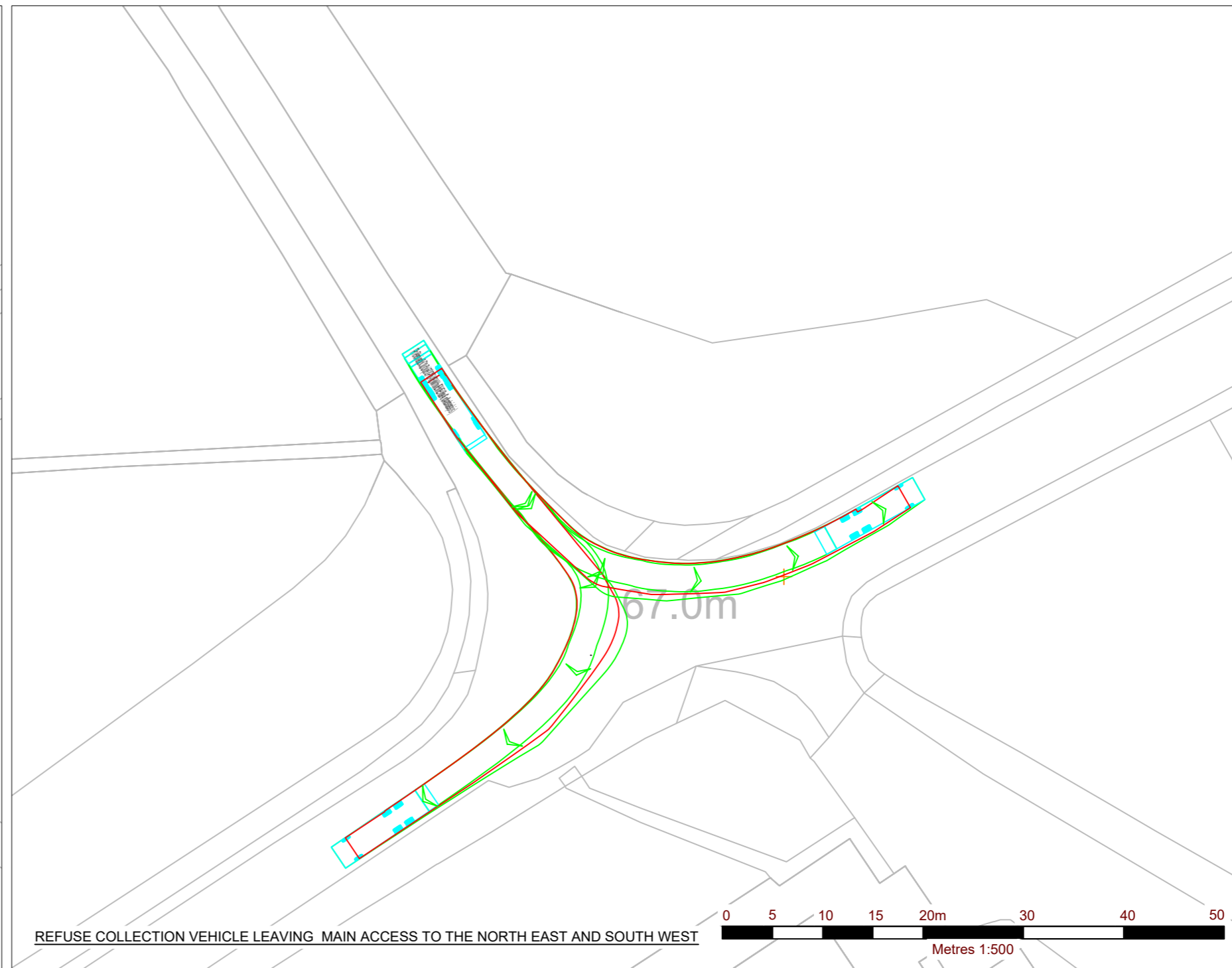
REFUSE COLLECTION VEHICLE TURNING AND REVERSING TOWARDS BIN STORE



REFUSE COLLECTION VEHICLE ENTERING MAIN ACCESS FROM THE SOUTH WEST



REFUSE COLLECTION VEHICLE ENTERING MAIN ACCESS FROM THE NORTH EAST


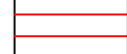
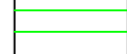


REFUSE COLLECTION VEHICLE LEAVING MAIN ACCESS TO THE NORTH EAST AND SOUTH WEST

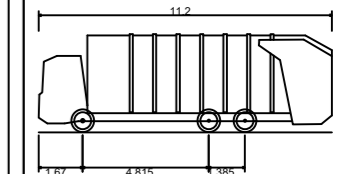
NOTES
Drawing based on data supplied by NBDA Architects, drawing no no 2035/FC019, Revision D, dated 04-08-21.



LEGEND

-  2.4m x 90m Visibility splays
-  Extent of vehicle body
-  Extent of vehicle wheels

VEHICLE DETAILS



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.751m
Min Body Ground Clearance	0.394m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



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PGL FORD CASTLE
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SWEEP PATH ANALYSIS -
REFUSE COLLECTION VEHICLE

001

Scale 1:500 @ A2 Date NOVEMBER 2021

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APPENDIX 03

Construction Method Statement

CONSTRUCTION METHOD STATEMENT

Residential Adventure and Activity Centre

**Ford Castle, Ford
Berwick-upon-Tweed
TD15 2PX**

Prepared for: PGL Travel Limited

SLR Ref: 406.06654.00010
Version No: 1.0
December 2021



BASIS OF REPORT

This document has been prepared by SLR with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with PGL Travel Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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DOCUMENT REFERENCES

DRAWINGS

- Drawing 01: Site Location Plan
- Drawing 02: Proposed Layout Plan
- Drawing 03: Low Loader - Swept-Path Analysis Plan
- Drawing 04: Concrete Mixer - Swept-Path Analysis Plan
- Drawing 05: Rigid Truck - Swept-Path Analysis Plan

1.0 Introduction

SLR Consulting Limited (SLR) are appointed by PGL Travel Limited (PGL) to prepare a Construction Method Statement to support a Planning and Listed Building Application at Ford Castle, Ford, Berwick-upon-Tweed TD15 2PX (the 'site').

1.1 Background

The site currently supports an existing residential activity centre which caters primarily to groups such as school excursions. The site operates with up to 180 guests with associated teachers and activity centre staff.

The proposals comprise the installation of activity equipment including zip wires, Aero Balls, Air Rifle Ranges, and an activity pond. The proposals also include the refurbishment/upgrade of existing building facilities (these proposals are being dealt with under a separate listed building application).

1.2 Purpose of the Report

Pre-application advice was provided by Northumberland County Council (NCC) Highways Development Management (HDM) dated 8th October 2021.

The response concluded stating that, amongst other items, a '*Construction Method Statement, with Plan*' would be required to be submitted with any future application.

This Construction Method Statement (CMS) therefore provides clarification of the construction method pertinent to highways and transportation and how it will be undertaken as to not impact the operation or safety of the site or surrounding highway.

2.0 Development Site and Proposals Summary

This Section considers the site in terms of its location and existing conditions and sets out the proposals.

2.1 Site Location

The site is located within the Ford Castle Estate and is located immediately north of the St Michael & All Angels Church which in-turn is situated off the northern edge of the B6353, which runs through the village of Ford in Berwick-upon-Tweed. Ford Castle and its associated grounds extend to approximately 5.0ha in area.

The site is located 19km south of Berwick-upon-Tweed and lies within 2.0km of A697 between Etal and Milfield.

The site has a network of internal estate roads and four potential points of access, the operational access is on the southern boundary, adjacent to the St Michael & All Angels Church, served off the B6353.

2.1.1 Surroundings

To the north of the site lies a large area of well-established deciduous woodland which acts as a natural screening buffer.

To the north-east of the site lies a wood-pasture and parkland identified as BAP priority habitat, and beyond this, are a small number of residential estate houses.

To the south-east of the site lies the village of Ford, and to the south of the site lies St Michael's Church (Grade II* Listed), Parsons Tower (Grade II Listed Scheduled Monument), and further wood-pasture and parkland identified as BAP priority habitat.

To the east of the site lies wood-pasture and parkland identified as BAP priority habitat, and beyond this the River Till, which is SAC designated (River Tweed SAC).

A Site Location Plan is included at **Drawing 01**.

2.2 Existing Site Use

Whilst not in operation at present, the current use of the site is as a residential activity centre for children, associated teachers, and staff.

The site's current use is longstanding opening in 2012 under previous ownership. The residential activity centre operated at a capacity for 180 guests and includes outdoor activity equipment.

The Castle is closed to the public and does not currently generate any tourism activity. The Castle closed in September 2020 due to the impacts of the Global Pandemic. The Castle's use as an established residential activity centre could recommence at any time without the need for any permissions.

2.3 Development Proposals

The proposals seek to improve the facilities at the existing residential activity centre. The development as proposed comprises the following elements:

- The siting of new activity bases (replacing existing equipment), specifically:
 - Zip Wires;
 - 2 X Aero Balls;
 - 2 X Air Rifle Ranges;

- Challenge Course;
- Linear Course; and
- The excavation of a new activity pond for raft building.

PGL are also proposing to refurbish the existing accommodation, classrooms, bathrooms, kitchens, and service areas within Ford Castle, Ford Castle North Forecourt and Ford Castle East Gateway. This includes no increase in bed spaces, or changes to the layout. This is being dealt with under a separate Listed Building Application.

Access for all guests, employees, and servicing requirements would continue via the established point of access. Car parking would remain at the existing location, with 37 spaces available.

It is noted that spoil from the construction of the activity pond will be retained on-site.

3.0 Construction Method

This Section provides a summary of the likely construction method, in terms of transportation.

3.1 Deliveries

Deliveries would include:

- timber poles;
- steelwork;
- machined timbers;
- plant; and
- concrete.

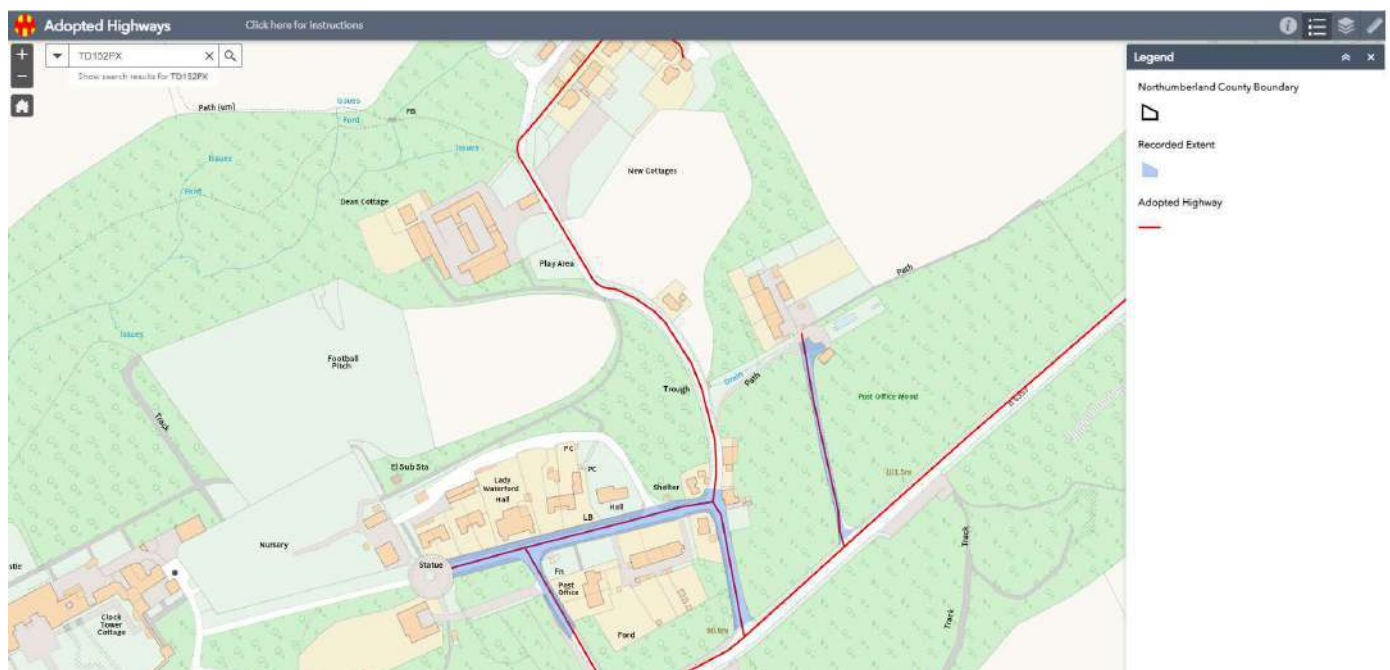
These deliveries would be made via flatbed trucks or concrete mixers, as appropriate.

3.2 Access

The activity equipment and associated materials would be delivered via the unnamed road which junctions off the B6353 approximately 330 metres to the east of the primary site access. The unnamed road provides access to various properties including Jubilee Cottage.

Figure 3-1 provides a screenshot from the Northumberland County Council Interactive Mapping website which confirms that the unnamed road is public highway.

Figure 3-1
Screenshot from NCC Interactive Mapping



Deliveries would route northbound to a field access on the west side of the unnamed road. Via this access, deliveries would route across the field to the activity structure location. Previous installations of activity equipment utilised this same method of access. A Photograph of the field access is provided at Figure 3-2.

Figure 3-2
Photograph of Field Access (Source: Google Street)



PGL will liaise with the Estate for the details of the tenant of the field (currently used for grazing sheep) to make arrangements for temporary access over the 12-week construction period.

Ground protection matting will be used between the field access and the activity locations to ensure that vehicles are able to traverse the field without issue.

Whilst the unnamed road is very lightly trafficked, appropriate traffic management will be arranged by the contractor to manage the delivery process.

It is understood that no work is permitted to take place on Sundays or Public Holidays without the prior written authority of the Local Planning Authority.

3.3 Swept-Path Analysis

Swept-Path Analysis Plans are provided at **Drawings 03, 04 and 05** showing the requirements of the following construction vehicles:

- Low loader;
- Concrete mixer; and
- Rigid truck.

The swept-path analysis shows that the above vehicles can all make the necessary turning requirements; the field access could be temporarily widened during the construction phase to accommodate construction vehicle swept paths where applicable and rebuilt as existing.

A trained banksman will be required to supervise all vehicle movements involving a reverse manoeuvre, or where space is limited.

The contractor is responsible for double-checking the on-site layout by arranging a trial run as necessary with an empty vehicle.

3.4 Construction Hours

Construction traffic associated with the delivery of materials and plant, and removal of surplus and/or waste materials (i.e. other than staff vehicles), will typically arrive and depart between the following hours:

- 08:00 to 18:00 Monday to Friday; and
- 08:00 to 13:00 on Saturdays.

3.5 Vehicle Scheduling

The hours of operation for construction works are likely to be 08:00 – 18:00 Monday to Friday and 08:00 – 13:00 on a Saturday. No work is permitted to take place on Sundays or Public Holidays without the prior written authority of the Local Planning Authority.

The low number of HGV movements can be scheduled and managed accordingly.

All contractors are responsible for the proper organisation of their deliveries, including booking said deliveries. Deliveries must be booked with the Site Manager at least 24hrs in advance in order to accommodate special requirements e.g. usage of a forklift or crane to unload. It is also the contractor's responsibility to apprise themselves of the various protocols associated with delivery to site.

The booking of a delivery shall include imparting the following information to the Site Manager:

- the specific area within the site for which the delivery is destined;
- subcontractor name and contact telephone number;
- content of the delivery;
- name of the haulage company;
- anticipated arrival time;
- estimated duration on site; and
- special requirements e.g. for a forklift/crane.

Access to the site outside of the specified hours will be avoided and if, on occasion, work (including deliveries) is necessary outside of agreed hours, the activity will be kept to a minimum, and occur subsequent to appropriate consultation with the local planning authority.

All contractors, sub-contractors etc. will be formally notified of scheduling requirements.

3.6 Wheel Wash Facilities

A temporary wheel wash facility will be provided at the field access. Vehicles which traverse the field will be required to use the facility prior to leaving the site.

This facility would be operational at all times during the construction period.

In addition, where necessary and deemed safe to implement, road sweeping may be employed to cleanse the public highway in the immediate vicinity of the site to remove any soil/debris which may have been deposited.

3.7 Construction Staff Parking

Construction staff would park within the site at the existing car parking area. The existing car parking area has capacity for 37 vehicles, which is adequate to accommodate construction staff parking requirements. There would be no parking on the public highway.

4.0 CMS Implementation

This Section describes how the CMS will be implemented.

4.1 Publicity and Consultation

The aim will be to communicate the construction requirements and measures taken to minimise impacts to surrounding stakeholders and highway users.

Signage will be displayed at appropriate locations providing advanced notification of the works.

Residents/occupants on the unnamed road and in the locality will be notified in advance of the works and apprised of the access and delivery arrangements. This may require a 'door-knock' approach or leaflet drop.

Commencement dates for construction will be communicated to local stakeholders who will be able to provide their input to the project at any time. This could include, for example, members of the public who wish to raise a concern, or a member of staff with a suggestion. All input will be recorded and, whether actioned or not, will be considered as part of a review process.

4.2 Staff/Driver/Contractor Information

All Staff/HGV drivers/contractors will be provided with details of the site restrictions and implemented measures.

A Transport Information Sheet (TIS) will be produced which details the site's requirements and restrictions. The factsheet will be provided to all sub-contractors and new staff and used within the tendering and appointment process.

The TIS will include the following:

- Staff Transport Information, comprising:
 - promotion of sustainable travel/car sharing;
 - car parking arrangements; and
 - site access arrangements.
- Operational Vehicle Information, comprising:
 - HGV access requirements, routing, and restrictions; and
 - loading/unloading requirements (wheel wash etc).
- Monitoring and Reporting procedures/contacts.

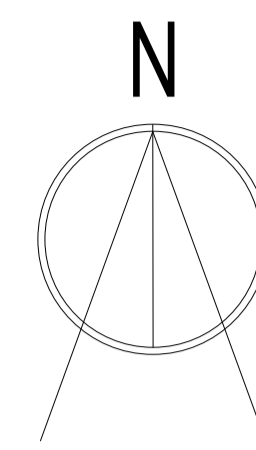
Site transport restrictions, implemented measures, and operational preferences will be reaffirmed during regular staff/contractor briefing sessions on site.

It will be made clear that a breach of rules and restrictions may be subject to standard disciplinary procedures.

DRAWINGS

DRAWING 01

Site Location Plan



Site Boundary



C	Drawing updated to show new activity shelter locations	23.11.21
B	Ancoballs and Air Rifle updated	23.11.21
A	Drawing revised to suit Zip Wire alterations	26.11.21
Revision	Description	Date



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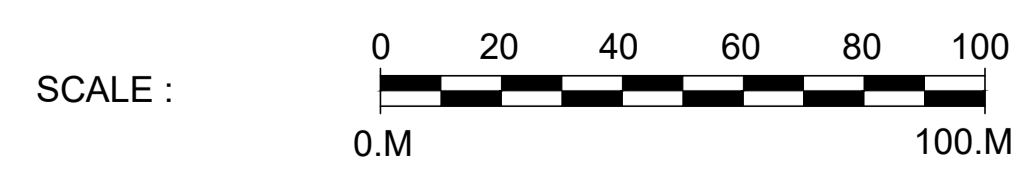
Client PGL HOLIDAYS

Project FORD CASTLE
BERWICK-UPON-TWEED

Drawing PROPOSED LOCATION PLAN

Drawing No 2035\AF-002 Revision C
Scale 1:1250@A1 Date 02.09.21 Drawn JWH

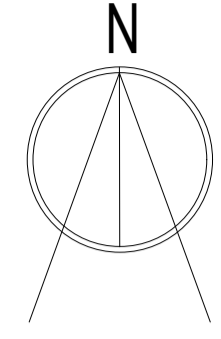
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A1 Drawing

DRAWING 02

Proposed Site Layout Plan



KEY

	Site Boundary Line
	Line of Tree Route Protection
	Activity Shelter

C	Drawing updated to show new activity shelter locations	29.11.21
B	Updated to suit Zip Wire alterations	29.11.21
A	ISSUED FOR PLANNING	15.11.21
Revision	Description	Date



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Client **PGL HOLIDAYS**

Project **FORD CASTLE
BERWICK-UPON-TWEED**

Drawing **PROPOSED ACTIVITY FIELD**

Drawing No **2035\AF-003** Revision **C**

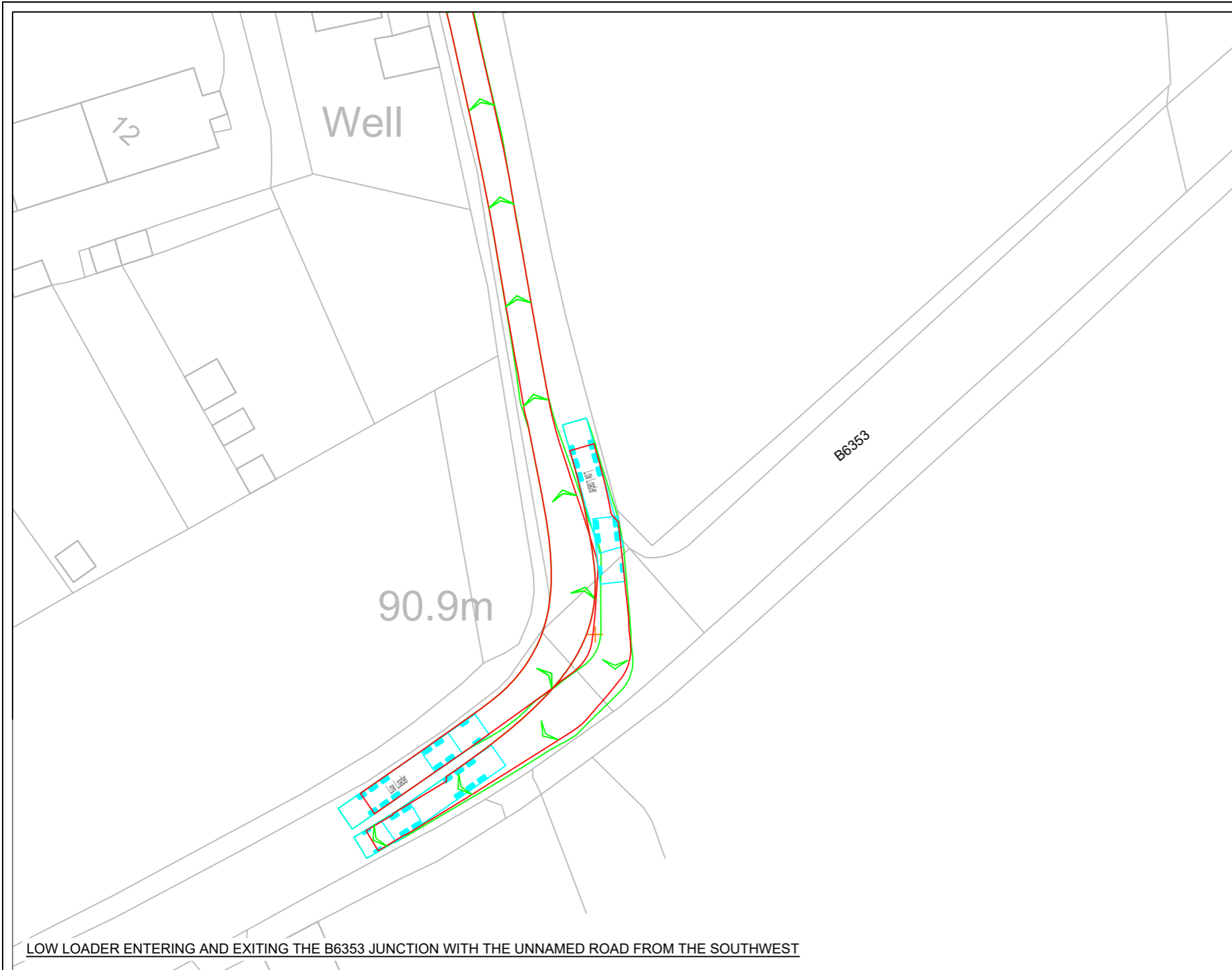
Scale **1:500@A1** Date **04.08.21** Drawn **JWH**

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A1 Drawing

DRAWING 03

Low Loader – Swept-Path Analysis Plan



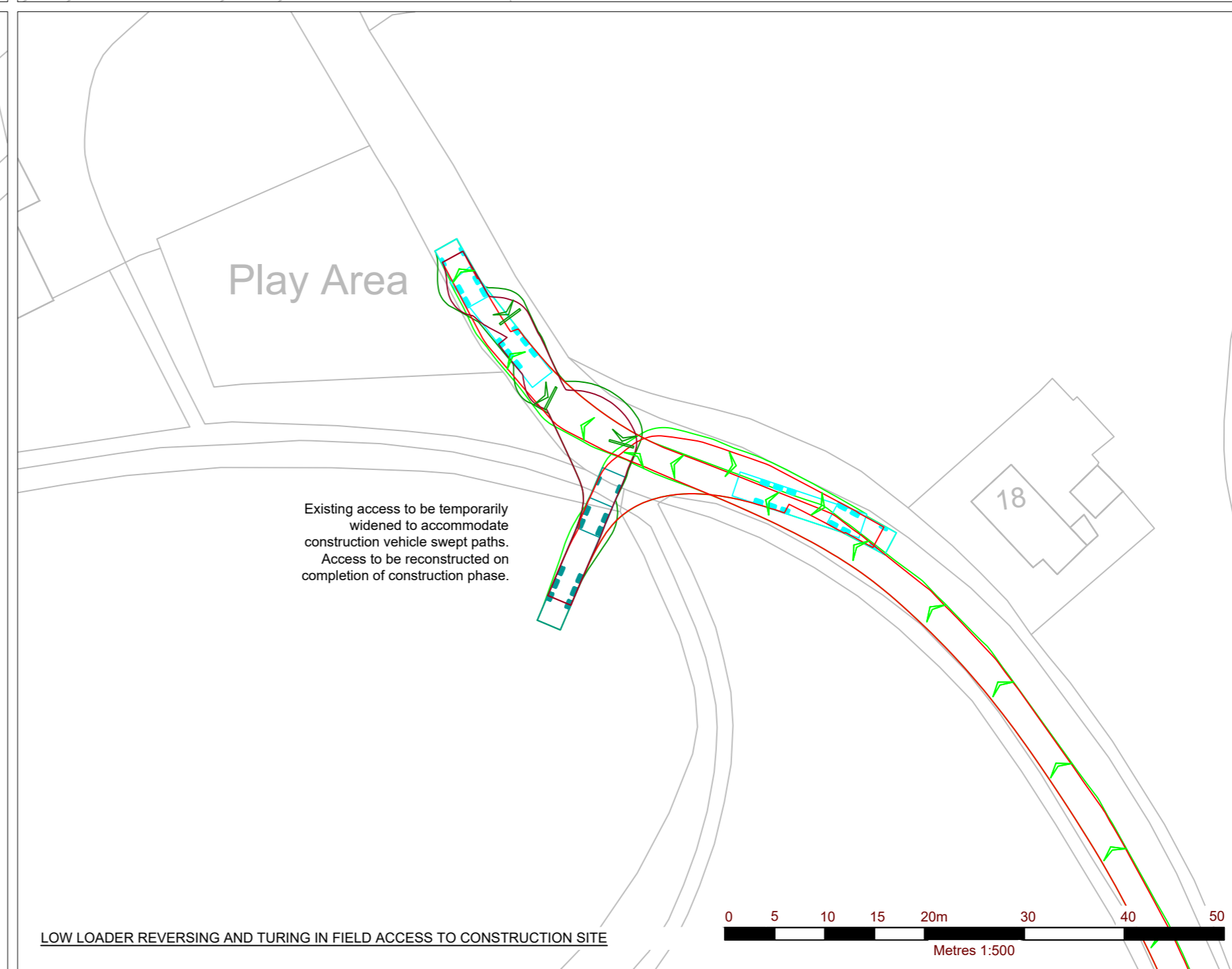
LOW LOADER ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE SOUTHWEST



LOW LOADER ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE NORTH EAST



LOW LOADER LEAVING UNNAMED ROAD ONTO B6353 TO THE NORTH EAST



LOW LOADER REVERSING AND TURNING IN FIELD ACCESS TO CONSTRUCTION SITE

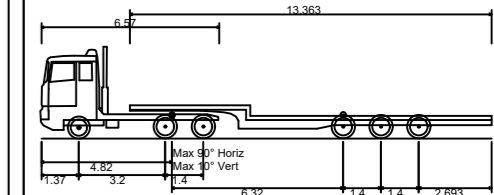
NOTES
Drawing based on data supplied by NBDA Architects, drawing no no 2035/FC019, Revision D, dated 04-08-21.



LEGEND

- Extent of vehicle body
- Extent of vehicle wheels

VEHICLE DETAILS



Low Loader	16.633m
Overall Length	2.500m
Overall Width	3.396m
Overall Body Height	0.320m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.790m
Kerb to Kerb Turning Radius	

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PGL FORD CASTLE
TRANSPORT
**CONSTRUCTION METHOD STATEMENT
SWEEP PATH ANALYSIS -
LOW LOADER**

003

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Date NOVEMBER 2021



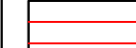
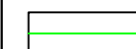
DRAWING 04

Concrete Mixer – Swept-Path Analysis Plan

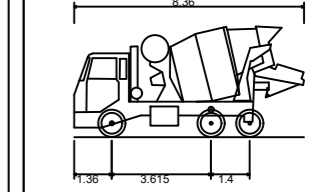
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 drawing no no 2035/FC019, Revision D, dated
 04-08-21.



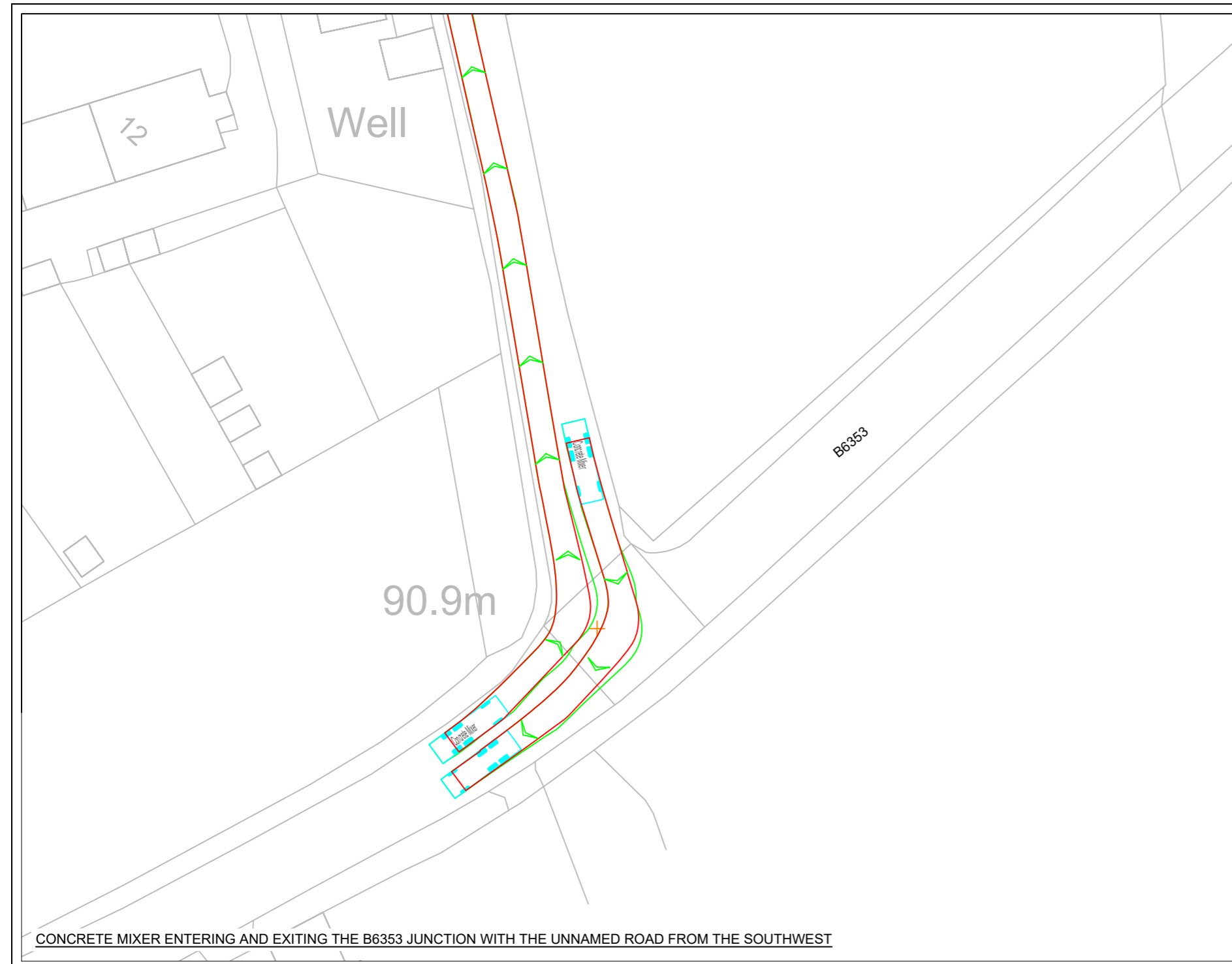
LEGEND

-  Extent of vehicle body
-  Extent of vehicle wheels

VEHICLE DETAILS



Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m



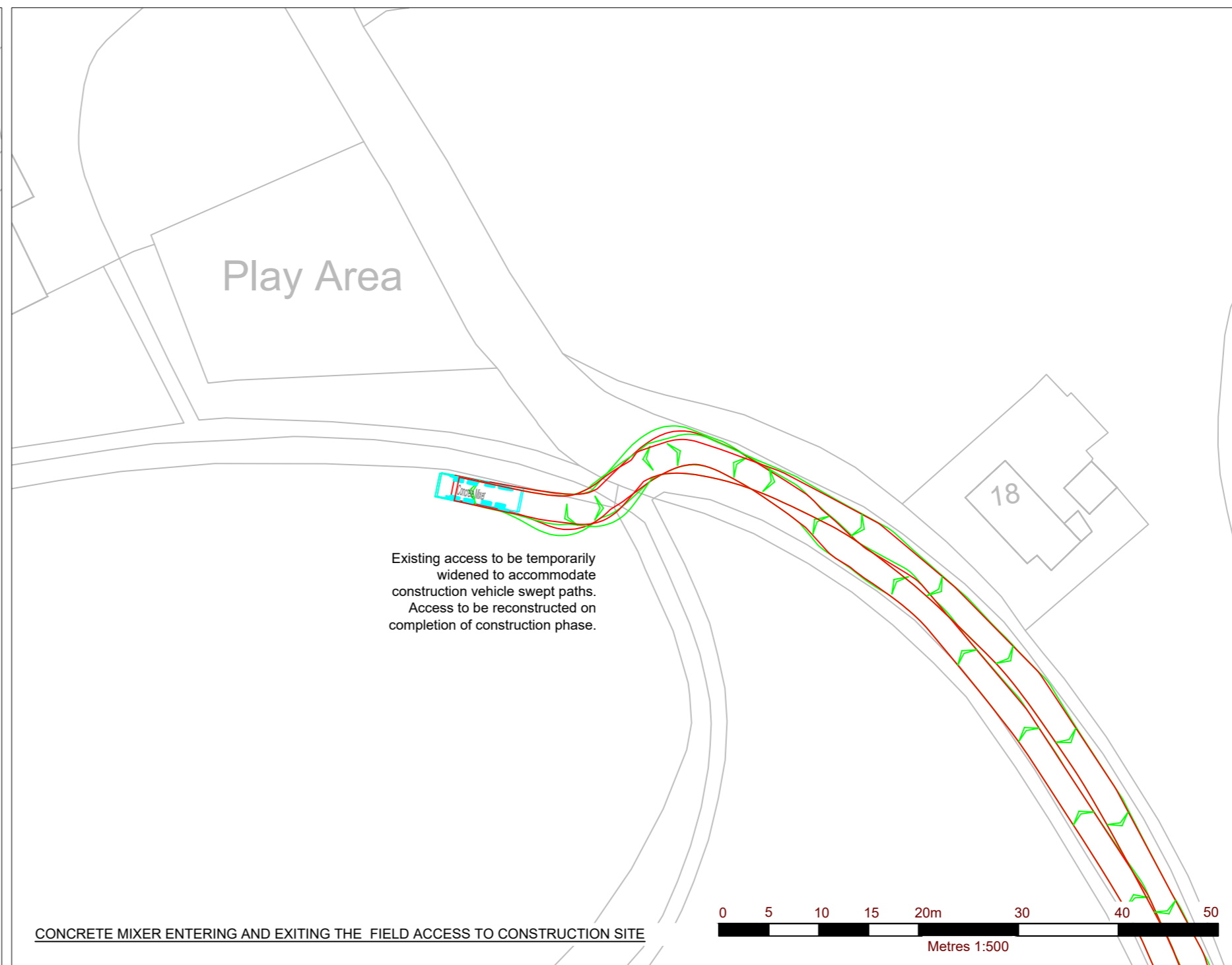
CONCRETE MIXER ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE SOUTHWEST



CONCRETE MIXER ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE NORTH EAST



CONCRETE MIXER LEAVING UNNAMED ROAD ONTO B6353 TO THE NORTH EAST



CONCRETE MIXER ENTERING AND EXITING THE FIELD ACCESS TO CONSTRUCTION SITE

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PGL FORD CASTLE
 TRANSPORT
**CONSTRUCTION METHOD STATEMENT
 SWEEP PATH ANALYSIS -
 CONCRETE MIXER**

004

Scale: 1:500 @ A2 Date: NOVEMBER 2021

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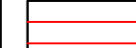
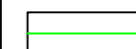
DRAWING 05

Rigid Truck – Swept-Path Analysis Plan

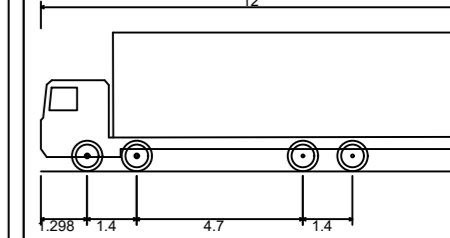
NOTES
 Drawing based on data supplied by NBDA Architects,
 drawing no no 2035/FC019, Revision D, dated
 04-08-21.



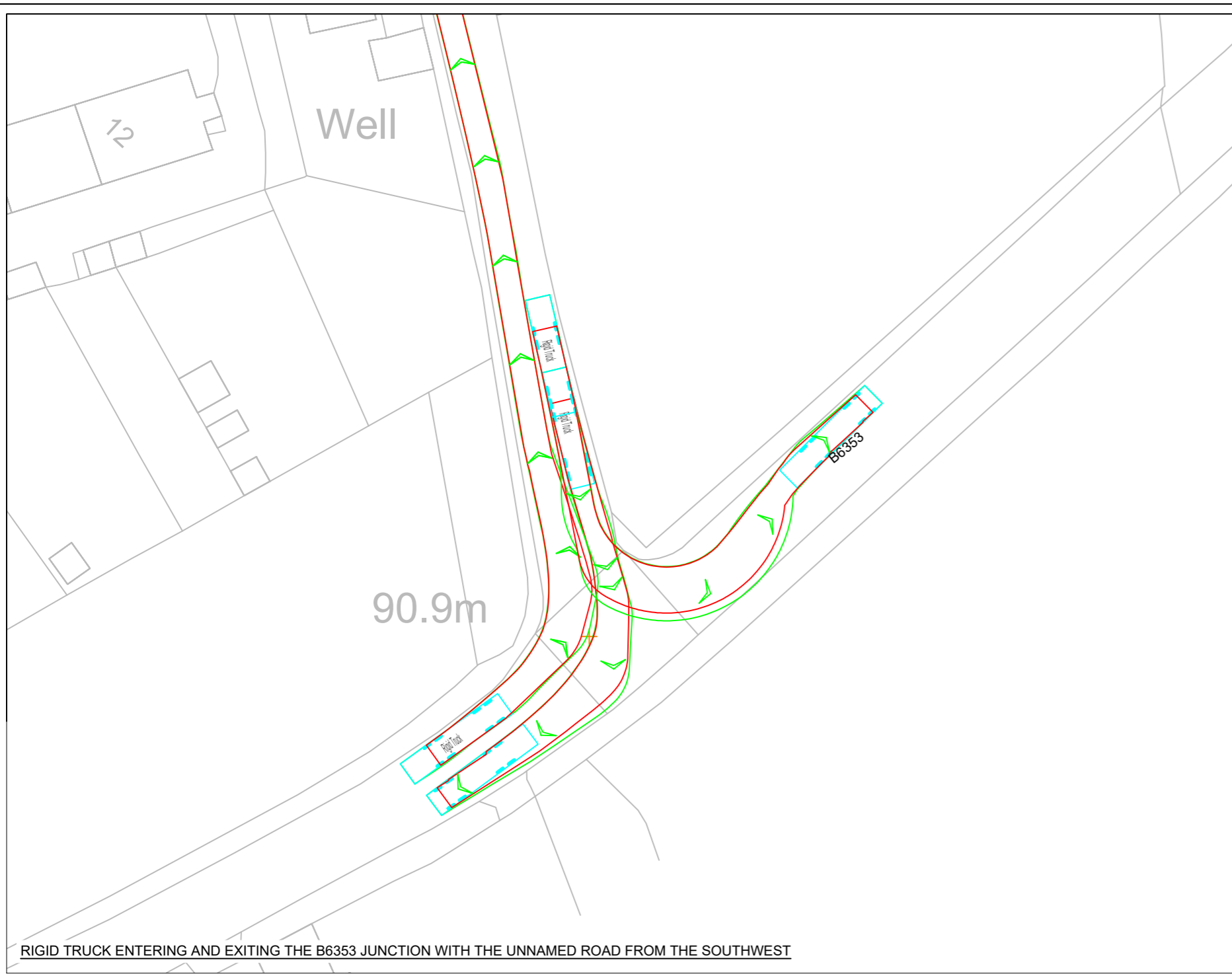
LEGEND

-  Extent of vehicle body
-  Extent of vehicle wheels

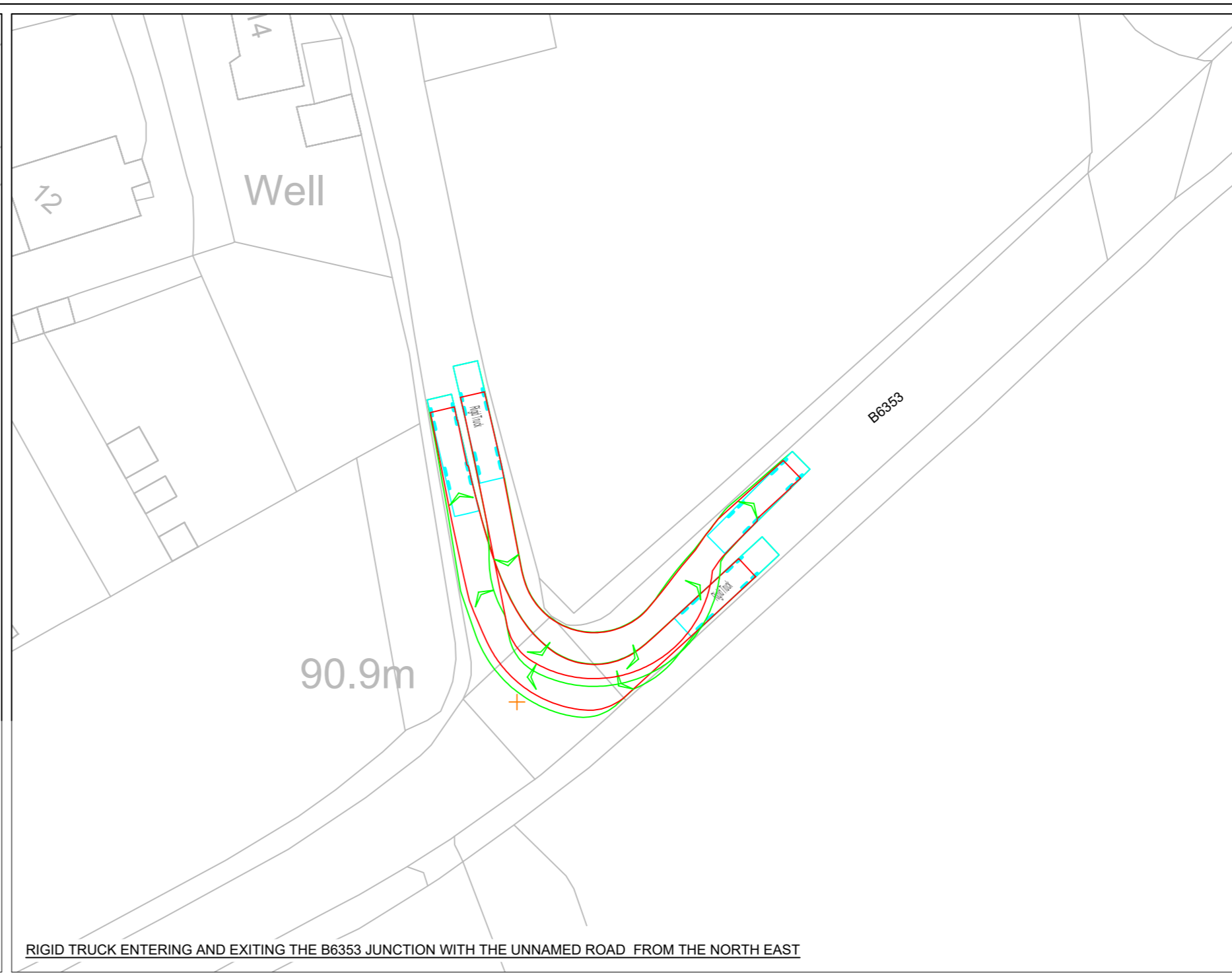
VEHICLE DETAILS



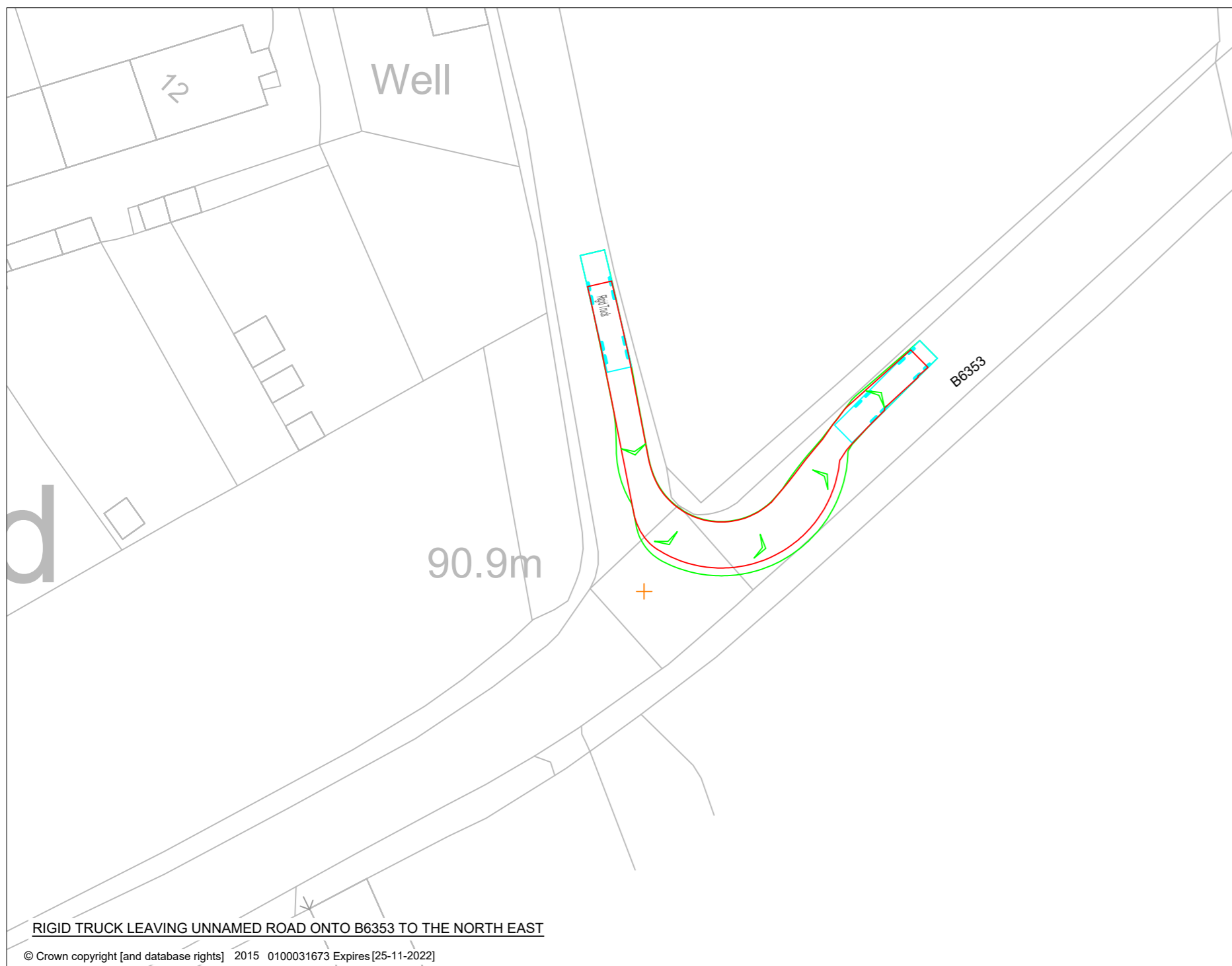
Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



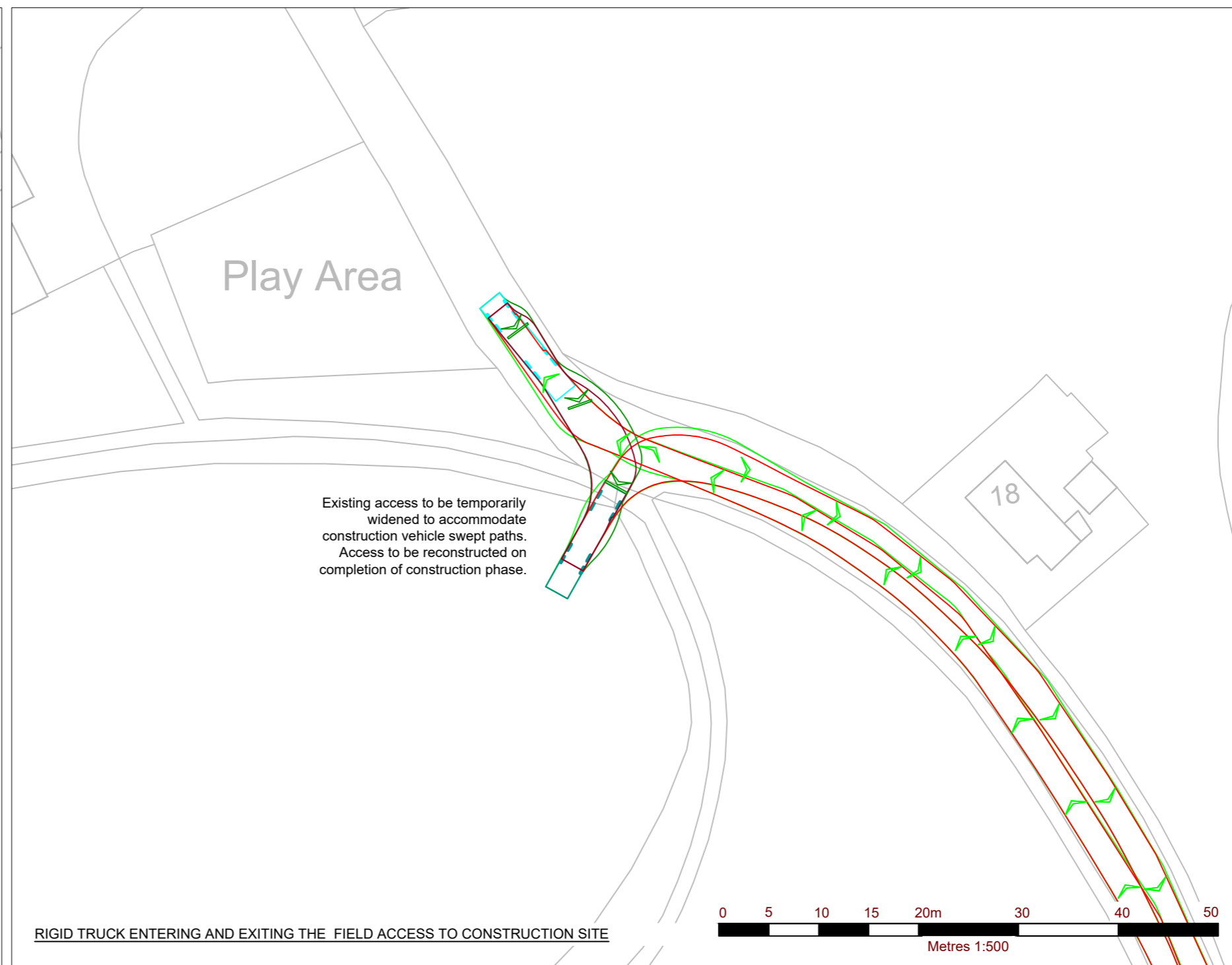
RIGID TRUCK ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE SOUTHWEST



RIGID TRUCK ENTERING AND EXITING THE B6353 JUNCTION WITH THE UNNAMED ROAD FROM THE NORTH EAST



RIGID TRUCK LEAVING UNNAMED ROAD ONTO B6353 TO THE NORTH EAST



RIGID TRUCK ENTERING AND EXITING THE FIELD ACCESS TO CONSTRUCTION SITE

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 2ND FLOOR
 HERMES HOUSE
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PGL FORD CASTLE
 TRANSPORT
**CONSTRUCTION METHOD STATEMENT
 SWEEP PATH ANALYSIS -
 RIGID TRUCK**

005

Scale: 1:500 @ A2 Date: NOVEMBER 2021

406.06654.00010.07.0065.0.dwg

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