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June 2012
Parkwood Consultancy Services

DESIGN AND ACCESS STATEMENT

**Golf Improvements to
Portsmouth Golf Course**

June 2012

Application Through Knowledge

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1. Introduction

1.1 Purpose

- 1.1.1 This Design and Access Statement has been prepared on behalf of Glendale Golf in support of a planning application for improvement works to Portsmouth Golf Course, consisting of:

“Proposed engineering and remodelling works to improve the quality and condition of Portsmouth Golf Course to enhance safety, playability and drainage”

- 1.1.2 This statement considers the context of the site within the local environment and the potential impact, in terms of design, the development would have on the surrounding area. The statement considers the relevant planning policies and explains how these have helped shape the layout and design of the proposed development and to ensure it fits comfortably within the surrounding area.

1.2 Design team

- 1.2.1 In the preparation of the proposals for the improvements to the golf course, Glendale Golf have employed a comprehensive team of consultants forming the Design Team as detailed below:

- Parkwood Consultancy Services – Project Management and Planning
- Gaunt Golf Designs – Golf Course Design and Landscape Architecture
- ENiMS – Ecology and Arboriculture
- Wessex Archaeology – Archaeology
- Waterco – Flood Risk Assessment
- BWB – Highways and Access arrangements

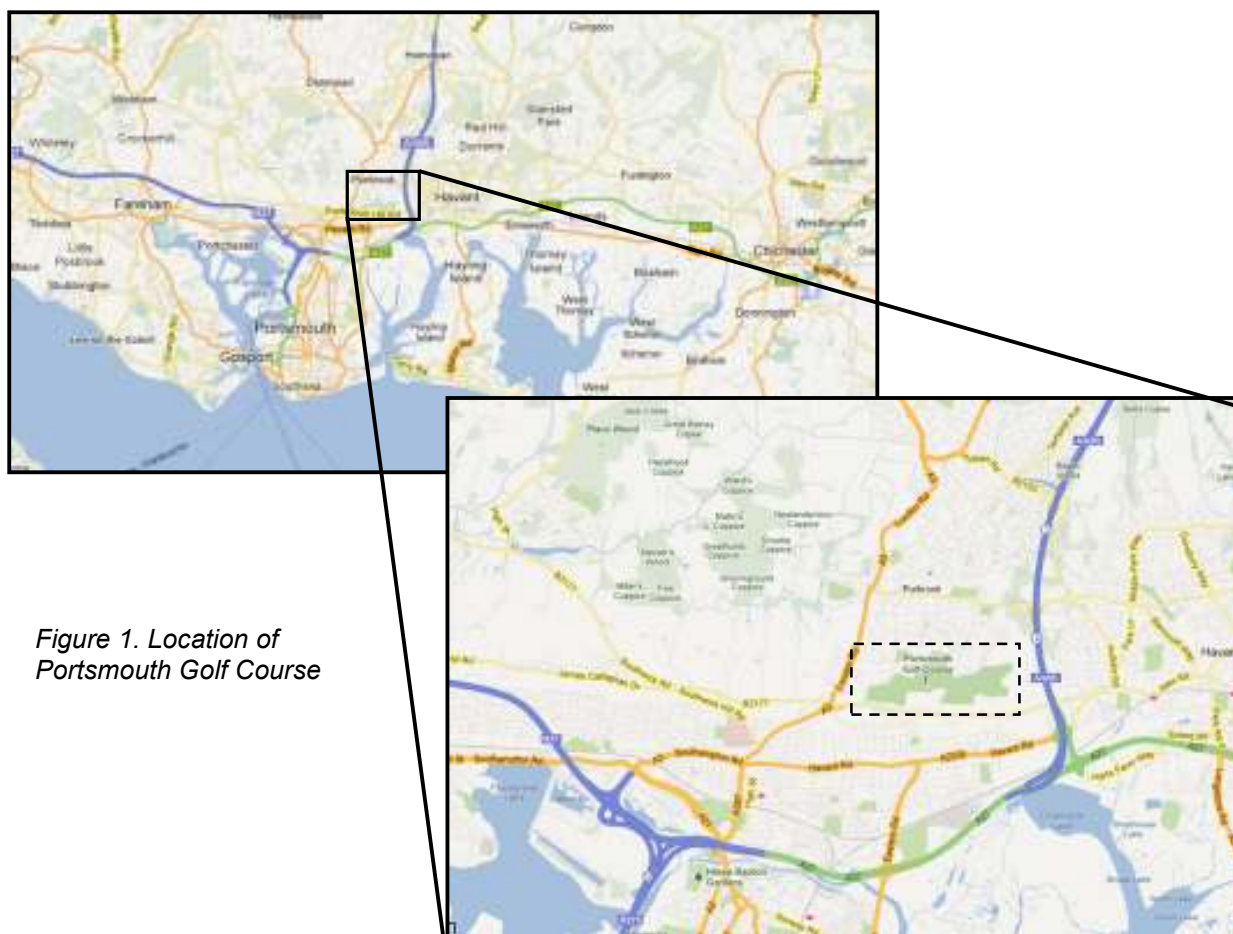
- 1.2.2 Glendale Golf is part of Glendale Managed Services. GMS is one of the largest companies within the Parkwood Holdings group. It is the largest leading green service provider in the UK, operating nationally and is comprised of the Glendale group of companies, covering specific areas of activity such as ground maintenance, arboriculture, landscaping, golf course management and retail of horticultural products. Glendale has a turnover of approximately £45 million per annum and employs, at peak season, approximately 1500 employees.

2. Site Analysis and Evaluation

2.1 Site context

2.1.1 Portsmouth Golf Course is located to the south of Waterlooville, north of Portsmouth and west of Havant. It is located between the A3 and the A3(M) and north of the A27.

2.1.2 Its location is shown in the maps below.



*Figure 1. Location of
Portsmouth Golf Course*

2.2 Surrounding Area

2.2.1 The golf course is located within a largely residential area, however further to the south are estuaries and the sea.

2.3 Background

Historical Context

- 2.3.1 The historical context of the area is covered more extensively in the Archaeology Desk Based Assessment (ref: 78280.01), but is summarised as below.
- 2.3.2 From the Neolithic period, evidence suggests that there has been an increase in human activity in the area. Deforestation caused significant changes in the landscape.
- 2.3.3 Bronze Age barrows are found within the Study Area and comprise Gob's Barrow and a barrow group at Portsdown. There is also evidence of Bronze Age activity from pottery sherds and a collective of flint tools.
- 2.3.4 There are a number of archaeological sites relating to settlement and farming activity of the Iron Age, as well as the Roman-British period.
- 2.3.5 In the surrounding areas of the site are settlements of Saxon origin.

Landscape Character

- 2.3.6 Portsmouth Golf Course is situated in Natural England's National Character Area 126 "South Coast Plain".
- 2.3.7 This character area includes major urban developments, including Portsmouth, Worthing and Brighton and dominate much of the open, intensively farmed, flat, coastal plain.
- 2.3.8 Numerous coastal inlets contain a diverse landscape of narrow tidal creek, mudflats, shingle beaches, dunes, grazing marshes and paddocks.
- 2.3.9 Trees are not a dominant feature, with only some small woods and windswept individual trees in the farmland.
- 2.3.10 There is a pattern of large arable fields, defined by low hedgerows, across this character area.

Social and Economic Character

- 2.3.11 Leisure patterns are constantly changing, with golf becoming more popular attracting a range of social groups and age groups.
- 2.3.12 Glendale Golf is now promoting golf for the whole community, where they encourage all walks of life to come and give golf a try.

Consultation

- 2.3.13 Glendale Golf's experience means that it has gained a great deal of knowledge on what the customer requirements are; along with learning lessons from the downturn in the economy. The market locally for golf has become increasingly diverse as the economic downturn has persuaded private courses to drop some of their exclusivity and offer pay and play.

Players are increasingly seeking value for money and this is usually influenced by the quality of the course. From a number of surveys within the golf industry it can be seen that the quality of the course is the main reason (>60%) cited for playing less at a course or moving to a new one. All courses are also competing for a smaller market as people play less and the number of new players coming to the game has declined. Glendale Golf has been addressing the latter with new development programmes but it also requires improvements to the course. Course quality is not solely focussed on the tees or the greens; it also applies to the fairways, fairway containment, access and overall ambience of the course.

2.3.14 The National Golf Foundation survey reinforces the need for Glendale Golf to provide the best possible course it can. Top reasons why people enjoy golf and return to a particular course was the condition and amenity value of the course (19%); this was equalled by the people (19%) but closely followed by the course design (17%).

2.3.15 Glendale Golf has informally and formally consulted with members and regular users of the course to ascertain what improvement they would like to see. The feedback from members was generally positive and was taken into account in the final design in order to ensure the needs of the golfers were met.

2.3.16 There has also been a pre-application meeting held with Havant Borough Council. After this meeting written feedback was received and all issues raised have been addressed through consultation and further detailed surveys, all of which have informed the final design proposals.

2.4 Research

2.4.1 The final design proposals have been formed following commission of a range of pre-application professional advice and research. The following documents are submitted in support of this application:

- Phase 1 Habitat Survey
- Reptile Surveys
- Botanical Survey
- Arboricultural Survey
- Archaeological Design Based Assessment
- Flood Risk Assessment
- Temporary Access Proposals
- Landscape Appraisal

2.4.2 The final proposal has been developed over time, carefully considering the specialist advice received from each consultant in terms of landscape architecture, golf course architecture, ecology, arboriculture, engineering, flood risk and archaeology.

2.4.3 As a result of this research the scheme has been developed with the aim of meeting the needs of the development without compromising local ecology and landscape conditions.

3. Planning Policy

3.1 Introduction

- 3.1.1 This section identifies the national, regional and local planning context for the proposed development site.

3.2 National Planning Policy Framework

- 3.2.1 The new national Planning Policy Framework (NPPF) was issued in March 2012 which immediately replaced the old system of PPGs and PPSs.
- 3.2.2 However, PPS10, Planning for Sustainable Waste Management, is to remain in place until such time as the National Waste Management Plan is published.
- 3.2.3 The NPPF introduces a presumption on favour of sustainable development, whereby proposed developments which correctly balance the requirements of economic, social and environmental issues should be granted planning permission unless there are strong reasons that permission should not be granted.
- 3.2.4 Economic growth in rural areas should be supported including sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. Such developments include supporting the provision and expansion of tourist and visit facilities in appropriate locations.

3.3 Regional Spatial Strategy

- 3.3.1 The Coalition Government intends to abolish the Regional Spatial Strategy through the enactment of the Localism Act. However, until the Localism Act is fully enacted through parliament, the RSS will continue to form part of the Development Plan and is a material consideration in the determination of a planning application. The following policies contained within the South East of England Plan are considered most relevant to the determination of the application.
- 3.3.2 Policy CC1 *Sustainable Development* states that one of the principle aims of this strategy is to achieve and maintain sustainable development in terms of resources and achieving safe and inclusive communities.
- 3.3.3 Policy NRM5 *Conservation and Improvement of Biodiversity* states that avoidance of a net loss of biodiversity should be pursued across the region.
- 3.3.4 Policy NRM7 *Woodlands* states that developments should value woodland and protect areas of significant woodland. Where woodland removal cannot be avoided, replacing woodland, ideally in excess, should be carried out.

- 3.3.5 Policy W2 *Sustainable Design, Construction and Demolition* aims to encourage the re-use of construction and demolition materials through more sustainable designs to try to reduce the amount of waste produced across the region.
- 3.3.6 Policy W5 *Targets for Diversion from Landfill* states that there should be an increase in the recovery of waste and a subsequent reduction in landfill.
- 3.3.7 Policy C4 *Landscape and Countryside Management* states that positive and high quality management of open areas should be encouraged.
- 3.3.8 Policy S5 *Cultural and Sporting Activity* states that local authorities should encourage increased and sustainable participation in sport, recreation and cultural activity.

3.4 Local Policies

Havant Core Strategy

- 3.4.1 Policy CS1 *Health and Wellbeing* states that planning permission should be granted for developments which retain open spaces valued by the local community and improve the quality of these features.
- 3.4.2 Policy CS11 *Protecting and Enhancing the Special Environmental and Heritage of Havant Borough* states that statutory and non-statutory designations should be used to manage development affected scheduled ancient monuments and archaeological sites. During the design process this was taken into account and the design modified to avoid potentially valuable archaeological areas.
- 3.4.3 DM8 *Conservation, Protection and Enhancement of Existing Natural Features* states that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness. It states that new landscape works should integrate successfully with local environmental features and that important natural features are preserved. This policy has been incorporated during the design process, in which the natural character has been preserved and the proposed landscaping scheme takes this into consideration.

3.5 Addressing policies in proposals

- 3.5.1 All policies have been taken into account during the design process in order to produce the final proposals.
- 3.5.2 This has resulted in the final design proposals adhering to local, regional and national policies, evident in the formation of the designs.

4. Proposed Development

4.1 Justification for the Proposed Works

- 4.1.1 Glendale Golf is responsible for managing and maintaining golf courses across the UK and has extensive experience in the operation of Pay and Play courses. Pay and Play courses lie at the heart of local communities and Glendale Golf is committed to providing facilities that are accessible to all. Glendale Golf currently operates a pay and play facility on behalf of Portsmouth City Council at Portsmouth Golf Course and its customers are, for the most part, based within the surrounding areas. Value for money with good quality facilities open for all is at the heart of the Glendale Golf brand. However, the downturn in the economy and perception of golf from the marketplace has impacted on the facility, which has resulted in a drop in usage and income.
- 4.1.2 In submitting this application the objectives of Glendale Golf include:
- Creating a consistent customer experience
 - Growing pay and play revenues
 - Increasing off peak play usage in off peak hours
 - Increasing season ticket sales
 - Developing society usage
- 4.1.3 In order to meet the underlying requirements of Glendale Golf there are a number of issues which need to be addressed at Portsmouth Golf Course. These are to improve the quality of the golf course, improve the poor health and safety aspects of the course, improve long-term sustainability of the course and perhaps most significantly, improve drainage across the course.
- 4.1.4 The current course is outdated and does not take account of modern golf technology, which is changing the types of challenges those playing the course are faced with. Improvements and alterations to the course are important to both modernise the course and make it more challenging.
- 4.1.5 The golf course has a history of ongoing drainage and flooding problems, making some areas of the course unplayable at many times of the year. This is one of the main reasons as to why these proposals are so key. Flooding due to poor drainage is common across the course and the proposed improvements consist of a number of methods to try to address these issues. These are evident on the Master Plan and include the introduction of additional water features and sinuous drainage ditches.

5. Evaluation and Design

5.1 Introduction

- 5.1.1 This section of the report sets out the design philosophy behind the proposed development. It has been structured in accordance with CABI's 2006 guidelines on design and access statements and meets the statutory requirement for such a document to be submitted with the application.

6. Design Principles

6.1 Key Principles

6.1.1 The Key Principles which have been considered in the preparation of this application are as follows:

- Amount and use
- Layout
- Landscaping
- Appearance
- Access

6.1.2 In accordance with the CABI guidance, the Design Solutions set out in the following sections have been produced.

7. Design Solutions

7.1 Amount and Use

- 7.1.1 The proposed improvement works do not take place across the entire course, but simply across a number of identified holes with the most significant problems.
- 7.1.2 The proposed works are therefore set to take place in select areas of the course to avoid large levels of disruption to both the golfers and the surrounding area. The proposed works are split into five areas of the following sizes:
- Area 1: 2178m²
 - Area 2: 13393m²
 - Area 3: 32484m²
 - Area 4: 7941m²
 - Area 5: 6277m²
- 7.1.3 The works have been designed over 3 phases to have minimal impact on the surrounding area and to minimise disruption to the course. During each phase there will be a fully operational 18 holes open to the public throughout the duration of the period of the course improvements.

7.2 Layout

- 7.2.1 The development has been set out to ensure the golf course is making the most efficient use of land on the site without over intensifying its use.
- 7.2.2 The design of the proposed improvements to the golf course have been prepared by a highly respected international golf course architect who specialises in blending newly created landforms sympathetically into the local environment.
- 7.2.3 A number of sensitive ecological areas have been identified, such as the SINC area to the east of the course and the significant trees across the course, and in particular to the northwest. The design of the proposed course has been developed to avoid these areas where possible.
- 7.2.4 The scale of the development has been carefully considered in order to create a balanced development making the best use of the confines of the site.
- 7.2.5 The improvements to the course will involve the creation of mounds using traditional cut and fill methods together with an element of reuse of recycled materials from approved sources.
- 7.2.6 The scale of the proposed development has been limited to holes 17, 18 and 6, as well as the practice area. This minimises disruption to the course and ensures that the proposed works are focussed upon areas requiring the greatest level of improvement due to their current poor quality.

- 7.2.7 While some trees will inevitably be lost during the proposed works, efforts are being taken to minimise this and the number of trees planted will exceed the number removed. Further to this, only native species and those typically found in this area will be planted.

7.3 Landscaping

- 7.3.1 The landscaping scheme is based on the replacement in excess of any soft landscaping that is removed. Replacement landscaping will improve the attractiveness of the area to the golfers and other visitors to the facility, with the purpose of contributing to the improvement of recreation facilities at Portsmouth Golf Course. Only locally appropriate species will be used in the planting scheme.

- 7.3.2 The proposed planting will reflect those species which are thriving upon the site and species which are both native and suited to the region within which the golf course is situated. Species include perennial ryegrasses, slender creeping red fescue and browntop bent. Woodland planting includes Oak, Ash and Field Maple.

7.4 Appearance

- 7.4.1 Design ideas for golf courses are dynamic and every site offers its own unique range of challenges. From the outset of the project Glendale Golf recognised the need to be creative, innovative and skilful in designing improvements to provide the best fit with the existing landscape whilst enhancing the special qualities of the site. New features have therefore been designed in a naturalistic manner drawing on engineering, environmental and golf experience to achieve this.
- 7.4.2 The external appearance of the development will be very similar to that of the current golf course. The only visual changes will be areas of mounding at the selected holes and in the practice area.
- 7.4.3 The proposed works are focussed on holes #6, #17 and #18 as well as the practice area. The proposed works are split into five areas with two on the west and three on the east side of the golf course.
- 7.4.4 The main reasons behind carrying out these improvement works are to address a number of problems across the course. Specifically, the improvements are focussed upon improving the main playing surfaces on a number of holes – namely, holes #6, #17 and #18, where play is affected following inclement weather and particularly in winter months. The proposals address the surface water drainage of, mainly, the fairways on these holes, which, together with a new piped drainage scheme, will aim to ensure year-round play at Portsmouth Golf Course. The new drainage scheme will provide new open water features in the form of lagoons – which are attractive, new ecological habitats - which will manage the flow of water within the site and slow-down the flow of water off-site.
- 7.4.5 A serious drainage issue is experienced on the practice area which creates not only playing and maintenance problems, but is very difficult (and almost impossible in winter), to collect balls after they have been hit. Golf balls are hit out into the outfield (landing area) and often “plug” into the wet soil. Mowing of

the grass on the lower portion of the practice area is often impossible following rain, due to waterlogging.

- 7.4.6 The improvements to the practice/coaching area would enable the facility to be used by the club professional for coaching beginners, youngsters and local school children, as well as attracting new members and green-fee payers to the course. Golf is now an Olympic Sport and Portsmouth Golf Course are gearing up for a new surge in demand for golfing facilities on the lead-up to the Rio de Janeiro Olympics in 2016.
- 7.4.7 On hole #17, there is a “pond” feature which is “blind” from the tee, which creates playability problems and unnecessary hold-ups due to lost balls.
- 7.4.8 A further key problem to be addressed through carrying out the proposed works is that of Health and Safety. This is particularly evident in the practice area where proposals include the re-alignment of the landing area and creation of new protective screening mounds planted up with native trees and shrub species alongside College Road/Crookhorn Lane.
- 7.4.9 On hole #6, a new access track from the tees to the fairway is being proposed, replacing the dangerously steep pathway that currently exists – this track will connect in with the path from the 8th green to the 9th tees.

7.5 Outline Method Statement for Construction

- 7.5.1 The construction partner can provide further details in a method statement for construction, which can be supplied as a Condition.
- 7.5.2 It is envisaged that the plan would broadly follow the principles detailed below:
- Health and Safety plan, signage, welfare facilities
 - Installation of site access
 - Installation of wheel cleaning equipment
 - Set out and site survey
 - Removal of topsoil to temporary stockpiles on site
 - Installation of temporary haul road
 - Excavation of subsoil from areas of cut
 - Placement, compaction and grading of approved subsoil/clay in areas of fill. Material to be selected and placed following methods detailed in Chapter 600 “Earthworks” of the Road, Bridges and Earthworks Specification.
 - Grading of the site
 - Spreading of topsoil, excavated from stockpiles, on and around embankments
 - Landscaping, seeding and planting
 - Removal of site infrastructure and temporary haul road

8. Access

8.1 Policy Framework

- 8.1.1 The access considerations that have been followed in the design of this application are drawn from the Regional Spatial Strategy, the Havant Borough Council Core Strategy and NPPF.

8.2 Access Arrangements

- 8.2.1 Access to areas 4 and 5 will be off of Crookhorn Lane, through the existing golf course car park entrance. Temporary access drawings have been carried out and are shown in drawings BMW/2082/TT001 and BMW/2082/TT002.
- 8.2.2 Access to areas 1, 2, and 3 is off of College Road through the creation of a temporary access route. This is shown on temporary access drawing BMW/2082/TT003.
- 8.2.3 The increase in traffic flow for the duration of the engineering works is not expected to harm the amenities of the local residents. Consultation with the Council's Highway officer has been undertaken in order to agree their requirements for a temporary access.
- 8.2.4 There is currently ample parking at Portsmouth Golf Course, with approximately 115 car parking spaces, to accommodate current and anticipated future usage of the golf course.

8.3 Haul Road

- 8.3.1 Haul roads will be constructed from the temporary access points to strategic points around the golf course to allow access to the site by construction vehicles. All hard-core used to construct the temporary haul road will be removed following the completion of the construction phase of the development with all affected area replanted in accordance with the Landscape Plan.

8.4 Signage

- 8.4.1 Appropriate signage will be erected to inform and warn road users, visitors and the general public of the construction project and provide contact details of the contractor's site manager and advice of the dangers that an operational construction site can pose.

8.5 Monitoring

- 8.5.1 The condition of the road will be regularly monitored and the results, together with details of any remedial action taken, logged in the site diary which will be available for inspection by any interested parties.

8.6 Highway Cleanliness

- 8.6.1 Mechanical wheel cleaners are to be installed adjacent to the site access for the purpose of ensuring that mud and debris will not be deposited on the highway as a result of the construction traffic leaving the site. When and if necessary a mechanical road sweeper will be available for immediate use.
- 8.6.2 For the construction phase of the proposals 'Mud on Road' guidelines will be implemented.

Objectives

- To assist the statutory duty of the Highway Authority to keep the highway clear
- To remove deposits from the highway that may constitute a road safety hazard for highway users – in particular, mud is considered a danger for highway users because it may cause loss of control and skidding and lead to accidents. This can be accelerated in adverse weather conditions especially for cyclists.
- To minimise disruption to nearby residents
- Ensure compliance with current legislation
- Prevent blocking of road gullies and subsequent flooding

The Law

It is acknowledged that vehicle operators and contractors who deposit mud on the road are potentially liable for a range of offences:

- Highway Act 1980 Section 137 states, "If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence".
- Highways Act 1980 Section 148 "If without lawful authority or excuse a person deposits anything whatsoever on the highway to the interruption of any user of the highway he is guilty of an offence".
- Highways Act 1980 149 "If anything is deposited on the highway so as to constitute a nuisance/danger the Highway Authority can require the person who put it there to remove it forthwith" (Mud can cause skidding and is therefore dangerous and considered a nuisance).
- Highway Act 1980 Section 161 "If a person, without lawful authority or excuse deposits anything whatsoever on the highway in consequence of which a user of the highway is injured and endangered, that person is guilty of an offence".

By adhering to the Plan, these offences will be avoided.

Health and Safety

Under the Health and Safety at Work Act 1974, employers have a duty to look after the health and safety, not only of themselves, their families and employees, but anyone who may be affected by their working operations. Employees also have responsibility to themselves and others.

8.7 Time Period

- 8.7.1 Subject to weather and any restrictions imposed by the planning authority or Environment Agency, the estimated construction period will be two to three

years (including 'growing in' of newly grassed areas) with approximately 145,000 cubic metres of imported soil being used. Final phasing will be determined following planning consent, however it is intended to carry out the works with as little disruption to the course as possible, with construction periods being concentrated in the quieter season for the course.

8.8 Conclusion

All access requirements have been met.

9. Conclusion

- 9.1 The proposed development has been carefully considered in accordance with national, regional and local planning policy.
- 9.2 The development will result in the necessary improvement works to Portsmouth Golf Course to the benefit of not only the business but also the local community and users.
- 9.3 This statement has shown how the scheme has been developed in response to the sensitive context of the area and is in line with the relevant local planning policies. Accordingly, the development meets all of the relevant design and access criteria and planning permission should be granted.