

PROPOSED REFURBISHMENT & EXTENSION OF CLUBHOUSE

MID KENT GOLF CLUB

SINGLEWELL ROAD

GRAVESEND

KENT DA11 7RB

TRANSPORT STATEMENT

FOR

MID KENT GOLF CLUB

25th April 2022

Report No.: 4942 TS

P01

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Gravesham Borough Council

1. Introduction and Brief

Considine Limited have been appointed to prepare a Transport Statement (TS) to support a planning application for a proposed refurbishment, reconfiguration and extension of the existing clubhouse at the Mid Kent Golf Club, Singlewell Road, Gravesend.

A pre-app has been undertaken with Gravesham Borough Council and the Council's Highways Development Management Officer has stated that as this proposal includes an increase in the area to accommodate function/bar/lounge spaces, a Transport Statement should be submitted with any application demonstrating the adequacy of the car park and its ability to accommodate normal golf club (including any competitions) use and that of functions at the same time. A Travel Plan has also been requested to support the application and this is provided in a separate document.

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1.1 Report Structure

The remainder of this report is set out as follows:

- Section 2 describes the site and existing operations of the club, the existing highway conditions and accessibility at the site and in the surrounding local area.
- Section 3 sets out the development proposals and assesses the access arrangements, servicing and parking provision to standards.
- Section 4 provides an assessment of potential impact of the additional floor area of the clubhouse and the impact on the public highway and parking.
- Section 5 draws conclusions.

2. Baseline Conditions

2.1 Site & Surrounding Area

The Mid Kent Golf Club site is located on the east side of Wrotham Road to the northeast of the A2 Tollgate Junction at the southern edge of Gravesend within a residential area. It is a rough rectangular shape covering an area of about 88 acres in size. The location of the site in the context of its local surroundings is shown in Figure 2.1 below.



Figure 2.1 – Local Context Site Location

The clubhouse and associate car parks are located at the north-eastern corner of the site with the main access from Singewell Road. Refer to Figure 2.2 below.



Figure 2.2 – Google Aerial Image of Site Access, Clubhouse & Car Parks

The car parking includes a small car parking area for the club pro, chairman directors and staff just to the north of the clubhouse with marked parking space for 10 cars, including 2 disabled parking spaces. The main larger car park to the west of the clubhouse has space for approximately 140 cars with 6 spaces allocated for staff at its northeast corner. A one-way route is in operation around this main car park and although most spaces are marked to make efficient use of the parking area, there are large areas that are unmarked which can result in efficient parking.

The Golf Club is an 18-hole private golf course with approximately 850 members and holds regular competitions and society days in addition to general play. The busiest events at the course tend to be Pro-Am events where as many as 130-140 persons could be on site. Such events are often proceeded with evening dinners so the amount of people on site could be on-site for a large part of the day. It is understood that the club house can accommodate events up to 120 attendees.

The clubhouse is generally open between 07:30-22:00hrs every day of the week although can be open to midnight for special evening events.

The club also hire out their lounge and dining room for non-golf events such as parties, wakes and other functions although these are not permitted to coincide with some of the busier competition events.

The clubhouse dates from the mid-1960s and has been extended for various facilities to include drying room, games room, practice range, pro-shop, trolley store, Kitchen, bar store and board room. The club house is split into 2 halves being split by the main building entrance. The western half provides a bar, kitchen, accommodation and back of house bar facilities/storage. Refer to Fig 2.3 below. An external terraced viewing area with extending canopy is located to the south of this part of the building for views across the golf-course. The eastern half of the building contains the changing and locker spaces, administration offices, board room, pro-shop and trolley/buggy storage. The existing Golf Club buildings have a total internal floor area of 1200sqm.



Figure 2.3 – Existing Clubhouse Layout Plan

The course has 23 staff in total consisting of 9 greens, 3 office, 2 site and 9 bar staff but only about half of these on site at any given normal trading time, increasing to 75% on busier event/function days. Staff on site but not paid by the club are 2 in the Pro Shop and 3-4 for catering.

2.2 Site Accesses

As noted earlier in the report the main site access for vehicles and pedestrians is from Singlewell Road at the northeast corner of the Site. This access is in the form of a 6m radii kerbed access junction leading to a 4.8m internal shared surface access road and the internal car park areas. Refer to Figure 2.4 below. Visibility from this access is good in both directions along Singlewell Road and is in excess of the required 2.4 x 43m Manual for Streets visibility splays for the 30mph speed limit of Singlewell Road. Refer to Figures 2.5 & 2.6 below.



Figure 2.4 – Existing Singlewell Road Site Access looking northwest



Figures 2.5 & 2.6 – Looking northwards & southwards from Singlewell Road Site Access

The green keeper's area and buildings in the south west corner of the golf course site are accessed from a dropped kerb vehicle crossing to the A227 Wrotham Road which is gated. Refer to Figure 2.7 below. Visibility from this access is in excess of the 2.4 x 120m visibility DMRB standard for the 40mph speed limit of Wrotham Road.



Figure 2.7 – Existing Maintenance Site Access at A227 Wrotham Road looking northeast

2.3 Walking & Cycling Network

Refer to Figures 2.8 and 2.9 below for accessibility plans showing time isochrones up to 20 minutes for walking (up to 1 mile) and cycling (up to 3.25 miles) respectively to/from the site. For walking, the 20-minute walk time (in green) from the site covers up to the Gravesend town centre. For cycling, the 20-minute cycle time (in green) covers the majority of Gravesham and extends to Ebbsfleet.

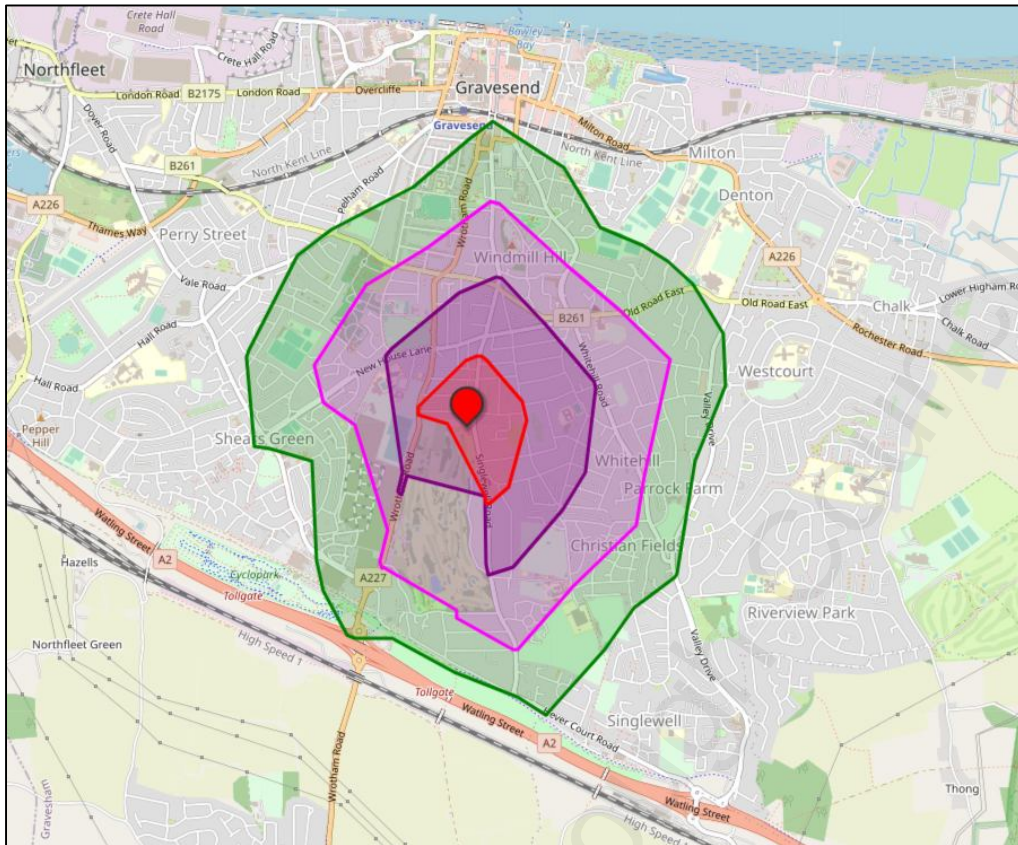


Figure 2.8 – 5 (red), 10 (purple), 15 (pink) & 20 (green)-minute Walking Isochrones from site

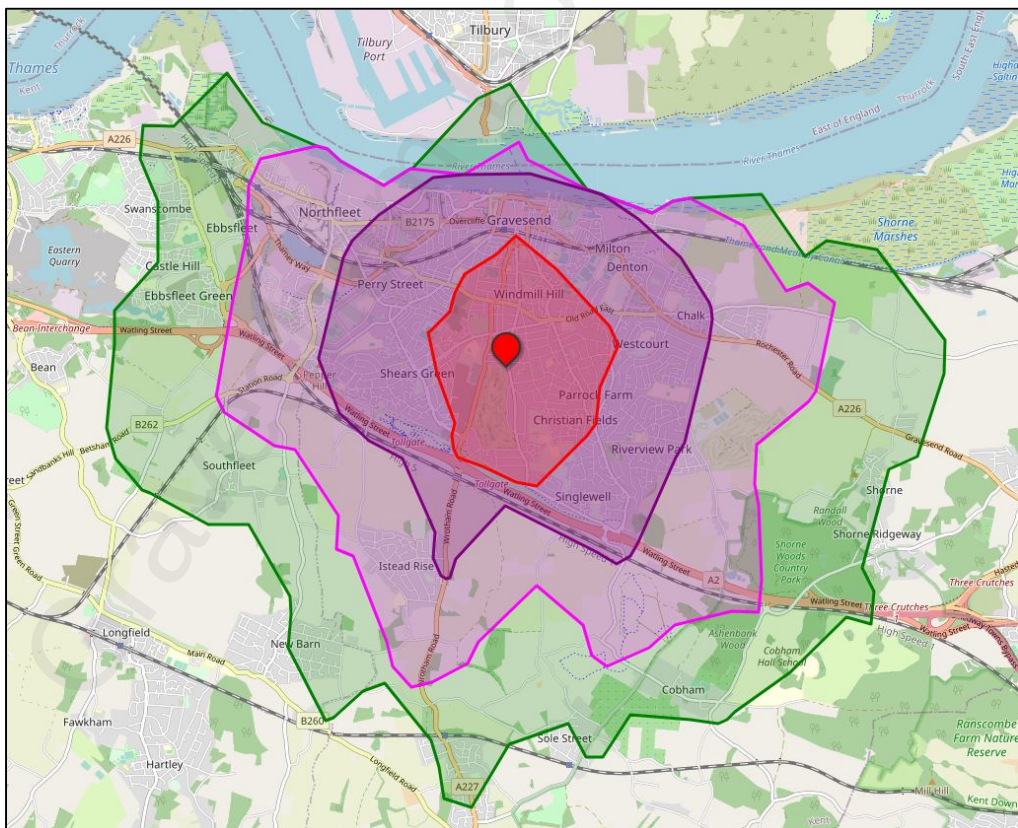


Figure 2.9 – 5 (red), 10 (purple), 15 (pink) & 20 (green)--minute Cycling Isochrones from site

The existing surrounding residential area has streets provided with footways, dropped kerb crossings and street lighting. As a result, the permeability of the immediate area for pedestrians and cyclists is good, reflecting the use of the area by all modes of transport and not just the private car. As shown in Figure 2.10 below from the KCC Public Rights of Way (PROW) map, the Wrotham Road adjacent to the site is a promoted pedestrian route (yellow) to the Gravesend town centre and waterfront from the A2.

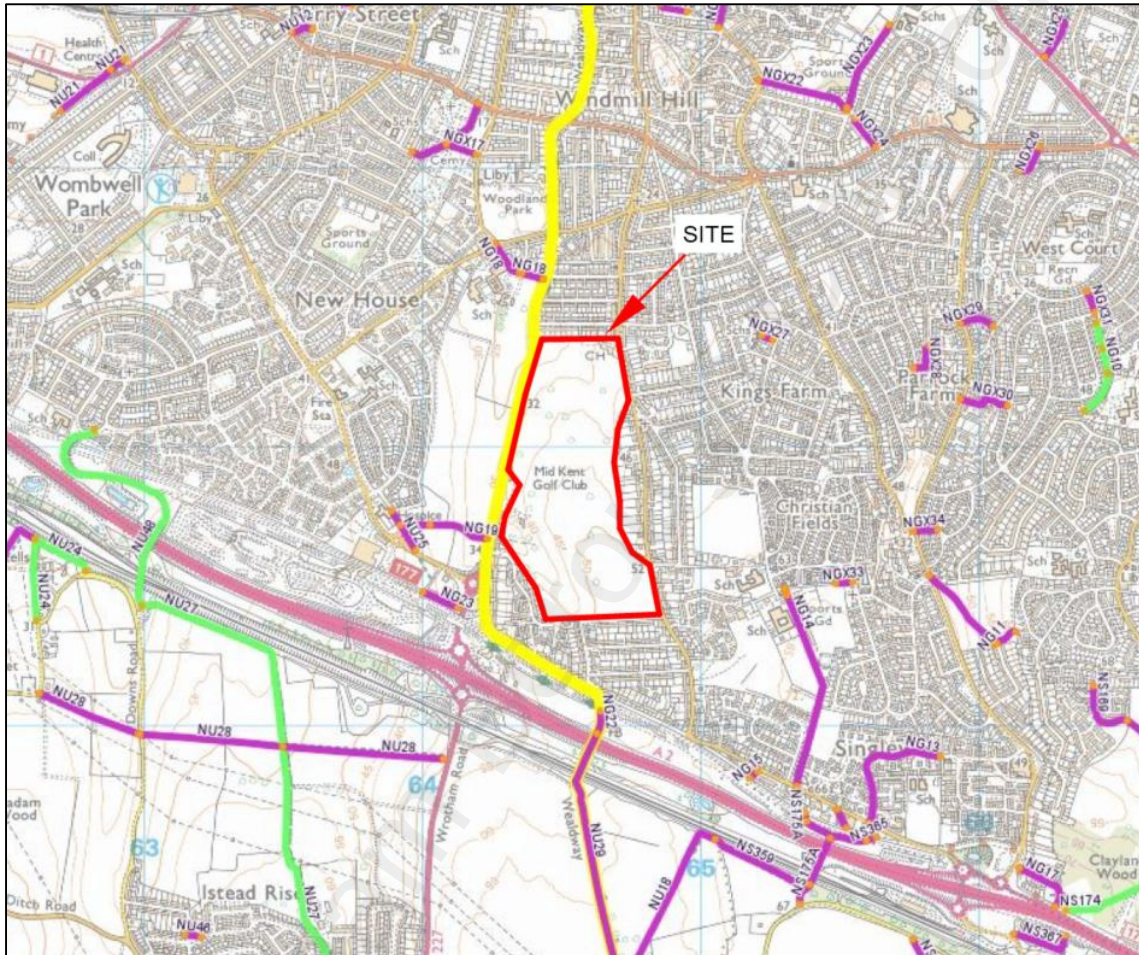


Figure 2.10 Extract from KCC PROW Map

There is no formal cycling infrastructure along Singlewell Road but there are extensive cycling facilities along Wrotham Road in the form of on-street cycle lanes in both direction and along the former A2 route. Many of the existing roads in the area are relatively flat with low traffic movements which would be suitable for on road cycling. Refer to Figures 2.11 below of an extract from Cyclestreets.net that shows the nearest cycle routes on a borough wide scale.

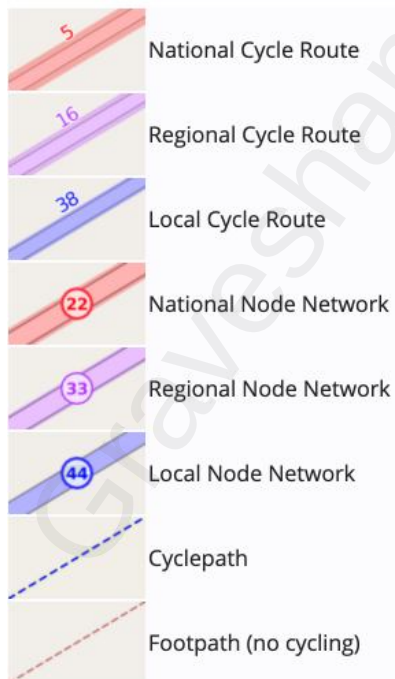
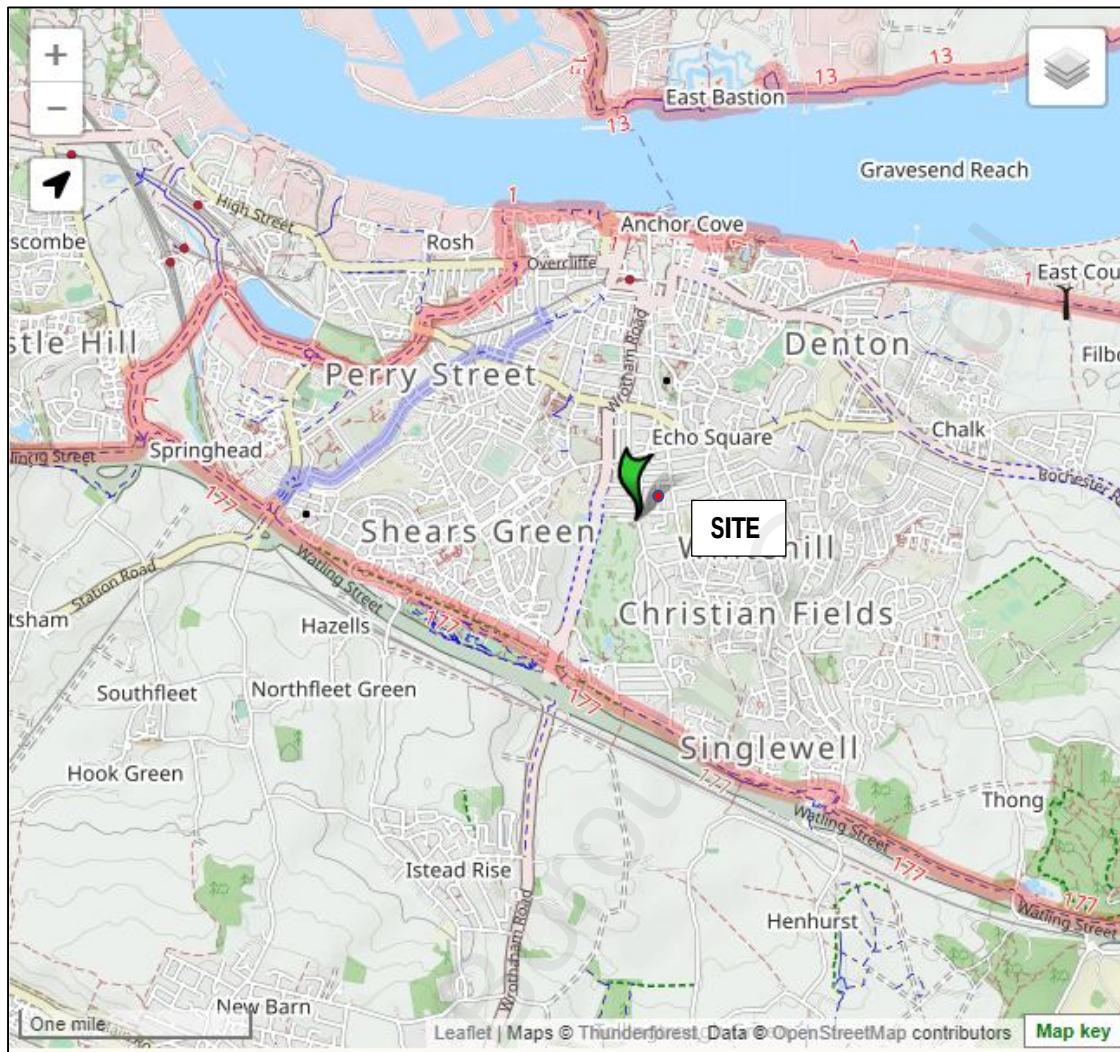


Figure 2.11 Extract from CycleStreets.net

2.4 Public Transport accessibility

The nearest bus stops are situated on Singlewell Road, approximately a 130m walk from the site access and are served by bus services 111 and 455 between Singlewell and Gravesend town centre, operated by Merlin Coaches and Arriva respectively. The 111 is a school bus service with the 455 operating only 3 services on a weekday and 2 on a Saturday. The bus stops located on Wrotham Road at the north-western corner of the site, a 400m walk from the site access, have more frequent bus services (hourly) being served by the 306/308 bus routes between Bluewater and Sevenoaks via Gravesend, Meopham and Borough Green. These services are operated by Redroute. For further information on bus services, timetables and providers visit the web site – <http://www.travelinesoutheast.org.uk>.

Gravesend train station is located approximately 1 mile to the north of the site and is on the London Charing Cross – Ramsgate with High-Speed services available to St Pancras International line.

Although it is recognised that most members of the golf course will travel to the site by car, the opportunity to use public transport does exist, especially for staff members and non-playing visitors.

2.5 Local Highway Network

Singlewell Road is a 'C' class local residential distributor route linking to Hever Court Road to the south that provides access to the A2 at the Marling Cross interchange. To the north, Singlewell Road links to the B261 Old Road West on its route to Gravesend town centre via Windmill Street. Adjacent to the main site access, Singlewell Road is a lit carriageway operating under a 30mph speed limit with a 7.5-9m carriageway width. It has 2m wide footways on both sides north of the site access but to the south there is only a footway on its eastern side.

2.6 Personal Injury accidents

Refer to **Appendix 1** for Personal Injury Accident data on the adjacent highways to the site access. Within the most recent 5-year study period there has been no recorded personal injury accidents at or in close proximity to the main site access on Singlewell Road. However, there has been some accidents further afield along Singlewell Road; one at about 80m south of the site access and 5 at the Dennis Road/Ascot Road crossroads. All these accidents have been of slight severity. It should be noted that the crossroads junction has been resurfaced and relined within the last couple of years with the give-way markings on the side roads previously being very faint. This is likely to have contributed to the recorded accidents occurring here previously. The development proposals with minimal traffic attraction increases are therefore unlikely to have a detrimental impact on the accident rate in the area.

3. Proposed Development, Access, Parking

3.1 Proposed Development

The club house has now reached a point where it needs general refurbishment, updating and re-configuring as the needs of the club have changed since the building was last reviewed.

The proposals are therefore to re-organise the interior of the western side of the club house and add a two storey piece to the western side of the building to provide:-

- Additional function/bar/ lounge spaces. This will enable non-golf events to be held within the clubhouse separately whilst simultaneously allowing golf members to a bar and the existing terrace.
- A first floor viewing room and open gallery to the south elevation to give an improved view looking south across the course.

Refer to Figures 3.1 & 3.2 below and **Appendix 2** for more detail proposed site layout plans.



Figure 3.1 Proposed GF Site Layout – showing extension of Clubhouse building

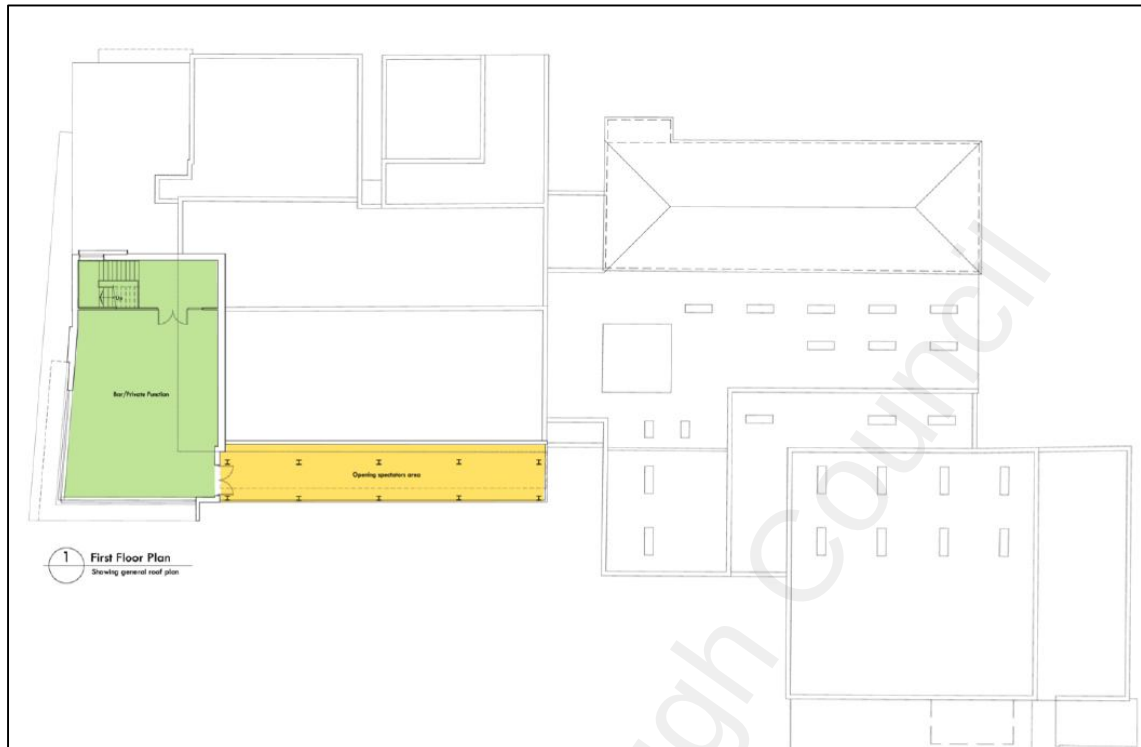


Figure 3.2 Proposed 1st Floor Site Layout – showing extension of Clubhouse building

The extension will be 6m wide from the existing western elevation and will be the full depth of the existing building. It will also extend to the south by about 2.8 m which is around 750mm longer than the existing canopy roof over the southern terrace. The existing Golf Club buildings have a total internal floor area of 1,200sqm and the proposals will create the new floor areas as follows:-

- Ground floor – 1,355sqm
- First Floor – 110sqm
- External viewing area at 1st floor – 59sqm

This adds an additional 265sqm of internal floor area to the building and will provide a new entrance way to the proposed function rooms nearer to the main car park area to provide for an event that needs to run simultaneously or independently to the Golf Club. This will allow parts of the building to be used without the whole building having to remain open as currently happens.

3.2 Site Access, Servicing & Deliveries

These will continue to operate as per the existing site access arrangements with refuse/service vehicles still able to enter and leave the site in forward gear.

3.3 Parking

The car parking provision for the Golf Club has been assessed against the Kent Vehicle Parking Standards (SPG4). The adopted parking standards for Assembly & Leisure (Use Class D2) for Golf Courses gives maximum vehicle parking standards of 3 spaces per hole which for this 18-hole course equates to a maximum parking space allocation of just 54 parking spaces. The existing golf course has parking provision far more than this standard but as this is an existing provision there

are no proposals to reduce or enlarge the parking area. It is understood from the Golf Club that the parking provision is considered adequate considering the proposed clubhouse changes, management of the events/hiring diary. Overspill parking onto the public highway is extremely unlikely to occur.

Gravesham Borough Council

4. Trip Attraction

Consideration has been given to assessing the potential impact of the proposal by using the TRICS database for the 'Golf' Land Use category. The possible trip rate parameters for this land use are 'Site Area', 'Number of Holes' and 'Number of Parking Spaces'. None of these parameters are being increased by the proposals but what the proposals will enable is a more flexible management of the clubhouse's use without detriment to the existing members use of the general clubhouse facilities.

The proposed increase in the bar/lounge floor area is only 265sqm and the trip impact of this is considered negligible especially when the events to be held in these new floor areas would be held at the club in any event but would have previously excluded members (normally after playing golf) accessing the existing bar/lounge area.

It is important to note that the busiest golfing events at the site, such as the Pro-Am tournaments etc will not be attended by any more people than currently do and non-golfing events at the clubhouse would not be permitted to occur on these days in any case. The Golf Club have confirmed that the club house will retain its limit for 120 attendees.

5. Conclusions

Considine Limited have been appointed to prepare a Transport Statement to support a planning application for a proposed refurbishment, reconfiguration and extension of the existing clubhouse at the Mid Kent Golf Club, Singlewell Road, Gravesend.

The report demonstrates that the site is accessible by modes of transport other than the private car for those who wish to use it. The site is served by bus services operated by Redroute and Arriva buses on Wrotham Road and Singlewell Road respectively with bus services to Gravesend Town Centre, Bluewater, Meopham, Borough Green and Sevenoaks. Gravesend train station is about a mile from the site and provides train services to London and Ramsgate and other destinations on route.

Personal injury accident data on the public highway has been reviewed for the most recent 5-year period and there were no accidents in close proximity to the main site access on Singlewell Road. The proposed development is not expected to result in a material impact on the accident rate in the area with the expected low development trip impact.

The proposals consist of re-organising the interior of the western side of the club house and adding a two-storey piece to the western side of the building to provide additional function room, bar, lounge space and course viewing area. This will also provide a separate building entrance to enable an event that needs to run simultaneously or independently to the Golf Club. This will allow parts of the building to be used without the whole building having to remain open as currently happens. The proposals increase the clubhouse floor area by 265sqm.

The existing site access, internal access road and parking areas will be retained as existing along with the servicing and delivery operations. It is expected that the main parking area will be relined in due course for more efficient use of the parking spaces. It is understood from the Golf Club that the parking provision is considered adequate considering the proposed clubhouse changes, management of the events/hiring diary and any overspill parking onto the public highway is extremely unlikely to occur.

The proposed increase in the bar/lounge floor area is only 265sqm and the trip impact of this is considered negligible. What the proposals will enable the Golf Club to do is a more flexible management of the clubhouse's use without detriment to the existing members use of the general clubhouse facilities. It is important to note that the busiest golfing events at the site, such as the Pro-Am tournaments etc, will not be attended by any more people than currently do and non-golfing events at the clubhouse would not be permitted to occur on these days in any case.

The proposed development accords with highway access design recommendations and sustainable values, hence there is no basis for highway and transportation objections to the development. In relation to the National Planning Policy Framework, the impacts are not severe and there is a presumption in favour of the Development. It is concluded that there are no highway reasons why planning permission for the proposed development should be withheld.

Appendix 1 – Accident Data

Gravesham Borough Council

Map

Satellite

Dennis Rd

The Beauty Room

Dennis Rd

Dennis Rd

Dennis Rd

Singlewell Rd

Ascot Rd

Ascot Rd

Ascot Rd

Aintree Cl

Mid Kent Golf Club

Aintree Concrete Pumping

Aintree Cl

Aintree Cl

Springwood Park

Incident Severity



Slight Serious Fatal

6 results found

Hide

Location:

gravesend

Years

5 of 23 years selected

Severity

Fatal

Serious

Slight

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

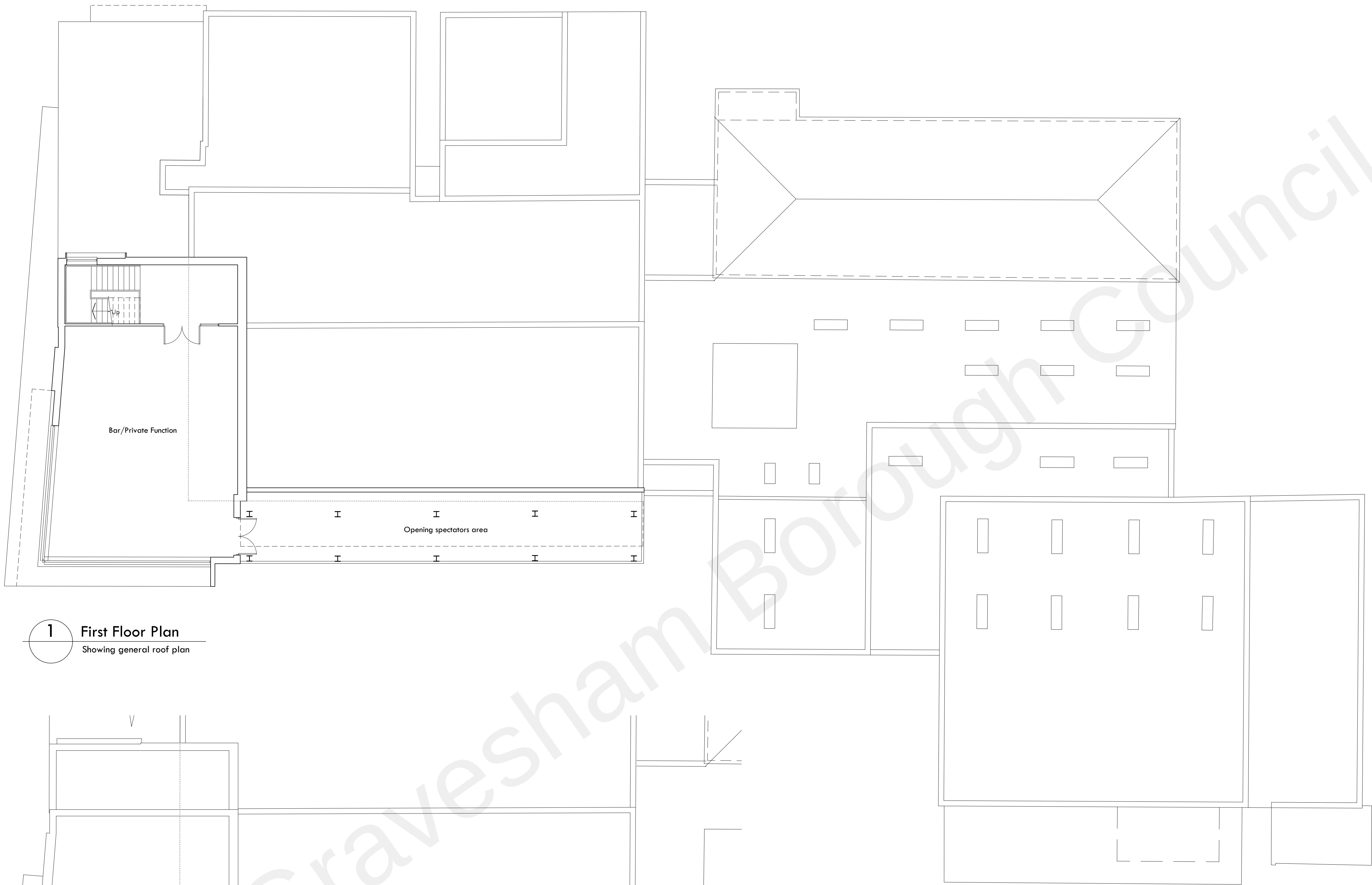
Appendix 2 – Proposed Clubhouse Site Layout Plans

Gravesham Borough Council



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mka
architects



1 First Floor Plan
Showing general roof plan

2 Roof Plan
Over 1st flr area

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 4. All dimensions are to be checked on site prior to commencement, any discrepancy is to be reported to the Architect or Contract Administrator.
 5. All dimensions are in millimetres unless noted otherwise. All levels are shown in meters unless noted otherwise.
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1. The Contractor is responsible for the correct setting out of the work.
 2. All building materials, components, workmanship to comply with the appropriate Building Regulations. British Standards Codes of Practice and manufacturers' recommendations.
 3. All equipment installed in connection with Gas, Electricity and Water Services shall conform to the Supply Authority's Bye-Laws and Regulations and shall be subject to their Officer's inspection and approval.
 4. These drawings are to be read in conjunction with all other Architects, Consultants and Specialist sub-contractors drawings.
 5. All structural timber to be pre-treated strength graded to Structural Engineer's details and to be stamped KD (kiln dried).
 6. All external s/w to be pre-treated with preservative.
 7. All dimensions and levels to be checked on site prior to construction and the manufacture of steelwork and architectural ironmongery, stonework and any other purpose made items.
 8. All materials, products etc. to be installed, applied etc. in accordance with the manufacturer's written instructions.
 9. All specialist details are Design Intent only & subject to specialist design & detailing. Our meaning of Design Intent is as follows:
9.1. This drawing demonstrates MKA's/ the employer's objectives.
9.2. The final design/product(s)/ installation are to be fit for purpose.
9.3. The design & manufacture are to comply with the relevant and current Statutory Regulations & British Standards.
9.4. A design warranty is to be provided for the benefit of the Employer/ owner/ end user.
9.5. All technical means to achieve the intent of the design is the responsibility of the appointed specialist.
9.6. The responsibility of the design is by others. The design intent drawing/ specification sets out what the third party design is to achieve.

CLIENT

Mid Kent Gold Club

PROJECT

Singlewell Road
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SHEET

Proposed First
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1:100 Jan 22

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PRELIMINARY

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