

KEITH MURRAY CONSULTANTS

CHARTERED SURVEYORS

Application by Highways England for an Order granting Development Consent for the M25 Junction 28 Improvements scheme

Written Representation submitted on behalf of Luddington Golf Ltd.

Planning Inspectorate Reference No: TR010029

Our Reference : 20025623

1.0 Introduction

- 1.1 My name is Keith Donald Kenneth Murray and I am a Fellow of the Royal Institution of Chartered Surveyors. I qualified as an Associate in 1974 and in 1987 was elected a Fellow. Since April 2000 I have practiced on my own account specialising in providing advice in relation to compulsory purchase and compensation matters to authorities possessing compulsory purchase powers, private clients and other surveying practices.
- 1.2 Prior to practising on my own account I was an equity partner of Edwin Hill Chartered Surveyors, now Altus Group. Whilst with Edwin Hill I was head of the Specialist Services Department, primarily concerned with providing advice to clients in connection with compulsory purchase matters. Prior to joining Edwin Hill in 1984, I was employed continuously by the then District Valuer's Office of the Board of Inland Revenue as a Chartered Surveyor from 1974. During the course of that time my work involved the preparation of valuations for all purposes with a large proportion of my time spent assessing the compensation to be paid following the compulsory acquisition of properties by various authorities possessing compulsory purchase powers.
- 1.3 During the course of my many years post qualification experience, I have advised and acted on behalf of both acquiring authorities exercising compulsory purchase powers, including where acquiring authorities have been exercising those powers on behalf of others such as developers, and also claimants: the latter ranging from the largest multi-national corporations to the smallest individual traders.
- 1.4 I am a past Chair of the Compulsory Purchase Association and, as it happens, a golfer.
- 1.5 This written representation is submitted on behalf of Luddington Golf Ltd (**'LGL'**) in response to the application by Highways England (**'the Applicant'**) for The M25 Junction 28 Development Consent Order (**'the DCO'**). The DCO seeks development consent for the authorised development described in Schedule 1 and any other development authorised by the DCO (**'the Proposed Development'**).
- 1.6 LGL owns a long leasehold interest, the unexpired term being some 83 years, in land and property known as Maylands Golf Club, Colchester Road, Romford, RM3 0AZ (**'Maylands'**). Part of Maylands is identified as Plots 1/12, 1/13 and 1/14 in the DCO; the DCO providing for the permanent acquisition of Plot 1/12 and temporary possession of Plots 1/13 and 1/14.
- 1.7 Additionally LGL occupies other land under Licence, first granted in October 2005, adjacent to Maylands which land is used as a practice ground for all members of Maylands and for the provision of lessons by the golf professional of Maylands.
- 1.8 In the case of both the long leasehold interest and the land held under Licence the landlord is the same being Glebelands Estates Ltd (**'Glebelands'**); the owner of land identified as Plots 1/10, 1/11, 1/12, 1/13 and 1/14 in the DCO.
- 1.9 The permanent acquisition of Plot 1/12 results in the loss of Hole 2 of Maylands which if left at this would effectively result in the closure of Maylands as very few, if any, golfers would wish to play on a 17 hole golf course. In consequence the Applicant

proposes to undertake accommodation works so as to reconfigure Maylands and thereby maintain it as an 18 hole golf course ('the Applicant's Solution').

- 1.10 Maylands does not consider that the Applicant's Solution provides either an adequate or a cost-effective reinstatement of Hole 2. Maylands therefore commissioned Weller Designs Ltd, leading golf course architects, to both comment upon the Applicant's Solution and provide an alternative solution ('the Weller Solution'); the report of Weller Designs Ltd being attached as Appendix 1 to this representation.
- 1.11 The Applicant's Solution encroaches within the protection zone of an endangered species, vis Great Crested Newts, which is situated within the golf course. The Weller Solution avoids such encroachment. This aspect is considered in greater detail later in this representation.
- 1.12 This representation therefore considers each of the above aspects in turn vis:
 - Comparison of the Applicant's Solution and the Weller Solution,
 - Encroachment into the protected zone of an endangered species,
- 1.14 Finally this representation gives consideration to the overall viability of the Applicant's Solution in comparison with the Weller Solution.

2.0 Comparison of the Applicant's Solution and the Weller Solution

- 2.1 Attached as Appendix 1 is the report of Weller Designs Ltd ('the Weller Report') a company which specialises in golf course design.
- 2.2 The Weller Report examines the Applicant's Solution to re-provide Hole 2 and similarly explains why the Weller Solution is the much preferred solution of Maylands.
- 2.3 This part of this representation does not intend to reiterate what is contained in the Weller Report. The attention of the Examining Authority is respectfully directed to the entirety of this report since it sets out (i) why the Applicant's Solution is deficient in many respects and (ii) an alternative solution ('the Weller Solution') which avoids such deficiencies. Rather the objective of this part of the representation is to highlight a number of aspects which are of particular relevance in the context of considering the Applicant's Solution versus the Weller Solution.
- 2.4 Maylands was designed by Mr Harry Colt, one of the most important golf course architects of his era. By way of example, the courses in which he participated in the design or redesign include such as Wentworth, Sunningdale, Muirfield, Hoylake and Royal Portrush; the latter three being courses on the rota for the Open Championship. In order therefore to maintain the heritage of Maylands, it is essential that the reinstatement of Hole 2 is to a playing quality at least equivalent to that which has been lost.

- 2.5 It is also preferable that the reinstatement can take place without causing the temporary closure of Maylands. As the Weller Report notes, the Applicant's Solution will require a course closure on safety grounds.
- 2.6 Hole 2 is a par 3 hole, ie it is anticipated that anyone playing the hole will land their ball either directly on the putting green, or at least be aiming at doing so. The Applicant's Solution requires the construction of a new teeing ground, this being a defined area where the play of each hole commences, immediately in front of the existing Hole 2. It is inconceivable therefore to imagine that normal play can be permitted during the period when the new teeing ground required by the Applicant's Solution is being constructed.
- 2.7 In contrast, the Weller Solution requires no course closure. Due to the manner in which the Weller Solution has been designed, all the existing holes remain in play whilst all construction work necessary to adapt the course to the loss of Hole 2 takes place at a safe distance away from the active playing areas. Once the construction work is complete the direction of play is then altered, without need for any course closure.
- 2.8 However it is also essential that the actual positioning of the reinstated Hole 2 is not such that it restricts the speed of play for two reasons being:
- (i) Delaying the speed of play at only the second hole on the course will result inevitably in rounds of golf taking longer for all players, consequently less players per day.
 - (ii) If golfers are presented with a course where one of the earliest playing holes delays play, any such delay serves to break the rhythm of play and consequently lessens the attraction of such a course to any golfer.
- 2.9 Furthermore, any restriction on the speed of play becomes critical when it comes to playing at the higher levels of golf. In the past Maylands has been the venue for European tour events of the Professional Golfers Association but if progress of play is impeded at such an early stage, which will be the effect of the Applicant's Solution, that will not be acceptable to the PGA tour and therefore rule out any future PGA tour use of Maylands as a venue. Such events bring in revenue for a golf course; both directly from spectators etc on the days of play but also indirectly from golf societies wishing to play one of the PGA 'tour' courses.
- 2.10 One final aspect of the Applicant's Proposed Development is very relevant in the context of Maylands.
- 2.11 The Proposed Development requires the compulsory acquisition of a substantial area of land immediately to the east of Maylands and results in a new slip road being constructed immediately parallel to the Maylands boundary. This area of land is inhabited by wild deer consequently the concern of Maylands is that the Proposed Development will effectively force the deer towards Maylands and whilst the presence of wild deer might seem an attractive feature, the fact is that they are always liable to cause significant damage; in terms of both damage to the putting greens through grazing and damage to young shrubs, trees etc.

2.12 LGL therefore requires the Applicant to undertake to provide deer fencing along the entire eastern boundary of the land demised to LGL which comprises Maylands.

3.0 Encroachment into the protected zone of an endangered species

3.1 The Applicant's Solution that is critiqued in the Weller Report is in fact the second solution proposed by the Applicant to reinstate Hole 2.

3.2 Due to the proximity of an area of land designated as a protected zone on account of the presence of a colony of Great Crested Newts, an endangered species, the first 'solution' proposed by the Applicant necessitated an unacceptably long walk between the putting green of the new Hole 2 and the teeing ground of Hole 3. Additionally, in order to avoid encroaching into the protected zone, it was necessary for the golfers that had just played Hole 2 to return along the direction of play, ie towards the following group of golfers about to play that same hole, before diverting towards the teeing ground for Hole 3; the alternative being an even longer travel distance due to the need to almost circumnavigate the protected zone.

3.3 Quite obviously it would be unsafe for the following group of golfers to commence their play of Hole 2 whilst the previous group was walking back towards them consequently at a very early stage of the round of golf there would be an enforced and unacceptable delay to play.

3.3 In consequence of LGL's initial objections to the Applicant's proposals, the Applicant has produced a further proposed solution, this being the present Applicant's Solution.

3.4 In order to both try to avoid restricting the speed of play and create a safer route to Hole 3, the Applicant proposes that a 'boardwalk' combined with a gravel path is to be created as a way of enabling golfers to take a somewhat shorter route between the green of Hole 2 and the teeing ground of Hole 3. But the Applicant's Solution routes both through the recognised protection zone of the colony of Great Crested Newts; the gravel path being on firm ground whilst the boardwalk is a raised structure that bridges over the newt pond.

3.5 LGL has not been provided with any detailed drawings of the boardwalk but its understanding is that this will be a wooden structure, obviously raised above the prevailing ground level in order to bridge the newt pond. It will have to be a structure of some substance as not only must it carry the weight of a group of four golfers each with their golf trolley to carry their clubs passing along it, but must also be sturdy enough to support the weight of potentially two 'golf buggies'; these being the electric vehicles each designed to carry two seated golfers and their equipment and a facility favoured by many older players. In discussion, the Applicant has indicated that the boardwalk will be wide enough to enable two golf buggies to pass each other safely so we are talking of something some 3 metres in width and for safety purposes it will have to have side barriers to prevent golfers and/or a golf buggy slipping off the edge and into the pond. All of which will represent an additional maintenance liability for Maylands.

- 3.6 None of LGL's advisers are expert in the matter of Great Crested Newts but its understanding from research via Google is that although it is not believed that the newts can hear as such, they are sensitive to vibration and have been observed to react to a sudden increase/decrease in sound; such as might be experienced by a newt beneath the boardwalk at the moment a golf buggy passed overhead.
- 3.7 The Applicant's Solution uses the boardwalk as a means of reducing the unacceptably lengthy walking distance between the two golf holes in question created by the Applicant's adherence to its view of how the 'lost' Hole 2 should be reinstated. But LGL considers it not unreasonable to comment that if the roles were reversed and it was Maylands rather than the Applicant that was putting forward a proposal to encroach into a protected zone by the construction of such a structure with its likely need for further intrusion into the protection zone for regular maintenance, any such proposal by Maylands would be vetoed immediately on environmental grounds.

4.0 Viability

- 4.1 LGL's final objection to the DCO as drafted is on the grounds of viability.
- 4.2 Viability cannot to be judged simply by comparing the cost of the Applicant's Solution versus the cost of the Weller Solution. Viability can only be judged by having regard to the likely entire cost of a project; and particularly when it is the public purse that is funding a project.
- 4.3 It is readily acknowledged that addressing the actual quantum of statutory compensation is not a matter for this Examination however viability in general is such a matter; particularly so, it is suggested, when it is the overall cost to the public purse that is in issue. By definition this means that the Applicant should be required to be conscious of the likely compensation implications of the Applicant's Solution in comparison with the Weller Solution; the latter being the solution which LGL believes will have far less financial impact in compensation terms and hence in cost to the Applicant.
- 4.4 Attached as Appendix 2 is a comparative costing prepared by Mr Christopher Foreman whose credentials to produce such a report are stated at the beginning thereof.
- 4.5 It is readily acknowledged that some losses will be incurred whichever solution is adopted. For example the temporary loss of an important part of the practice area impacts equally upon both the Applicant's Solution and the Weller Solution. However from a golfing perspective it is considered that the Applicant's Solution so damages the playing characteristics of the golf course that there is likely to be a considerable loss of future revenue; which loss Maylands will be entitled to recover as compensation. Indeed these losses have already started to accrue as during this shadow period, ie the lead-up to the DCO, Maylands has already experienced members leaving due to their uncertainty as to the future existence of Maylands. However some costs are quite clearly solution-specific.
- 4.6 In terms of the construction cost of the two proposed solutions to resolve the loss of Hole 2, Mr Foreman is of the opinion that the Weller Solution is some £20,000 more

costly than the Applicant's Solution. However having given consideration to the impact upon Maylands of the Applicant's Solution when compared with the Weller Solution, it is Mr Foreman's opinion that the Applicant's Solution is likely to result in a substantially greater claim for statutory compensation than will the Weller Solution.

- 4.7 Maylands will lose revenue during the course closure necessitated by the Applicant's Solution, which closure is not necessary under the Weller Solution, resulting in a claim for compensation of some £60,000. This single head of claim unique to the Applicant's Solution exceeds substantially the extra cost of the Weller Solution by a healthy margin.
- 4.8 The annual cost of maintaining the boardwalk, a head of claim similarly unique to the Applicant's Proposal, is estimated at £3,000pa; to be incurred potentially by Maylands for the 83 years unexpired term of its lease.
- 4.9 Quite clearly therefore, only having regard to these two additional costs to Maylands, both unique to the Applicant's Solution and both carrying an entitlement to statutory compensation, indicates that the Applicant's Solution is overall more costly to the public purse than the Weller Solution. Or to put it another way, the Weller Solution is more viable in financial terms than the Applicant's Solution and therefore the Weller Solution should be adopted.

5.0 Request of the Examining Authority

- 5.1 If within the power of the Examining Authority to do so, LGL asks that it requires the Applicant to adopt and fund the implementation of the Weller Solution.
- 5.2 In the absence of having this power, LGL asks that the DCO be not confirmed in respect of Plots 1/12, 1/13 and 1/14 until such time as the Applicant and LGL have reached an agreed proposal for the reinstatement of Hole 2.

KEITH MURRAY CONSULTANTS

CHARTERED SURVEYORS

Application by Highways England for an Order granting Development Consent for the M25 Junction 28 Improvements scheme

Summary of Written Representation submitted on behalf of Luddington Golf Ltd.

Planning Inspectorate Reference No: TR010029

Our Reference : 20025623

KEITH MURRAY CONSULTANTS LIMITED. 80 HIGH STREET, BUSHEY, HERTS WD23 3HD
TEL: 020 8421 8424 FAX: 020 8421 8425 MOBILE: 07769 700120
www.keithmurrayconsultants.com km@keithmurrayconsultants.com

Managing Director: Keith Murray F.R.I.C.S Registered in England No. 7399992 Registered Office As Above Vat No 105990020

Summary of Written Representation

- 1.1 Luddington Golf Ltd ('LGL') objects to the compulsory acquisition of part of its leasehold interest without having first agreed with Highways England ('the Applicant') appropriate accommodation works so as to maintain the present playing standard of its golf course.
- 1.2 LGL has had discussion with the Applicant with regard to the appropriate accommodation works but to date has not been able to secure a satisfactory agreement, as expanded upon in the Written Representation, consequently until such time as appropriate accommodation works are agreed, LGL's objection to the DCO cannot be withdrawn.
- 1.3 The accommodation works proposed to date by the Applicant ('the Applicant's Solution') are unsatisfactory because the Applicant's Solution:
 - a) Un-necessarily encroaches within the protection zone of an endangered species.
 - b) Creates an un-safe playing environment.
 - c) Will un-necessarily increase playing time and therefore result in less players being accommodated on the course at any one time.
 - d) Will un-necessarily increase the maintenance costs of the course.
 - e) Overall, both in terms of the cost of the Applicant's solution and the cost to the Applicant in terms of the statutory compensation likely to be payable to LGL, represents a more costly approach than that proposed by LGL ('the Weller Solution').
- 1.4 For the above reasons, either the DCO powers should not be granted or those areas of land forming part of LGL's leasehold interest, vis the northern part of Plot 1/11 and the entirety of Plot 1/12, should be excluded from the DCO.

Impact Assessment of The Proposed M25, Junction 28 Improvements On Maylands Golf & Country Club

Response to Highways England letter of 10th December 2020 proposing how Maylands Golf Course should be altered

Prepared By

Weller Designs Limited

1st February 2021 V2



Weller Designs Golf Course Architects

Bishops Mead House, Bishops Mead, West St.
Farnham Surrey GU9 7DU tel/fax: 01252 712127
Email: info@wellerdesigns.co.uk Web Site: www.wellerdesigns.co.uk



EIGCA

EUROPEAN INSTITUTE OF GOLF COURSE ARCHITECTS

1	INTRODUCTION	3
1.1	Background	3
2	Applicants Solution	4
2.1	General Comments	4
2.2	Weller Designs Comments on Applicants Solution	7
2.3	Summary	9
3	APPENDIX A - Applicants Solution.....	10
4	APPENDIX B - HE Proposal in Brochure	10
5	APPENDIX C – Do Minimum Option Weller Solution.....	10
6	APPENDIX D – 1st Hole Design Weller Solution	10
7	APPENDIX E – Land Raising Option Weller Proposal	10
8	APPENDIX F – Letter and Email from HE.....	11
9	APPENDIX G	13
	Response Highways England letter of 30th January 2020.....	13

1 INTRODUCTION

1.1 Background

- 1.1.1 As part of the consultation process Weller Designs Ltd submitted a report (10th April 2019 plus addendum dated 15th July 2019) considering the potential impacts of the new slip road for the M25 / A12 interchange on Maylands Golf Club.
- 1.1.2 Highways England subsequently issued a response to the above submission on the 30th January 2020. This letter included additional information from an independent golf course consultant providing an alternative consideration for re-routing the golf course in response to the proposed highway development.
- 1.1.3 A formal response to the details provided by Highways England in their letter of the 30th January 2020 is set out in appendix G.
- 1.1.4 However following further liaison between Maylands Golf Club and Highways England further proposals were put forward by Maylands Golf Club (see appendices C,D,E (referred to “Weller” Solution” in following text). A further design amendment to their preferred scheme was also proposed by Highways England (referred to as “Applicants Solution” in following text), essentially incorporating a large “boardwalk” structure, (see Appendix A and B) in response to concerns raised by Maylands GC and Weller Designs over safety and course operation.
- 1.1.5 It is still maintained by Maylands Golf Club that the Weller Solution (in appendices C,D,E) represents a far better alternative to the latest Applicants Solution.
- 1.1.6 The following section detail why Maylands GC still maintain that the latest proposals put forward by Weller Designs are far superior to the Applicants Solution.

2 Applicants Solution

2.1 General Comments

- 2.1.1 Reference to appendix A and B shows the latest par 3 design put forward as the Applicants Solution. This proposal came with a covering letter 10th December 2020 and email (see appendix F), which stated the following pertinent points :-

“Design Changes

The golf course accommodation works (Work No. 32 in the draft DCO as shown on the Works Plans (examination document reference APP-006)) have been considered further and as a result it is proposed to extend the area they will occupy to the north in order to provide a boardwalk. This boardwalk would provide a safe route for players to walk back from the green of the realigned second hole to the third tee and reduce the potential for play to be held up as players leave hole 2.

In addition to this change, it is proposed that Work No. 18 as shown on the Works Plans (is remodelled into an environmental bund to follow the outline of the environmental works (part of Work No. 25) alongside the new loop road and to the north of Work No.19B. This proposed change follows discussions with the Environment Agency and relates to the proposed removal of Work no. 17 from the scheme and a need to re-purpose surplus construction material as a result.

Reasons for the proposed approach

We recognise that this design change constitutes a refinement of the option for the replacement hole 2 as envisaged by Highways England when the DCO application was made (the Highways England option) as opposed to adopting the preferred option which you have put forward to us (the Mayland’s preferred option).

Accordingly, we have set out below the rationale for the proposed approach, following an assessment by the design team of the options and additional information which you have sent to us.

1. ***Addressing safety concerns*** – *We appreciate that you have raised safety concerns with the Highways England’s option relating to players being required to walk back from the new green of hole 2 into the hitting zone of the new hole.*

To meet this point we propose to refine the Works Plans (APP-006) and Scheme Layout Plans (APP-010) to allow for the provision of a boardwalk through the exclusion zone

around the pond used by great crested newts. A drawing is being prepared to show, at this stage of the design process, how the new hole would look with this boardwalk. It would provide a safe route to the third tee from the new green of the second hole while minimising any interruption to play.

2. **Providing a proportionate level of mitigation** – As you will be aware, an easement will need to be provided to Cadent Gas Limited (“Cadent”) over the area of the existing hole 2 tee (plot 1/12 on the Land Plans APP-005) to allow temporary access to the diverted high-pressure gas main should it be required in the future for maintenance or repair.

In order to mitigate this impact, Highways England is proposing that a replacement hole 2 be provided.

The Highways England option for a replacement hole 2, in Highways England’s opinion, constitutes an adequate replacement hole in terms of hole length, hole quality and safety. The re-provision is an appropriate level of mitigation for the impacts caused.

The Maylands preferred option for the replacement hole would involve an extension to hole 1, a re-modelling of the existing hole 3 to create a new hole 2 and a new hole 3, a new tee to hole 8, additional tree removal and land raising through the creation of an earth bund.

In Highways England’s opinion, this option would be a considerably greater level of mitigation to the potential impacts caused by the Scheme and would not be a proportionate response to the effects of the scheme on the course.

3. **Impact on Green Belt** – As you will be aware, the site falls within Green Belt and so Highways England needs to consider national policies on Green Belt. Highways England has set out its position on this at some length in Section 5.5 of its “Case for the Scheme and Schedule of Accordance with National Policy Statement” (document APP-095) and so the points made there are not repeated here. Suffice to say that the openness of the Green Belt is a highly relevant consideration and that the Scheme has been designed to minimise any perceived impact to the existing openness of the Green Belt. The Maylands option would have a greater impact on the openness of the Green Belt than Highways England’s proposed works by virtue of the increased amount of tree removal and the inclusion of an earth bund.

4. *Temporary arrangements for the existing golf course* – As mentioned above, the need to provide Cadent with an easement for access to the gas main for repair or maintenance in the future has led to Highways England proposing the accommodation works. The Highways England option has been designed to ensure that any future works could be undertaken without the need to close the course and to ensure there would be no interruption to play.

You have indicated in your response that in order to deliver the Maylands preferred option, there would need to be some targeted temporary arrangements to avoid closures. Your response does not explain how this could be achieved and Highways England is concerned that this option would risk the need for course closures in order to facilitate the works. “

2.2 Weller Designs Comments on Applicants Solution

- 2.2.1 Note See Applicants Solution in Appendix A and B . Weller Solution see Appendix C and D)
- 2.2.2 The introduction of the boardwalk and path does not solve the safety issue and will slow play up whilst golfers have to wait for the path to clear.
- 2.2.3 The path / boardwalk lies within the “safety cone” for stray shots to the left. Safety guidance can prove this to be more unsafe than the current set up which cannot therefore be regarded as a like for like replacement.
- 2.2.4 Maylands GC has a serious issue with basically playing the hole and then literally walking back the same hole to play from the third tees (the desire line is straight back down again and golfers will take shortest route back to the back of the third tees).
- 2.2.5 Whether examples of this path / boardwalk setup are available is immaterial (there are examples of idiosyncrasies in golf everywhere). The bottom line is the proposal makes the course less safe and the walk back at best irksome and operationally disruptive, at worst off putting to members and visitors of the course standing and therefore a significant negative impact on revenues and market value (in a challenging golf market) .
- 2.2.6 Safety is the number one concern to Maylands GC. It is the number one concern of all architects. Designers should try and design out safety issues where possible not make them worse. Signage and getting the walkers to circumnavigate a tedious route to the next tees is not acceptable to Maylands GC. Additionally this will cause large delays to the round and the creation of a 'bottle neck' whilst the following golfers wait for the walk back, and so very early on in the round.
- 2.2.7 The path / boardwalk of some 80m necessitates an on-going and substantial maintenance issue / cost.
- 2.2.8 The introduction of the 'environmental bund' if, as quoted in the Highways England (HE) brochure, is going to be circa 2.5m, such a height will not provide a visual screen to lorries and it is questionable, as regards noise impact, it will have a great effect (no evidence of revised acoustic study has been provided by HE) especially as it is well known by acoustics engineers that there is a correlation between traffic noise and seeing the actual traffic movements which makes the perceived noise greater.
- 2.2.9 The HE hole is still in the vicinity to the new highway which Wellers Solution is not, indeed the proposed preferred design takes the hole in a direction away from the new motorway so golfers will not see the road.
- 2.2.10 It is important to highlight the fact that Maylands Golf Club was designed by Harry Colt who was an eminent golf course architect and responsible for many of the most famous courses in the UK. To this end the Applicants solution as an inferior option to the Weller solution further erodes the historical quality and the integrity of the course given the negative effect of the general environment / ambience created by Highways England junction proposal.

- 2.2.11 It can be assumed that the knock on effect of this eroding of the courses historical design as laid out by Harry Colt will have an effect on the sustainability of the operation of the course as a business with loss of membership, Societies and regional professional events.
- 2.2.12 Maylands GC rightly plays on this fact and the courses historical prowess for its membership and Society interest. A loss of design quality by having an inferior hole (as proposed by the applicant) on top of the encroachment of the whole motorway junction can only negatively affect the design integrity of the course and its attraction to golfers.
- 2.2.13 The HE letter covers Greenbelt matters. This is non sensical as the creation of "artificial" golf hole right next to the main visual receptor ie passing passengers on the road would have a far greater impact than if it were just left as naturalistic grassland and the newt pond (without a bridge going over said newt pond). The negative effect on the openness of the Greenbelt argument is more relevant to the applicants solution than the Weller Solution which essentially stays much closer to the curtilage of the existing course and is further way from the visual receptors of the road. NB The Weller Solution only takes up circa 4700m² of new third party land, the applicants solution takes up double this space.
- 2.2.14 The HE letter mentions an inclusion of earth bund affecting openness of the Greenbelt. This does not need to form part of the Weller Solution. It was suggested as a means of perhaps utilising the spoil that came from the motorway build in a positive manner. ie screening.
- 2.2.15 To bring Greenbelt into the argument is disingenuous firstly because the new road is by far the greater impact and also because an original proposal for a nine hole course, in the same area as the Applicants solution, was turned down by the inspector on appeal for openness of Greenbelt reasons.
- 2.2.16 The land take of the Weller Solution is half of that of the Applicants Solution. Whilst there is additional tree clearing for the proposed Maylands third hole, more trees can be planted elsewhere or indeed coppiced to play over
- 2.2.17 The applicants proposal takes the course (including a bridge) and golfers, with its incumbent human disturbance , fertilisers , herbicides , pesticides (normal cultural practices for green maintenance) closer to the existing newt pond so this can only be considered a sub optimal arrangement when the newt pond could remain completely remote and unaffected by nearby human activity.
- 2.2.18 It is not acceptable to place a significant structure (essentially a bridge where two vehicles can pass) over a newt pond when easier options are available.
- 2.2.19 The Weller Solution releases new ecology and planting / transplanting within the existing golf course creating even greater wildlife corridors within the course itself and does not affect the newt pond.
- 2.2.20 With regards to costs of construction there seems to be relatively little difference between the two schemes and Maylands GC are confident that a cost analysis and specification can be implemented for their scheme that would be minimal, in comparison to the wider scheme.
- 2.2.21 The HE letter implies that Gas Main works in the future would be disrupted by Maylands GC proposal. The gas main isn't close to the 3rd hole proposal and even if it were the hole could be designed to allow ease of access and flexibility. It certainly wouldn't cause course closures and great disruption.

- 2.2.22 The Applicant Solution put forward an argument that less tree clearance was required. However the Applicants Solution requires the removal of some quite mature trees whereas the Weller solution only requires the removal or coppicing of relatively immature trees on the proposed 3rd hole.
- 2.2.23 The right side boundary on the Applicants solution is only 20 degrees off the tee angle so balls will go into third party land (30 degrees safety buffer tends ensure no balls leave a golf course site onto third party land).
- 2.2.24 NB Given the above it is estimated that 2% of balls going into third party land (based on 20000 rounds per year) could mean circa 400 balls escaping the golf course boundary every year.
- 2.2.25 The owners of the land on the right of the Applicants solution will have to accept golf balls coming onto their land, or will they in the future force the golf club to put netting up , change the hole etc.?? Weller Designs have come across situations where some owners just don't want any golf balls on their land (even if fields) and will enforce a change to the course design.
- 2.2.26 A significant downside to the Applicants Solution is the fact that the practice ground gets lost for a lengthy period of time.
- 2.2.27 In order to create the Applicants solution the current 2nd hole will have to close whilst construction work is carried out which will disrupt the course operation and revenue. The hole will need to close because the new hole effectively crosses the old hole at right angles so anyone working in this area, whilst the hole is in play ,will be liable to be hit by golf balls. It will be an unsafe environment within which to work.

2.3 Summary

- 2.3.1 Clearly Weller Designs solution (see Appendix C and D) put forward by Maylands GC is by far and away the preferred option for all of the above reasons. Weller Designs think with the right design, management and planting the land take is reduced and removal of existing grassland vegetation on the right side of the proposed 2nd hole is negligible.
- 2.3.2 Changing the angles of play and shortening the holes from the previous iteration (see appendix E "Land raising Option), is not ideal but workable in the circumstances and allows for much less disturbance to existing vegetation. The greater land take was proposed to allow for spoil to be placed on the right of the 2nd hole to screen the new motorway junction. Whilst this option is the preferable one and works well on its own merits C&D are workable and would be accepted by the Club.
- 2.3.3 The proposed 3rd hole can literally be a carry over the existing grassland given that it is being made shorter. Though tree removal is still necessary they can be replaced with coppiced trees / scrubland / grassland to carry over. NB There is space made available through this proposal for additional native planting habitat connection etc i.e. old 3rd fairway at northern end.
- 2.3.4 The Applicants Solution produces challenges operationally and safety issues (that don't exist now). Maylands GC believe the Applicants solution has been produced under an instruction of finding the 'do minimum' principle that clearly does not entertain preventing negative impact on the course or the business.

- 3 APPENDIX A - Applicants Solution**
- 4 APPENDIX B - HE Proposal in Brochure**
- 5 APPENDIX C – Do Minimum Option Weller Solution**
- 6 APPENDIX D – 1st Hole Design Weller Solution**
- 7 APPENDIX E – Land Raising Option Weller Proposal**

8 APPENDIX F – Letter and Email from HE

----- Forwarded message -----

From: **Stengel, Dave** [REDACTED]
Date: Thu, Dec 10, 2020 at 11:40 AM
Subject: RE: Maylands GC

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]
Waterton, Anita
[REDACTED]
[REDACTED]

Good Morning Chris

Following on from our previous conversations, please find attached a letter detailing our latest position and to advise you of Highways England proposals to make some changes to the DCO design following consultation with stakeholders.

Further details can also be found in the following letter that has been submitted to the Examining Authority:

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010029/TR010029-000344-201204_TR010029_Letter%20to%20ExA%20re%20notification%20of%20Scheme%20changes.pdf.

We are proposing to undertake a non-statutory targeted consultation on these changes between January 2021 and February 2021.

As noted in the letter attached, we appreciate you may wish to discuss this further with us which we would be happy to do. Please do let me know a convenient time and date and I can arrange.

Kind regards

Dave

9 APPENDIX G

Response Highways England letter of 30th January 2020

10 RESPONSE TO ALTERNATIVE DESIGN PROPOSAL PRESENTED BY HIGHWAYS ENGLAND

10.1 General

10.1.1 In considering the alternative design (see copy on Appendix 1) presented by Highways England letter of 30th January 2020 we would make the following observations:-

10.2 Distance of Walk to 3rd Tees & Associated Safety Concerns

10.2.1 Because the proposed 2nd hole has been rotated to point more north east (presumably to ensure it does not fall within the buffer zone for the existing pond and its associated newt population) the result is a tedious long and unacceptable (in operational terms) walk of up 170m (186yds) to the next tee complex. Of particular concern is the route that golfers will have to take to reach the third tees.

10.2.2 Based on the drawing provided there appears to be a route indicated (red dashed line) back to a new pathway to the 3rd tees (170m in length). We have concerns over safety of golfers based on this route. Golfers would be walking straight back into the hitting zone of the proceeding golfers playing the 2nd hole which would not be acceptable. While it could be possible to make players on the 2nd tee wait until those leaving the 3rd hole were clear of danger, this would result in a considerable delay and queuing of players on the 1st and 2nd holes.

10.2.3 Alternative safer routes of the pathway between the 2nd green and 3rd tees have been looked at but these are problematic on account of the extent of the newt buffer zone around the existing pond. It has to be assumed that an access pathway across the buffer zone would not be acceptable and, as a consequence of this, a pathway would have to run either north or south of the buffer zone. Both routes would be circa 280m (306yds) which is not acceptable (slowing up play, tedious and lowering the quality of the course).

10.3 Proximity To Existing Pond Buffer Zone

10.3.1 The design issued by Highways England illustrates the green as being in close proximity to the existing pond buffer zone, no more than 7m from its western edge. Given that the buffer will essentially be unmanaged grassland there is a concern that this represents an unfair hazard to golfers playing the hole, especially given that the hole is a relatively long par 3. Uncut grass in an area that is characteristically damp for a long period of the year will result in lengthy searching and lost balls which will be both frustrating and lead to slow play.

10.4 Location Of The 2nd Hole In Relation To The New Slip road

10.4.1 The orientation of the Highways England layout will still mean that the hole is angled toward the carriageway and as a result golfers will be exposed to both visual and noise intrusion. The design presented does show mitigation in the form of mounding and planting, however, mounding will only limit a certain amount of the view and will not obscure the embankment created to the north east of the hole. Proposed planting will mitigate the views, but only in the long term.

10.5 Impact On the 1st Hole

10.5.1 The proposed 2nd hole presented by Highways England does not address the impact of the highways works on the 1st green. Option 1 presented by Weller Designs involved the 1st hole being re-aligned to the current 2nd green. This re-alignment effectively moved the golfers further away from the proposed highways works. The Highways England option would not permit this as the revised tees are located on the approach to the green.

10.6 Safety Margin from 2nd Hole To The Public Highway

10.6.1 While the design presented by Highways England illustrates a reasonable safety distance from the 2nd green to public highway it is still marginal in terms of balls reaching 3rd party land. While the majority will land within the margins illustrated there will still be a percentage that could potentially leave the boundaries of Maylands Golf Club.

10.7 Loss Of Existing Habitat

10.7.1 The design presented by Highways England illustrates an area of circa 8000m² will need to be topsoil stripped to build the hole.

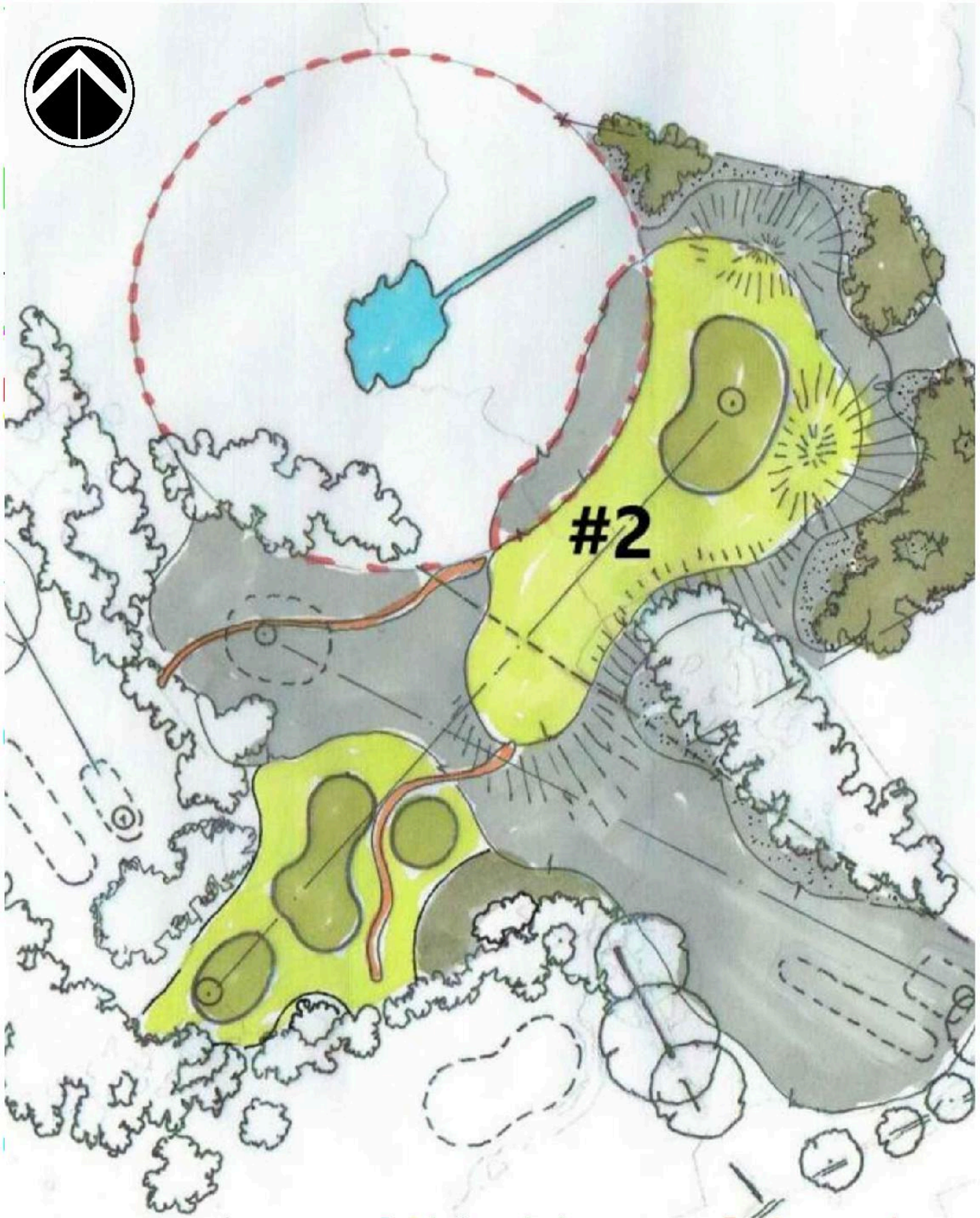
10.7.2 While the design previously presented by Weller Designs Ltd (option 1 - 'Do Minimum Addendum') does currently show a requirement to strip a greater extent of land, there is scope to reduce this. By reducing the extent of the mounding to the right of the new 2nd fairway and minimising the stripping in front of the new 3rd tees it is possible to match the extent of stripping required to match that of the Highways England option.

11 SUMMARY & CONCLUSION

11.1.1 The design alternative presented by Highways England meets some criteria in terms of its length and proximity to the highways boundary but there are issues which will undoubtedly will weaken the standing of the golf course. The walk back to the proposed 3rd tees is not considered good design practice and could result in both safety issues and slow play. Option 1 presented by Weller Designs does not result in these concerns. Similarly the Highways England design does not improve the visual and noise intrusion on the golfers, whereas the Weller Design proposal does have a significant positive impact in this regard by re-locating the course away from the highways boundary.

Loss of habitat is reduced in the Highways England design, however, there is scope to address this issue by reducing the amount of topsoil stripping required in option 1 of Weller Designs 'Do Minimum Addendum'. As part of a mitigation strategy there would also be a proposal to create a water feature and wetland in the area in front of the new 3rd hole to increase habitat diversity.

In conclusion we maintain that option 1 of Weller Designs 'Do Minimum Addendum' is the preferable option.



Highways England Option

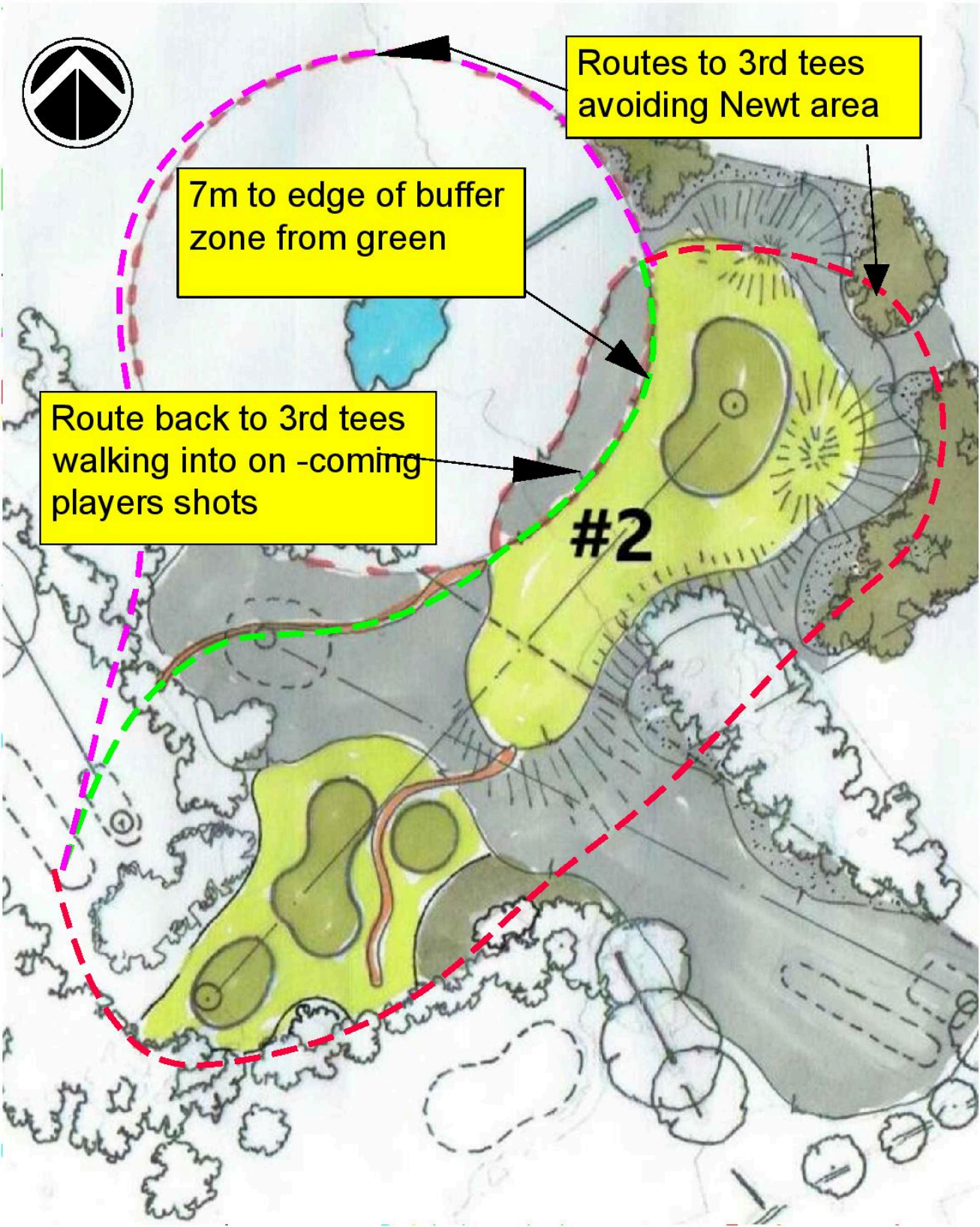


Routes to 3rd tees avoiding Newt area

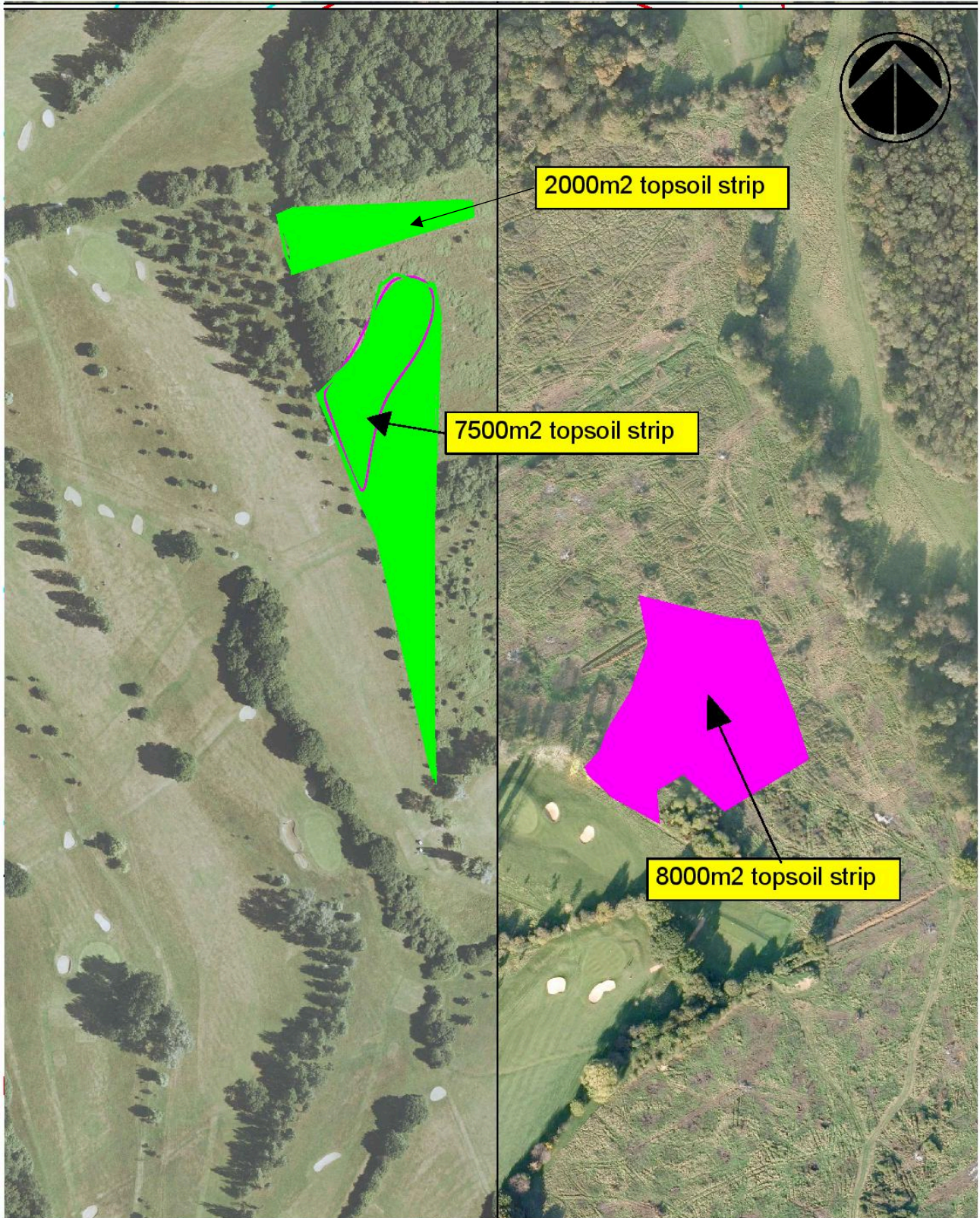
7m to edge of buffer zone from green

Route back to 3rd tees walking into on-coming players shots

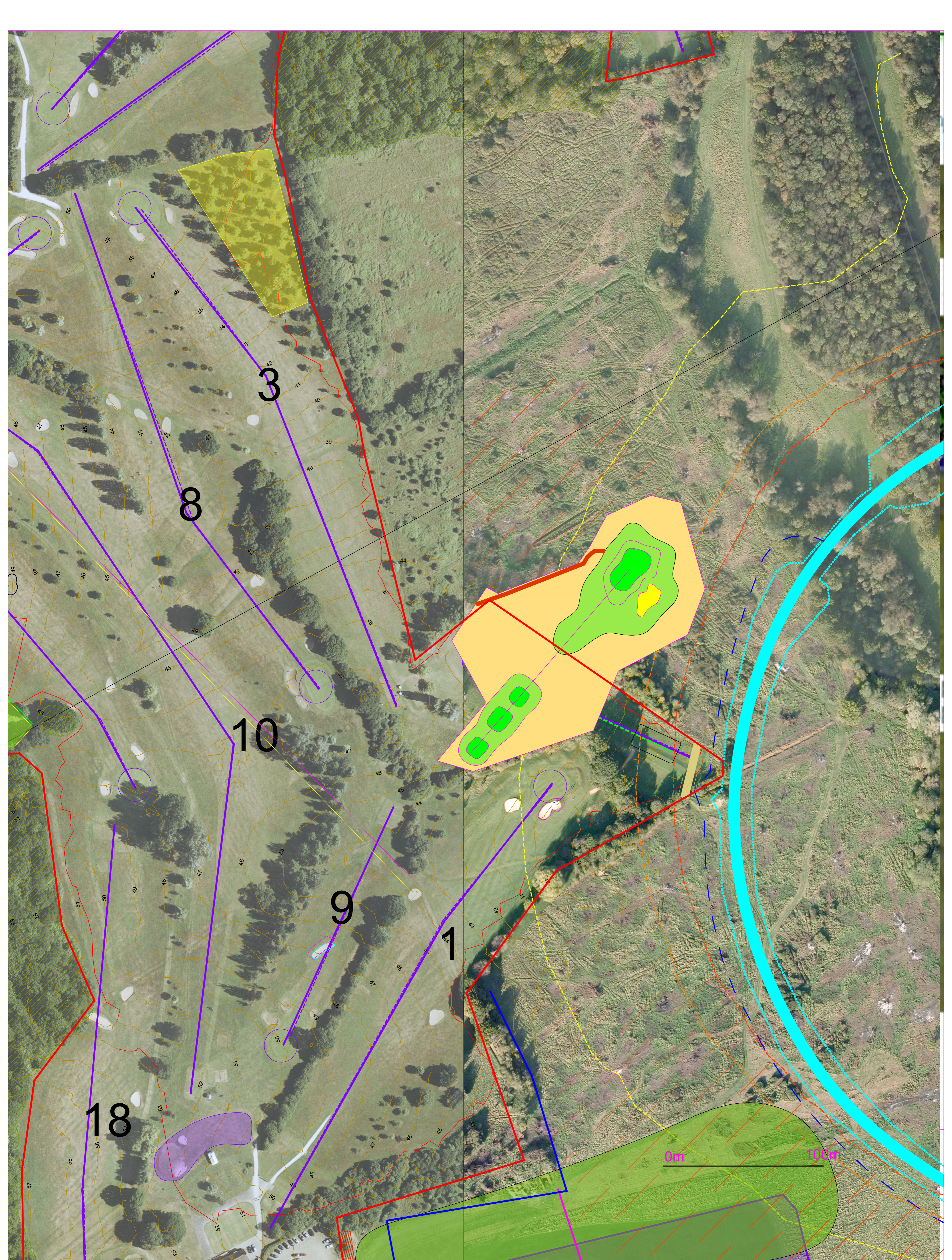
#2



Highways England Option



Pink = Extent of strip for Highways England Option
Green = Extent of Strip for Weller Designs Option 1 (amended to reduce extent to east of fairway)



1:1000 @ A1

M25 junction 28 improvement scheme

Targeted non-statutory
consultation

December 2020



Introduction

Highways England is responsible for the operation, maintenance and improvement of England's motorways and major A roads, known as the strategic road network (SRN).



The Government announced its commitment to improving the M25 junction 28 in its first Road Investment Strategy (RIS) published in 2014 for the investment period 2015 to 2020 and then again in its second Road Investment Strategy published in March 2020 (RIS2). The Application is for the M25 junction 28 improvement scheme ("the Scheme") and seeks a development consent order ("DCO") to construct, operate and maintain the Scheme. The Scheme is described in RIS2 as an 'upgrade of the junction between the M25 and A12 in Essex, providing a free-flowing link from the northbound M25 to the eastbound A12'.

This targeted consultation relates to an application (the "Application") made by Highways England to the Planning Inspectorate, acting on behalf of the Secretary of State for Transport, under section 37 of the Planning Act 2008. The Application was accepted for examination on 24 June 2020.

As a result of further development, Highways England has identified some improvements to the Scheme that it wishes to pursue. The intention to make changes to the Scheme was first notified by Highways England in a letter to the Planning Inspectorate dated 4 December 2020.



M25 junction 28 improvement scheme

Currently junction 28 is a heavily used junction which features a roundabout controlled by traffic lights. It is used by up to 7,500 vehicles an hour during peak times. The junction is already operating at capacity, with motorists regularly experiencing congestion and delays. By 2037, traffic levels in the area are expected to increase

by up to 22% by 2037, with more than 9,000 vehicles travelling through the roundabout every hour at peak times. Average delay due to congestion during peak travel times is predicted to increase from over a minute per vehicle at present, to four minutes per vehicle in 2037 without the Scheme.



The objectives of the Scheme are:

- to increase capacity and reduce congestion and delays by providing an improved link from M25 to A12.
- to reduce the incident rate and resulting disruption by increasing the capacity of the roundabout.
- to improve safety on the roundabout by reducing traffic levels and redesigning the existing layout.
- to cater for future traffic demands to enable development and economic growth.
- to minimise the impact on local air quality and noise by smoothing traffic flow.
- to protect access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible.



Alongside these objectives, the Scheme also aims to:

- where possible, improve air quality with regards to vehicle emission generally, and specifically at the existing declared Air Quality Management Areas (AQMA).
- minimise the environmental impact as measured in accordance with Design Manual for Roads and Bridges (DMRB).

About this targeted non-statutory consultation

Since the Application for the Scheme was accepted by the Planning Inspectorate for examination in June 2020, we have developed our plans further, including considering feedback and have identified potential changes to the Scheme that we are proposing to make.

We are proposing four changes to the Scheme. The changes are being proposed for environmental reasons and also in response to issues raised by those affected by the Scheme.

We would now like to hear your views on the changes we are proposing. This document sets out the background to the proposed changes, together with a summary of the impact of each change on the Scheme. We are consulting relevant stakeholders, landowners and those with property interests in land affected by the changes and interested parties registered with the Planning Inspectorate. This consultation relates only to the proposed changes to the Scheme.



The consultation closes at 23:45 on 4 February 2021

Following consultation, all feedback will be taken into consideration and outlined in a consultation statement. Highways England will then decide whether to make a formal request to the Examining Authority to include the changes as part of the Scheme under consideration.

Scheme changes ▶▶▶▶

The four changes listed below have been identified following engagement with and feedback from key stakeholders – including statutory environmental bodies and landowners – and as a result of ongoing design refinement.



Change 1 (see page 5)

Removal of surplus construction materials deposit to the west of Weald Brook (Work No. 17).



Change 2 (see page 6)

Amendment to the deposit of surplus construction materials (Work No. 18) situated to the south-east of Maylands golf course to form an environmental bund.



Change 3 (see page 9)

Refinement of Maylands golf course accommodation works (Work No. 32).



Change 4 (see page 12)

Amendment to the limits of deviation for the Cadent gas pipeline diversion – southern connection (Work No. 29).



Change 1: Removal of surplus construction materials deposit to the west of Weald Brook (Work No. 17)

Highways England included two surplus construction material areas (Work No. 17 and Work No. 18) in the Application for the Scheme. Following feedback from the Environment Agency, Highways England proposes to remove Work No. 17 from the Application. The surplus materials generated by the Scheme will instead be reused within the permanent works and in the creation of an environmental bund at Work No. 18 (see Change 2 below).

The removal of Work No. 17 does not involve any changes to the Scheme Order Limits or the permanent land take proposed in this area which is still required for the construction and maintenance of the ecological compensation area (Work No. 25).

There will be no environmental effects associated with this change.

Figure 1: Work No. 17 as included in the DCO Application

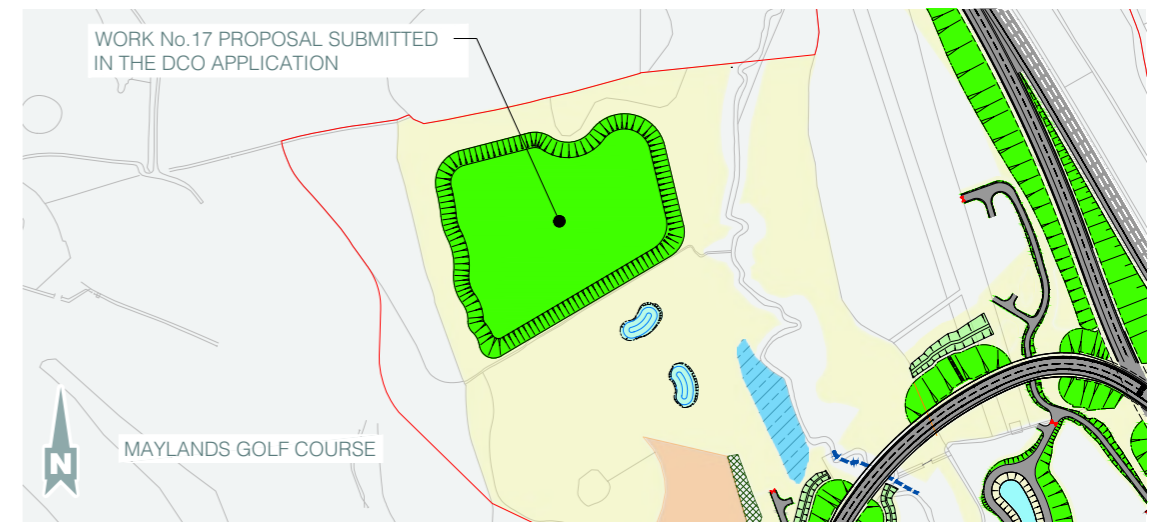
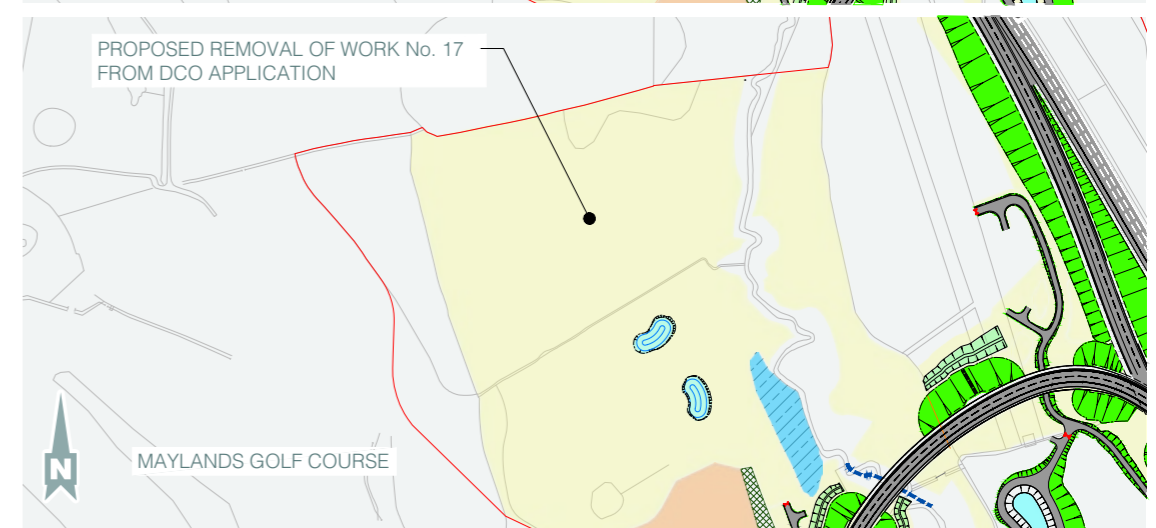



Figure 2: Proposed change to Work No. 17



Legend

	DCO boundary		Drainage ditch		Ground lowering for flood compensation or ecological mitigation
	Proposed carriageway / access track and existing carriageway resurfacing		Environmental mitigation area / grassland (see Figure 2.2 in the ES (application document TR010029/6.2) for further details)		New Pond
	Earthworks		Golf Course accommodation works		
	Earthworks (varying slope)		Proposed Native Woodland Planting		
	Realignment of watercourses				

 **Change 2: Amendment to the surplus construction materials deposit (Work No. 18) situated to the south-east of Maylands golf course to form an environmental bund**

Highways England included two surplus construction material areas (Work No. 17 and Work No. 18) in the Application for the Scheme. Following feedback from the Environment Agency, it is proposed to remove Work No. 17 from the Scheme (see Change 1 above). Highways England proposes to remodel Work No. 18 into an environmental bund which follows the outline of the environmental works (part of Work No. 25) alongside the new loop road and to the north of Work No. 19B (a drainage pond and associated access).

The proposed environmental bund would be approximately 2.5 metres high and will be mainly grassed with a strip of woodland planting along the southern section.

This proposed change would not involve any changes to the Scheme Order limits. However, it would require the land which forms the environmental bund to be acquired on a permanent rather than a temporary basis to enable the long-term maintenance of the bund.

The proposed environmental bund will provide visual and noise screening benefits to residents at Maylands Cottages and Woodstock Avenue, as well as to Maylands golf course.

The environmental effects of the proposed change are summarised below.








Topic	Effect
 Noise and vibration	Noise modelling of the proposed environmental bund shows that there will be a change from negligible noise benefits to perceptible noise benefits during the operation of the Scheme for residents at Maylands Cottages, for some residents in Woodstock Avenue and for players on some parts of the Maylands golf club.
 Biodiversity	The inclusion of the environmental bund instead of a surplus material area will not change the habitats that are proposed to be created as part of the Scheme. Therefore, the conclusions in the biodiversity assessment set out in the Environmental Statement submitted with the Application remain the same.
 Landscape and visual	Remodelling of Work No. 18 into an environmental bund and associated mitigation woodland planting around the loop road will provide a greater degree of visual screening for residential receptors at Maylands Cottages. It will contribute to a change to findings within the landscape and visual assessment set out in the Environmental Statement submitted with the Application from an anticipated very large adverse visual impact at year 1 and moderate adverse impact at year 15 to an anticipated moderate adverse impact at year 1 and slight adverse impact at year 15. There would be no anticipated change to the predicted landscape impacts. Photomontages from Maylands Cottages are provided in the Appendix.
 People and communities	The remodelling of Work No. 18 into an environmental bund would require the land on which it is to be constructed to be permanently acquired. This would mean a revision to the land plans submitted with the Application to show part of plot 1/11 to be permanently acquired for the environmental bund. The Application identifies plot 1/11 for temporary possession. The conclusions in the people and communities assessment set out in the Environmental Statement submitted with the Application remain the same.
 Materials and waste	Remodelling of Work No. 18 into an environmental bund will increase the amount of site-won materials that can be re-used on site and reduce the amount of materials that will need to be taken offsite for disposal. Therefore, the conclusions in the materials and waste assessment set out in the Environmental Statement submitted with the Application will change the significance of effects of wastes arising from a moderate (significant) effect to a slight (not significant) effect.

Figure 3: Work No. 18 as proposed in the Application

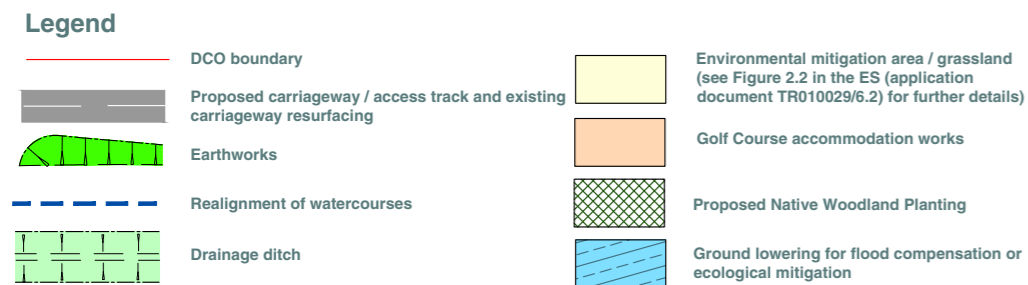
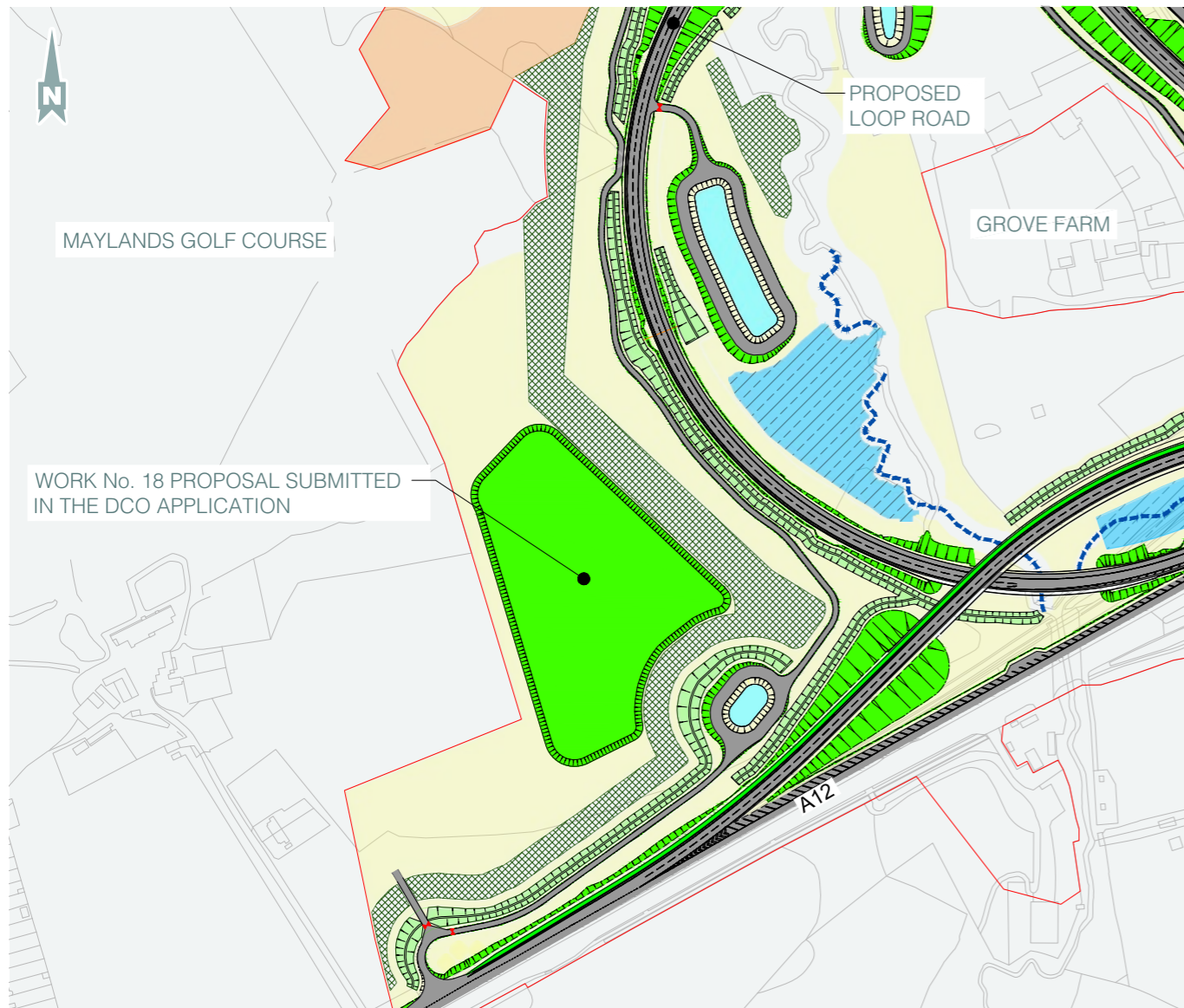
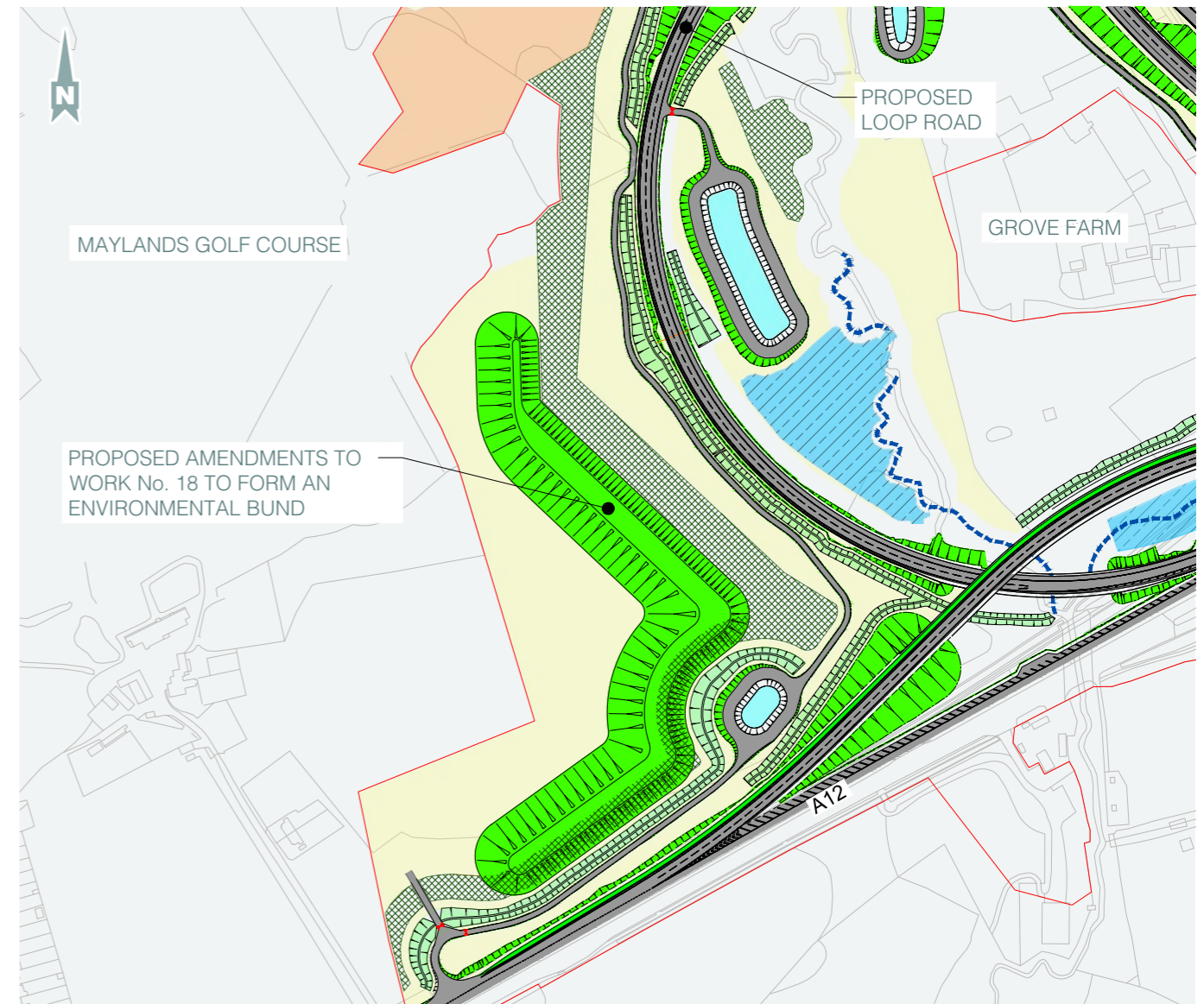


Figure 4: Proposed change for Work No. 18



Change 3: Refinement of golf course accommodation works (Work No. 32)

Highways England included golf course accommodation works (Work No. 32) in the Application for the Scheme. The golf course accommodation works have been considered further and as a result it is proposed to amend those works to enable the provision of a boardwalk. This boardwalk would provide a safe route for players to walk back from the green of the realigned second hole to the third tee while minimising any interruption to play. The full extent

of the golf course accommodation works has been refined to reflect the proposed layout of the replacement hole as shown in the drawing below.

This proposed change and introduction of a boardwalk will not involve any changes to the Scheme Order Limits.

There will be no change in environmental effects associated with this change.

Figure 5: Work No. 32 as included in the Application

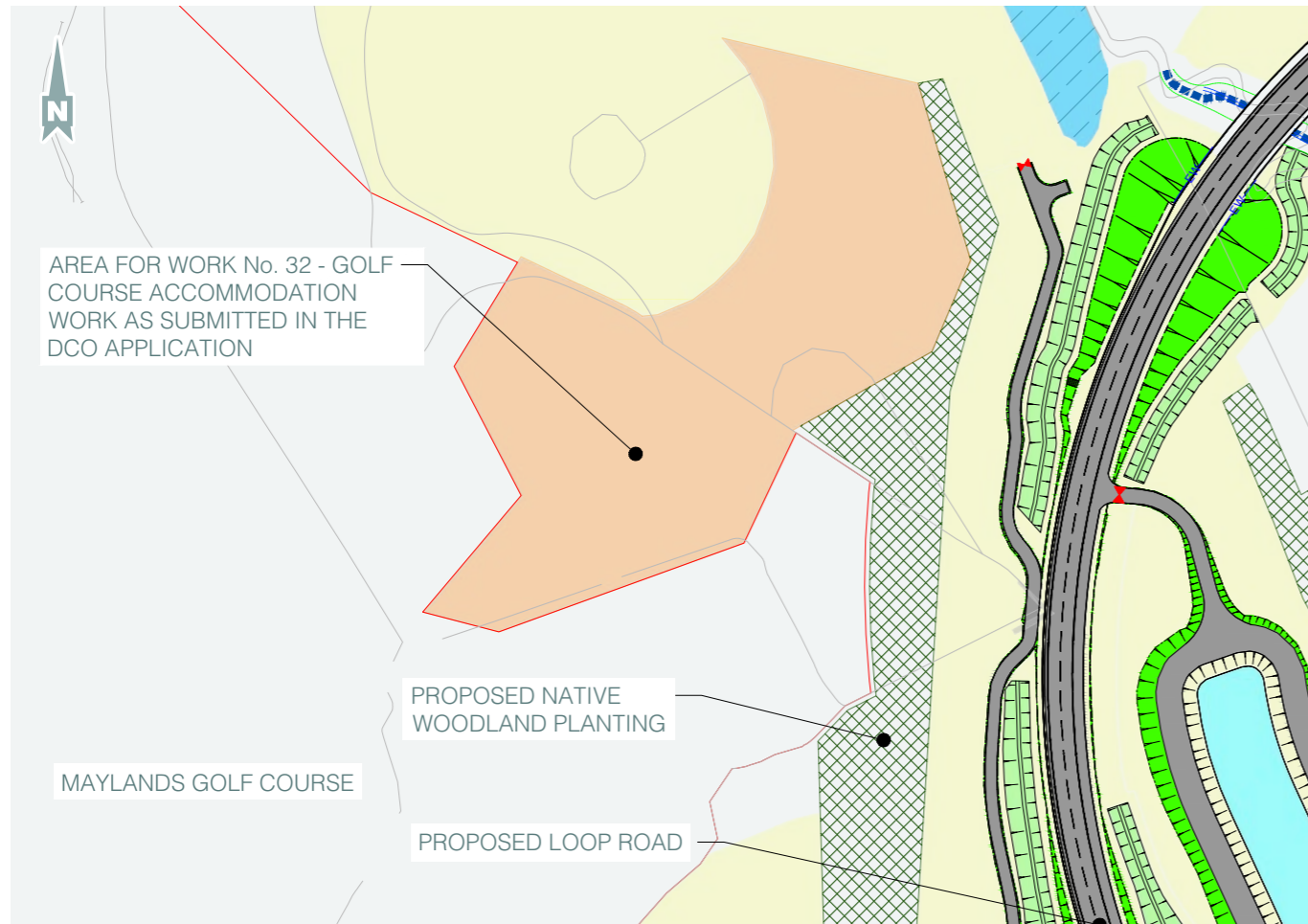


Figure 7: Proposed change for Work No. 32

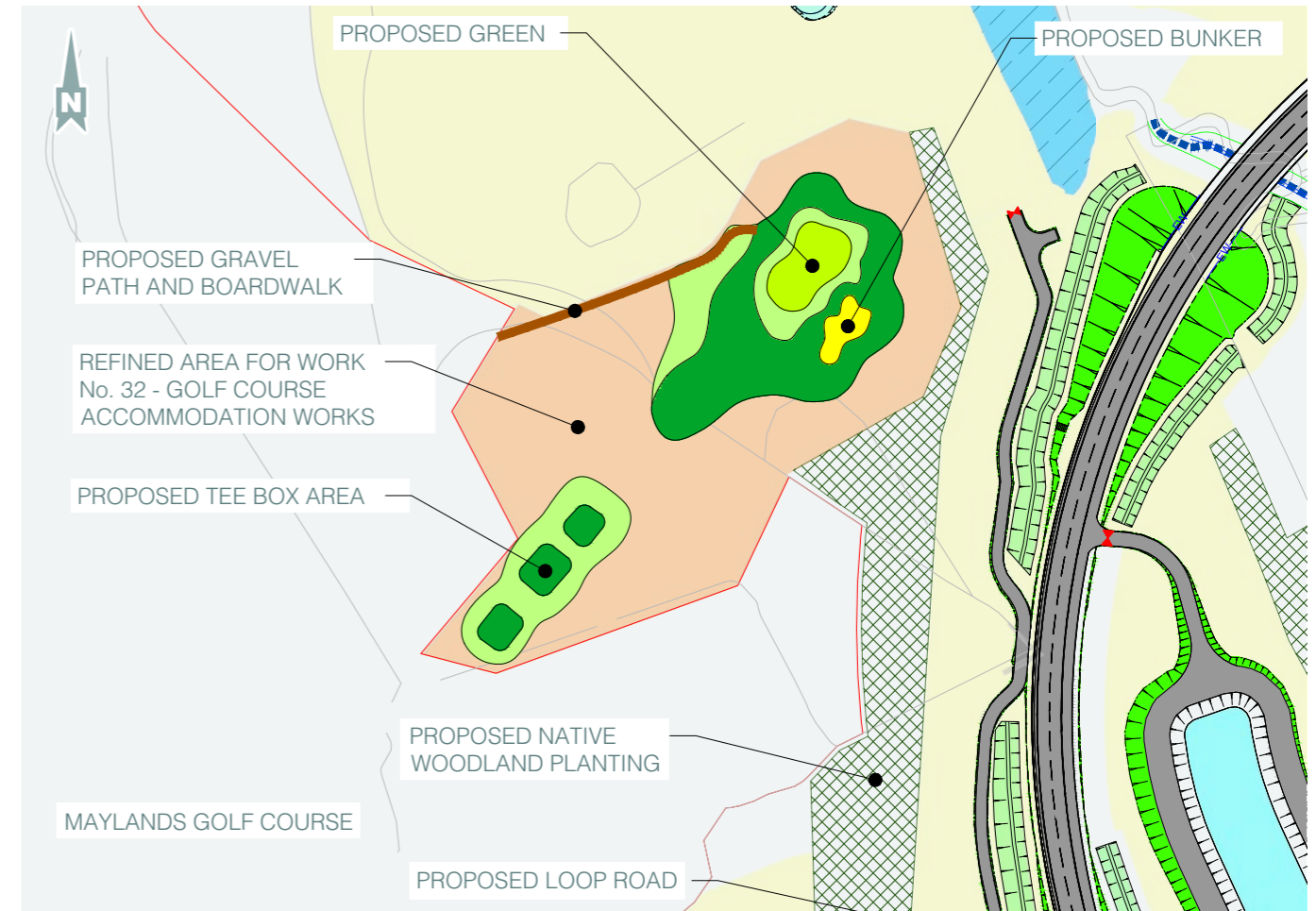












Figure 6: Maylands golf course accommodation works indicative layout with proposed change



Legend

-  DCO boundary
-  Proposed carriageway / access track and existing carriageway resurfacing
-  Earthworks
-  Realignment of watercourses
-  Drainage ditch
-  Environmental mitigation area / grassland (see Figure 2.2 in the ES (application document TR010029/6.2) for further details)
-  Golf Course accommodation works
-  Proposed Native Woodland Planting
-  Ground lowering for flood compensation or ecological mitigation
-  New Pond

Change 4: Amendment to the lateral limits of deviation for the Cadent gas pipeline diversion – southern connection (Work No. 29)

Highways England included the provision of a Cadent Gas Limited (“Cadent”) pipeline diversion (Work No. 29) in the Application for the Scheme. Since acceptance of the Application Highways England, alongside Cadent, has undertaken further detailed design work and taken on board comments raised by stakeholders.

To connect the diversion with the existing Cadent pipeline that runs beneath plot 1/8 an amendment to the limits of deviation for this work are proposed in plot 1/8 and across the A12.

In the Application Highways England is seeking the acquisition of permanent rights over the entirety of plot 1/8, with rights required to construct, operate, access, protect and maintain the pipeline. Highways England is now proposing to reduce the extent of permanent rights sought in plot 1/8. Temporary possession of the remainder of plot 1/8 will be needed in order to undertake the required diversion works.

There will be no change in environmental effects associated with this change.

Figure 8: Work No. 29 as included in the Application

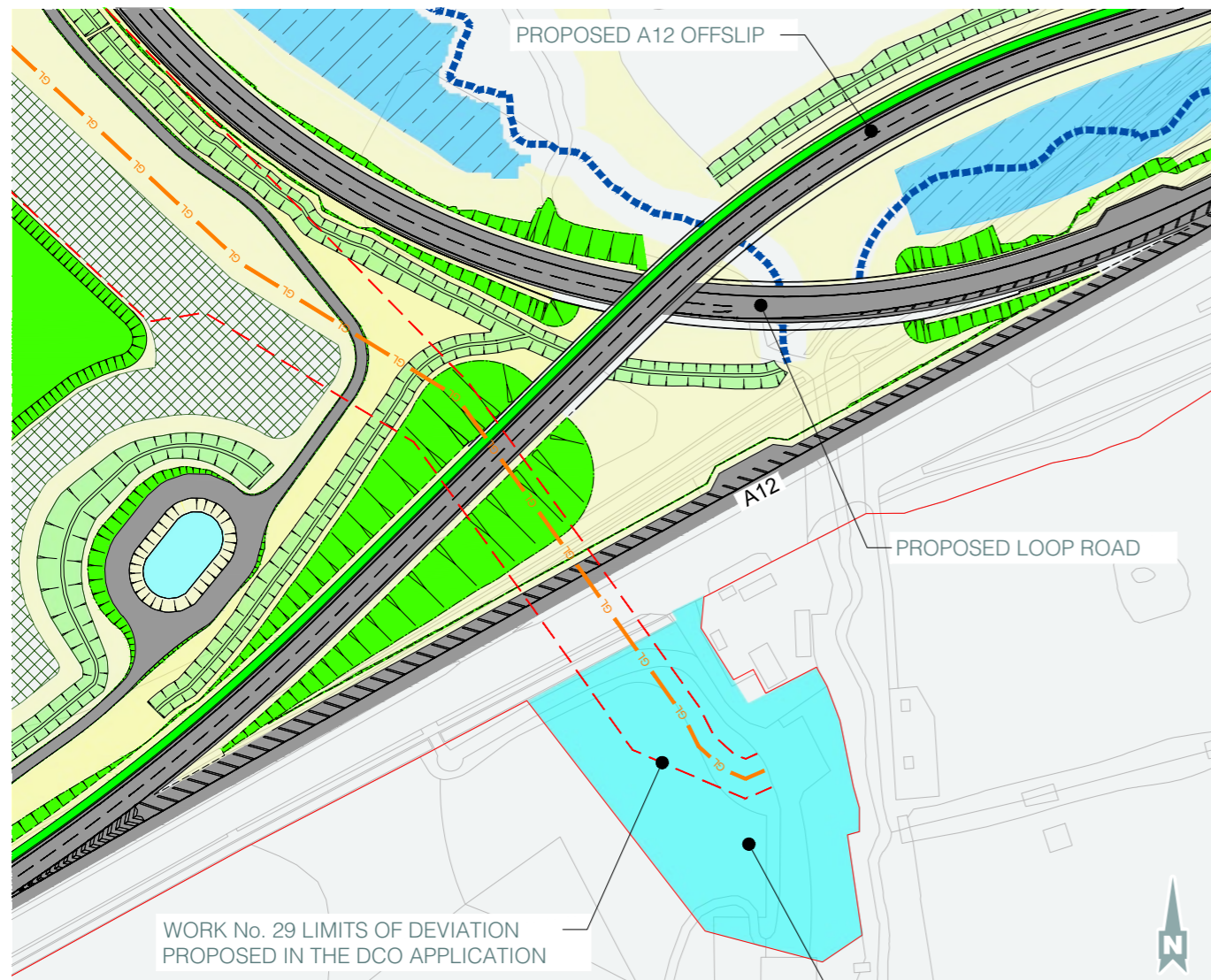
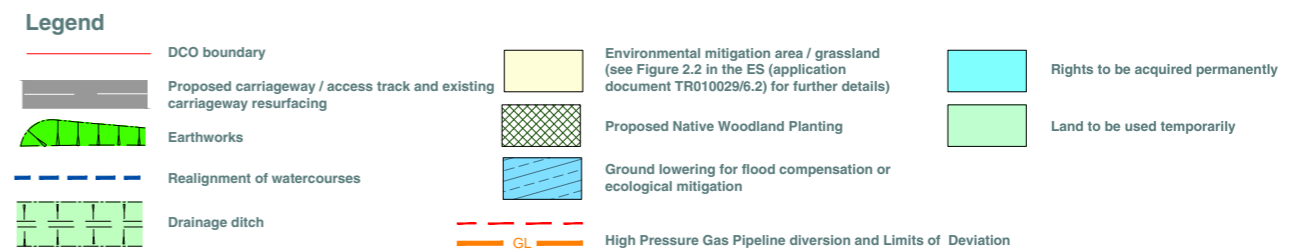
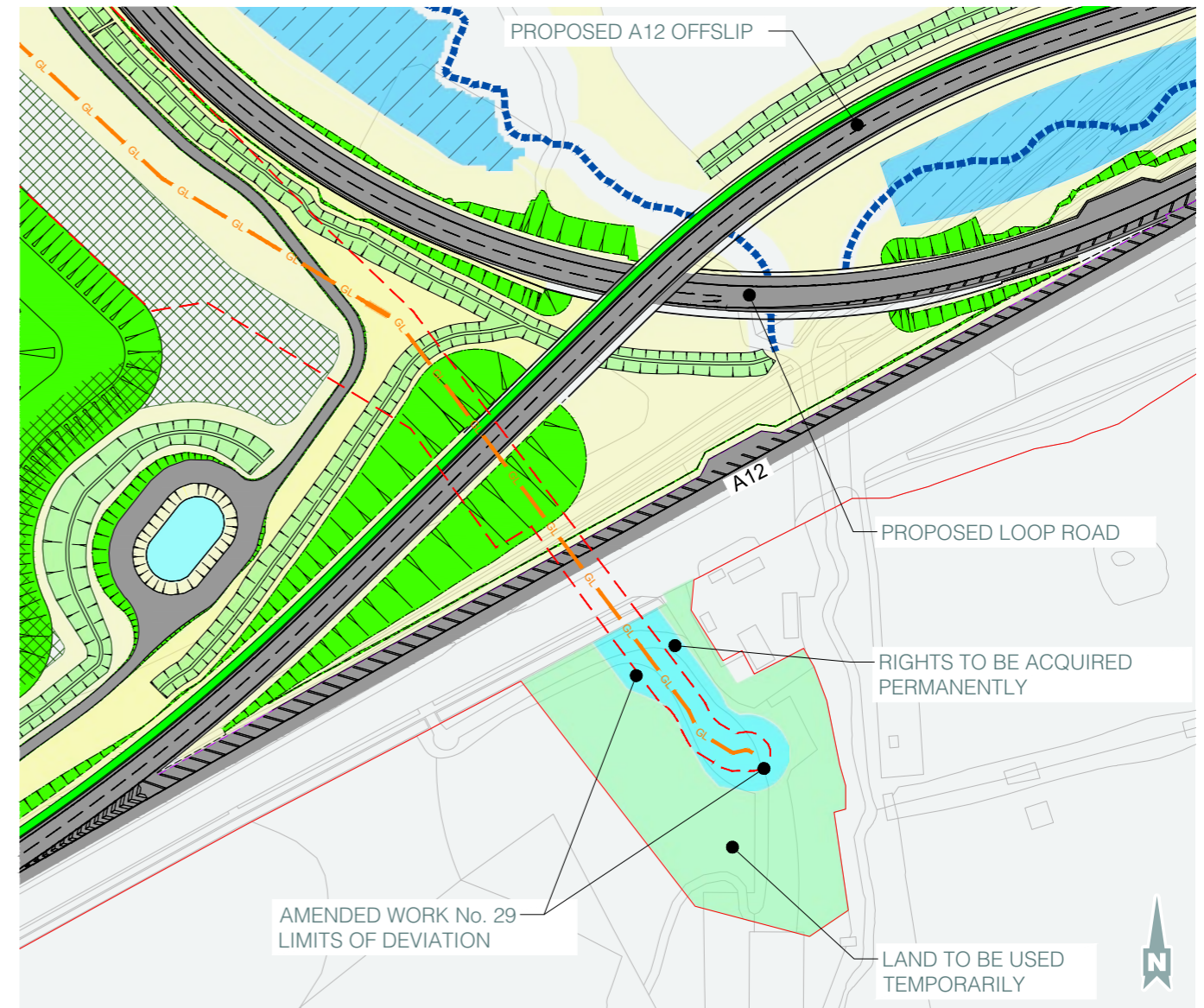


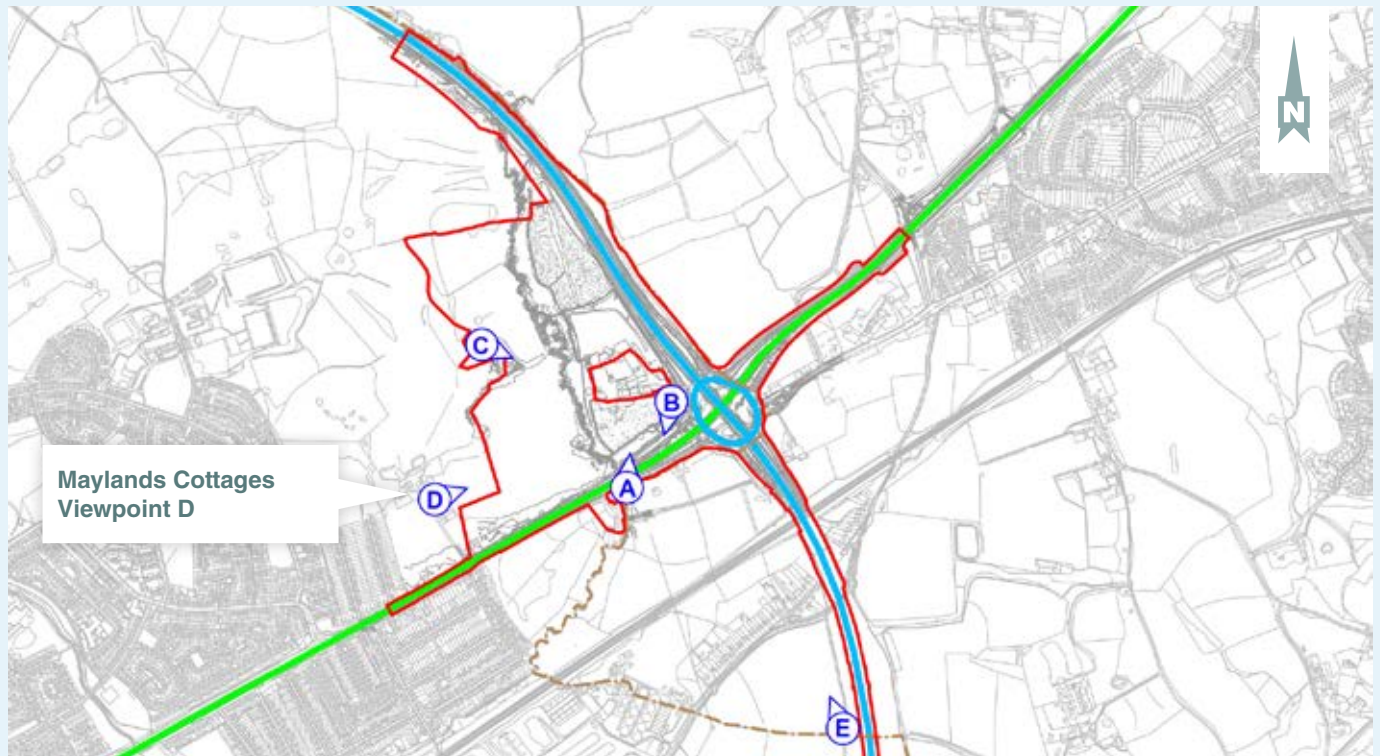
Figure 9: Proposed change for Work No. 29



Appendix: Viewpoint D Maylands Cottages photomontages

This appendix shows the visual changes arising from the proposed change to Work No. 18 (as described in Change 2 above). The change to Work No. 18 will provide better visual screening to the residents at Maylands Cottages and Woodstock Avenue and this is illustrated in the figures below.

The following list of 11 figures are provided below:



Summer photomontages in the DCO Application	DCO Application: Viewpoint D (Maylands cottages), existing photo (summer)
	DCO Application: Viewpoint D (Maylands cottages), opening year photomontage (summer)
	DCO Application: Viewpoint D (Maylands cottages), year 15 photomontage (summer)
Proposed summer photomontages showing the proposed environmental bund (Work No. 18)	Viewpoint D (Maylands cottages), opening year photomontage (summer)
	Viewpoint D (Maylands cottages), year 15 photomontage (summer)
Proposed winter photomontages showing the proposed environmental bund (Work No. 18)	Viewpoint D (Maylands cottages), existing photo (winter)
	Viewpoint D (Maylands cottages), opening year photomontage (winter)
	Viewpoint D (Maylands cottages), year 15 photomontage (winter)



Submitted DCO Application: Viewpoint D (Maylands cottages), existing photo (summer)



Submitted DCO Application: Viewpoint D (Maylands cottages), opening year photomontage (summer)



Submitted DCO Application: Viewpoint D (Maylands cottages), year 15 photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), opening year photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), year 15 photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), existing photo (winter)



Proposed environmental bund: Viewpoint D (Maylands cottages), opening year photomontage (winter)



Proposed environmental bund: Viewpoint D (Maylands cottages), year 15 photomontage (winter)

Have your say

If you have any questions about the targeted consultation, the information in this brochure, to request a hard copy, or if you need help accessing this information, please call

 **0300 123 5000** and we will help you.

Feedback on any aspect of the changes can be sent to:



Email us:
M25j28@highwaysengland.co.uk



or by writing to us at
FREEPOST M25 J28 improvement scheme

(please note that due to current restrictions, postal mail may not be regularly retrieved as our offices are not fully open).

All feedback will be taken into consideration and outlined in a consultation statement that will be prepared by Highways England.

If Highways England decides to make a formal request to the Examining Authority to include the changes in the Scheme, the consultation statement will form part of that request.



The consultation closes at 23:45 on 4 February 2021



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

© Crown copyright 2020.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2020 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.highwaysengland.co.uk For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR175/20**

Highways England creative job number GFD20_0149

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

Maylands GC Remodelling Plan Do Minimum Option

Approx 35 trees to be removed along with some of the boundary hedgerow planting.

Avoid gas main existing

Green surface to be retained with new proposed bunkering and surround

New large raised tree area approx. 250 m²

Retain existing grassland

Area of new green 450m²

Area of proposed fairway 1,143m²

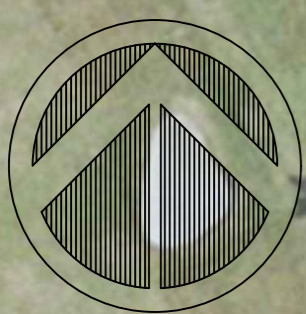
Area of proposed rough 783m²

New tee to be constructed for improved safety

Retain existing grassland

Potential area for new native woodland planting to replace removed poplar trees

Area of Landtake (4718m²)



0 25 50 Meters

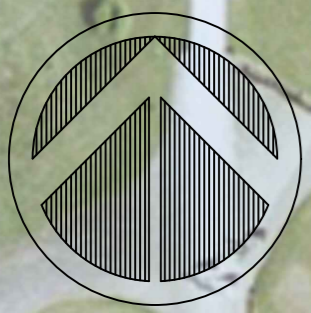
Scale - 1:500 @ A1

1st Hole Remodelling Plan

Retain green surface

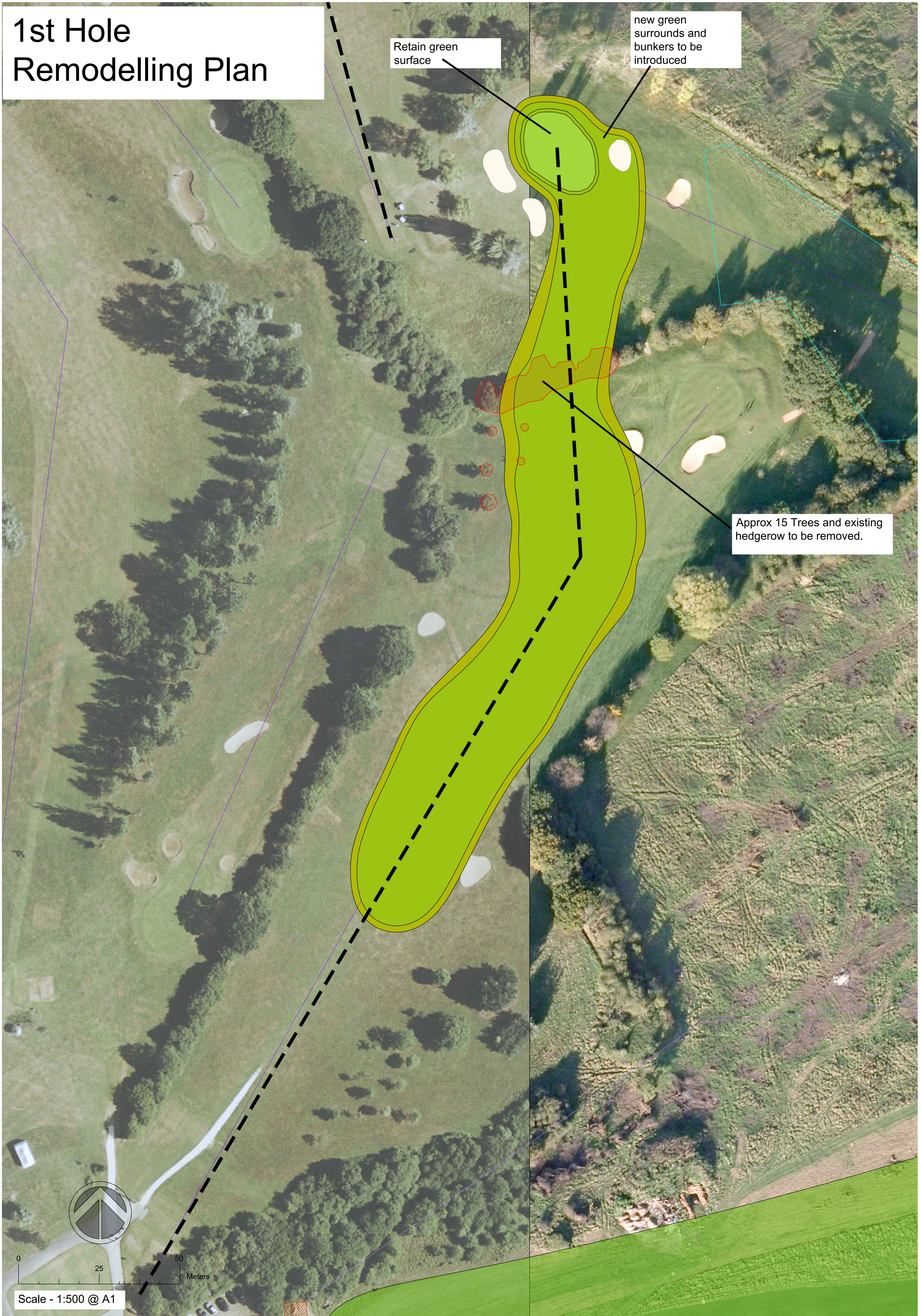
new green surrounds and bunkers to be introduced

Approx 15 Trees and existing hedgerow to be removed.

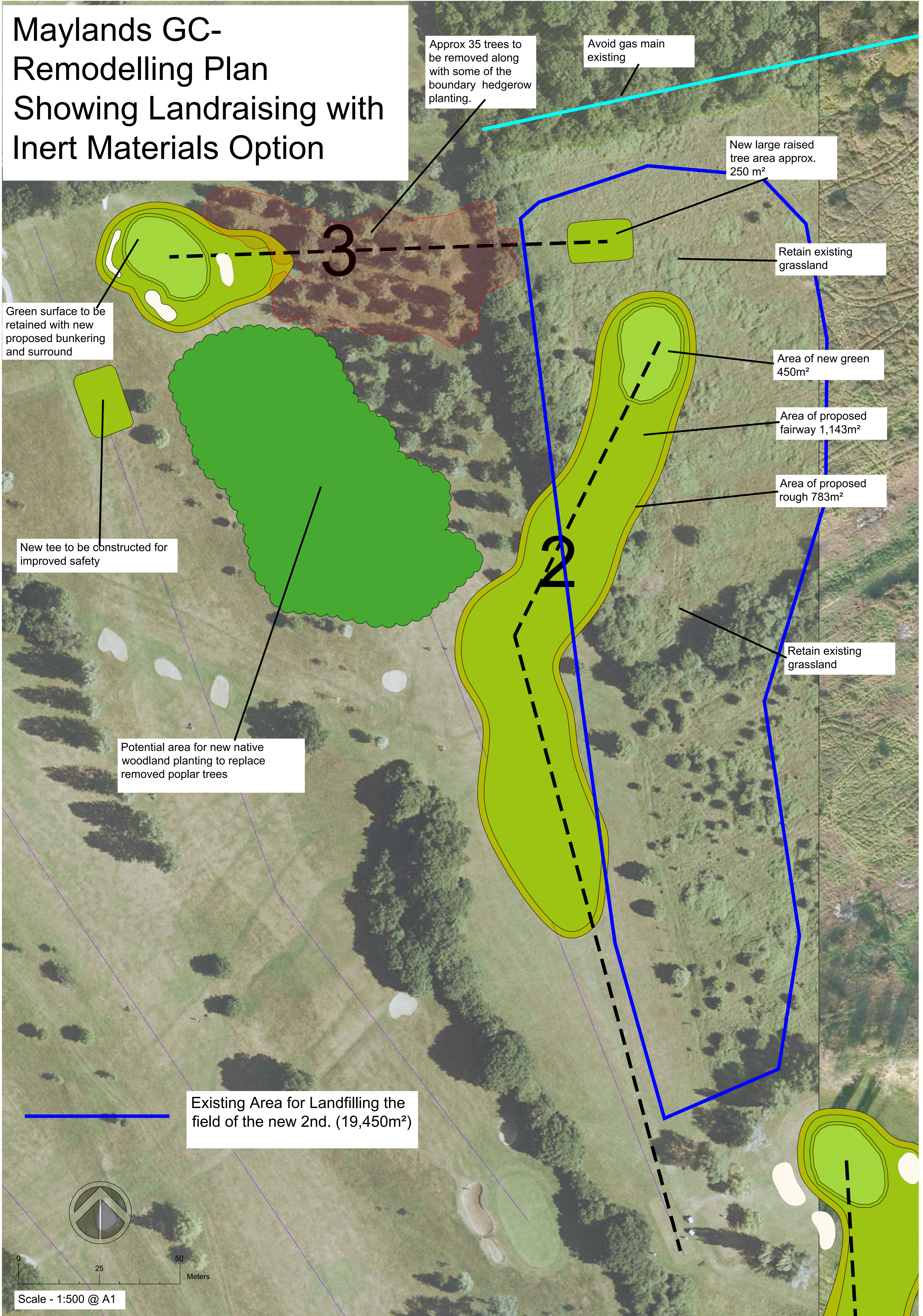


0 25 50 Meters

Scale - 1:500 @ A1



Maylands GC- Remodelling Plan Showing Landraising with Inert Materials Option



MAYLANDS GOLF CLUB – ALTERATIONS DUE TO JNC 28 WORKS

Cost comparison between the Applicant's Solution and the Weller Solution

1.0 Introduction

1.1 My name is Christopher Foreman and I am a director of Luddington Golf Limited, the company that owns the lease of Maylands Golf Club and manages the day to day operations at the Club. I have over 30 years' experience in the Golf Course Management and Construction Industries and bring this experience and expertise to assess the two proposed schemes, in relation to operation and management of the facilities and to assess the costs to construct the new elements of each.

1.2 I now consider the Applicant's Solution and the Weller Solution in turn.

2.0 The Applicant's Solution

2.1 The Applicant proposes to replace the lost hole relatively close to its existing position but re-oriented so that the hole plays toward the new highway and then golfers will have to walk (via a boardwalk and path) back down the direction that they have just played from so as to get to the following teeing ground; this being the area from which the play of each hole in a round of golf commences.

2.2 This solution will require the creation of a new tee complex, a new fairway and approach and a new green complex. The 'green' being the highly maintained area that the golfers finish the hole by putting the ball into a hole.

2.3 In addition, this solution requires the construction of a substantial boardwalk and pathway suitable to accommodate golf carts/buggies; these being small electric vehicles that carry two persons and which many golfers regularly use to transport both themselves and their equipment around a golf course.

2.4 The reason for the construction of the boardwalk is that following earlier representations from Maylands and so as to avoid golfers having walk directly down the previous direction of play, the Applicant proposes to provide a pathway (the boardwalk) through the protection zone inhabited by Greater Crested Newts, these being an endangered species.

2.5 The existing 2nd hole will need to be closed (meaning a course closure) whilst the new Tees and first half of the new fairway are constructed and grown in . The rest of the new Hole can be constructed (and grown in) whilst the existing 2nd hole is used for play.

3.0 Costs breakdown for Applicants solution:

3.1 To construct a new 2nd Tee complex to include drainage and a sand /soil mix rootzone and Turf. £15,000.

- 3.2 To construct a new USGA specification 2nd Green complex to include drainage and irrigation. £50,000.
- 3.3 To construct a new fairway and approach to include clearance , remodelling of the land, installation of new drainage and seeding . £35,000
- 3.4 To construct a new timber framed and clad Boardwalk and pathway to specifications to accommodate golf carts (buggies) . £45,000.
- 3.5 To remediated existing bunkers following closure of the old green. £4000.
- 3.6 Total construction cost = £ 149,000.
- 3.7 In addition there will be a Loss of revenue for course closure during construction. This is likely to take place in September . £10,000 per week. We estimate a construction period of approx. six weeks. Estimated cost £60,000.
- 3.8 In addition there will be an ongoing maintenance allowance for boardwalk and the pathway of approximately £3,000 per year
- 3.9 In addition there will be a loss of revenue due to the reduced quality of course and safety issues equating to between £50,000 and £90,000 per annum. To include (but not limited to) loss of membership, green fees and society days.
- 3.10 This scheme requires approximately 8000 m2 of un demised land from the adjacent field. More than that is required for the Wellers scheme.

4.0 Maylands preferred solution designed by Weller Designs Limited

- 4.1 The Wellers scheme proposes replacing the second hole by turning the existing 3rd hole into the new second hole (a par 4) by building a new fairway (in part), a new approach and a new green on an adjacent (non- demised) piece of land.
- 4.2 A new 3rd Tee will be constructed adjacent to the new 2nd green. Golfers will then play from this Tee to the old 3rd green. A new fairway (in part) in the existing woodland will be created. This new par 3 hole effectively will replace the old 2nd hole.
- 4.3 The old second green will become the new 1st green in order to take the 1st hole away from the direction of the new road and help mitigate the negative impacts of the new road on the golf course.
- 4.4 Both the old second and third greens will need some alterations to the surrounds but the playing surfaces will remain un altered.

- 4.5 This scheme can be achieved by minimal disruption and in two phases over three years.
- 4.6 The Construction of the new second and third holes will be carried out whilst the existing course is in play year 1. The new construction elements can then be matured for a year and then opened in year 2.
- 4.7 In year 2 the alterations can then be made to the first hole whilst the old green remains in use. Year 3 the first hole can then be opened to its new layout.
- 4.8 There may be some planned and limited temporary arrangements for play, whilst the alterations are carried out to the 3rd green, possibly meaning the integration of a temporary green toward the end of year 1 for a short period.

5.0 Costs breakdown for the Wellers solution

- 5.1 Alterations to create new 1st approach. To include hedge clearance , regrading , topsoiling and seeding. £12,000.
- 5.2 Alterations to the old second green surrounds to create the new 1st Green some general regrading & refurbishment and creation of 2 new bunkers to include drainage to a positive outfall. £17,000.
- 5.3 Creation of the new section of 2nd fairway and approach , to include tree and scrub clearance, remodelling, drainage installation and seeding. £26,000.
- 5.4 To construct a new USGA specification 2nd Green complex to include drainage and irrigation. £50,000.
- 5.5 To construct a new 3rd Tee complex to include drainage and a sand /soil mix rootzone. £12,000.
- 5.6 Creation of the new section of 3rd fairway, to include tree and scrub clearance, remodelling, drainage installation and seeding. £26,000.
- 5.7 Alterations to the 3rd (existing and new) green surrounds to create the new 1st Green some general regrading & refurbishment and creation of 2 new bunkers to include drainage to a positive outfall. £20,000.
- 5.8 To construct a new 8th Tee to include drainage and a sand /soil mix rootzone. £4,000
- 5.9 Total Construction costs Costs £167,000
- 5.10 In addition there will be estimated costs of temporary arrangements to be made during year 1. Approx. £20,000 which should cover any temporary green arrangements.

5.11 This scheme requires approximately 5000 m² of un demised land from the adjacent field.

6.0 Current and Ongoing losses due to J28 scheme.

6.1 There has already been some fall out of the membership over the last 4 years because of the uncertainty of how the j28 works will negatively impact on the golf course and practice facilities during the works and in the future .

6.2 The club are currently assessing this for compensation purposes. However, this is the same whichever of the two above schemes go ahead.

6.3 There will naturally be further fall out going forward , whichever scheme goes ahead, but this will not be as high an impact if the Wellers scheme is implemented.