



Revised Design and Access Statement

Kirkby Valley Golf Club, Valley Road

Proposed Club House, Driving Range
Course Alterations and Alterations to
Existing Club House



Date:	July 2023
Project Ref:	22.017
Revision:	A. (Revised Application)



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Client

Brock Carmichael Architects have been instructed by Green Circle, formally L32 Trading Ltd to take responsibility for the architectural design and coordination of this current live planning application, validated on 16th September 2021, Reference 21/00744/FUL.

The current application was prepared by the RGP Architects and submitted on 16th September 2021.

This application has now been revised in content and the design proposals refined in line with our meeting and discussion held with Knowsley Council Planning Officers, Alan Kilroe and Andrew Hunt on 14th July 2022. The remainder of the consultant design team has remained as originally appointed for the preparation of this Planning Application.

This Design and Access Statement and associated drawings and schedules is therefore submitted as a substitute to the document originally submitted on 16th September 2021.

This revised Design and Access Statement has been prepared in line with the most current advice, this based on policy, supporting documentation and that received from consultation with the Council's Planning Officers.



View Across Area Proposed for Driving Range



View from Area Proposed for Adventure Golf



View from Area Proposed for Clubhouse



View on A506, Toward M57



View on A506, Toward Fazakerley



View from Field Lane and A506 Junction

Design Team

The revised scheme proposal retains the consultant design team as originally appointed, but with the substitution of RGP for Brock Carmichael as Architect.

This represents a consultant team of proven experience, capable of delivering the Client's and the Council's ambitions for the future of the course.



Client



Architect



Golf Course Architect



Environmental Consultant



Planning Consultant



Structural and Civil Engineer



Mechanical and Electrical Engineer (MEP)



Transport Planning Consultant



Arboricultural Consultant



Introduction

1.2 Application Overview - Existing

The Existing Course

Kirkby Valley Golf Club is currently an 18 hole par 72 (6449 yard) public parkland golf course. The existing golf course of 6449 yards in length is of basic layout but is a popular leisure attraction. The parkland course is set within mature trees and the site is bisected by the River Alt with the two sections of the course connected over the river by footbridges.

The course was constructed in 1928 and as a consequence the course would be considered dated and somewhat dangerous by modern safety standards.

The proposed application and redesigned of the layout seeks to mitigate these potential risks.

The current fairways are wide and expansive and offer little strategic challenge to players.

The greens and tees are small, both poorly drained and irrigated and hence result in a poor quality playing surface during the winter months.

The bunkers are shallow and unchallenging.

In summary, the course was managed for many years by the LCC municipality, hence has lacked investment and has represented a poor quality leisure facility.

Since taking over the management of the course in 2014 and renaming the course Kirkby Valley Golf Club, Green Circle has much improved the facility. Green Circle has invested into the maintenance of the course but the inherent poor drainage challenges are very much an ongoing restriction to improving the players' experience.

This Planning Application represents a major reinvestment. It proposes the redesign of the 18 hole course with substantial earthworks to provide a modern playing surface of greater complexity. In addition this application includes the provision of new built facilities, a new Golf Club House, a Driving Range and Building, a Practice 9 Hole Course and an Adventure Golf Course, which shall attract a wider demographic range of visitors.

Current Application

An application was submitted on 16th September 2021, Reference 21/00744/FUL.

The Authority's description for this application was as follows ;

'A large scale development of golf course including; erection of new two storey clubhouse. Change of use of existing club house to golf related grounds maintenance training academy with overnight accommodation for golf professionals with extension to building, and alterations. New centrally located greenkeepers compound with associated portal frame building housing welfare facilities, office space, training space and equipment storage and maintenance and security fencing. Adventure golf course and practicing putting green. Golf driving range with two storey building including bar/lounge, pro golf shop, training and practice , lighting and netting. 6no. Aynthetic 5 a side football pitches with associated lighting. 5no. Synthetic out-door tennis courts with associated lighting. 1no. Bowling green with pavillion building and associated lighting. Drainage works including 2no. Irrigation lakes and the erection of a footbridge over the river alt. Creation of 2no new accesses onto valley road, the formation of new gated access via aintree lane for construction traffic and course management maintenance and car, motorcycle and cycle parking spaces to serve the above facilities.'

RGP Architects in conjunction with the design team prepared a detailed proposal and supporting information including a Design and Access Statement, reference 9627/5.01/RSL all of which is now superseded by this document.



Overall Existing Site



Introduction

1.3 Application Overview - Proposal

Proposed Scheme, Revised Application

The newly revised scheme has been designed to enhance the potential of the existing site, taking advantage of the immediate motorway access and also the location. The new landscape proposal and new course layout will be a great improvement to the current 18 hole course, with an additional 9 hole practice course.

In addition to the improved course works, a number of new buildings will be constructed. Unlike the current scheme these new buildings have been redesigned to appear as they are of the same style and brand, thus creating a more refined and integrated development.

- A new revised golf club house design with changing facilities, pro shop, restaurant, bar and large private hire function suite.

- The new golf driving range and double deck leisure building design has been revised, within which will be a bar, restaurant and hospitality served to each of the driving tee booths. This building will also have the very latest golf simulators for teaching and improving personal golf, which shall also form part of the Golf Academy facility.

- Adventure Golf, a family oriented 9 hole novelty course.

- These new facilities will be served from a redesigned visitor and players carpark for 257 spaces, set within an informal landscaped setting, all accessed off a new road junction and main entrance approach.

- The refurbishment of the existing course club house, will be to facilitate the teaching and education

curriculum of the Golf Academy. Overnight accommodation will be provided for golf professionals and teaching staff.

- Alterations and remodelling will be made to the 18 hole existing course, plus a new 9 hole practice course, both designed by renowned International Golf Group which will include new bridges over the River Alt and new water features.

- Creation of new and retention of existing tree belts, new tees and greens with integrated irrigation systems.

- Formation of water features and two new bridges over the existing River Alt.

- The retention of existing security fence, but with improved security and new entrance gates.

- New and expanded course maintenance compound and building.

- Reconfigured expansion of car park with landscape to screen the rows of anticipated cars.



Overall Proposed Site



2.0 Site and Context

- 2.1 Location
- 2.2 Planning Context
- 2.3 Immediate Context
- 2.4 Key Views
- 2.5 Proposed New Site Entrance

Kirkby Valley (municipal) Golf Club, Valley Road Kirkby, L32 4SS. The site is located off Valley Road which is also the southern boundary and is relatively level with general in durations created by the golf course landscape form. To the North East of the Golf course is bordered by the M57 to the South West is bordered by Aintree Lane to the North West railway line. The site is located adjacent to the Ingloe Lane Conservation Area.

Approximately one third of the site within the course boundary lays fallow. On this vacant area of the site and as part of this revised scheme it is now proposed to create a new 9 hole practice course. The existing club house and car park is located in the South East corner accessed from Valley Road adjacent to a small number of residential properties in a small triangle of land between the club house and M57.

The site is 80.3055 hectares and currently comprises of a Golf club house and maintenance facilities together with an 18-hole Golf course, tree belts and areas of unmanaged scrub and planting all bisected by the River Alt.

-  Site Ownership Boundary (Allerton Manor Golf Club)
-  Railway Line
-  Major Vehicle Routes
-  River Alt
-  Local Landmarks



Planning History

The current submission, 21/00744/ FUL, was submitted and validated on 16th September 2021.

This revised application omits the previously proposed tennis courts, five a side pitches, and bowling green facilities.

This Design and Access Statement together with the amended design proposals, associated drawings and schedules is therefore now submitted as a replacement to the application documentation originally submitted on 16th September 2021.

- 1 Academy Golf Course
- 2 Bowling Green
- 3 Football Pitches
- 4 'Top Golf' Driving Range
- 5 Adventure Golf
- 6 Parking
- 7 Clubhouse
- 8 Improvement works to existing 18 hole golf course



Current Application Proposal For Overall Site Masterplan (Planning Application 21/00744) - Now Revised



Current Application Proposal For Clubhouse (Planning Application 21/00744) - Now Revised



Current Application Proposal For Masterplan (Planning Application 21/00744) - Now Revised



Current Application Proposal For Driving Range (Planning Application 21/00744) - Now Revised

The existing golf club house and maintenance areas are currently accessed from Valley Road via an internal road layout. The existing club house is a flat roofed single storey structure of varying roof heights, generally in a very poor state of repair. The envelope is clad in brick and timber effect cladding. The accommodation consists of changing facilities, toilet, showers, café restaurant, function suite, office and maintenance facilities.

The buildings are not architecturally exciting and whilst it is proposed to retain these and refurbish for Golf Academy purposes their location is ideal for the intended purpose.

The existing golf course was constructed in 1928, and consequently the current layout of the course is outdated and overplayed.

The fairways are very wide and expansive, offering little strategic challenge.

The greens and tees are small, poorly drained, and irrigated.

Bunkers are flat and unchallenging.

Previously the golf course had been managed by Liverpool City Council and as a result had lacked investment into the facility.

The golf course currently represents poor value for money to the golfers and suffers from substantial drainage issues during the winter months.



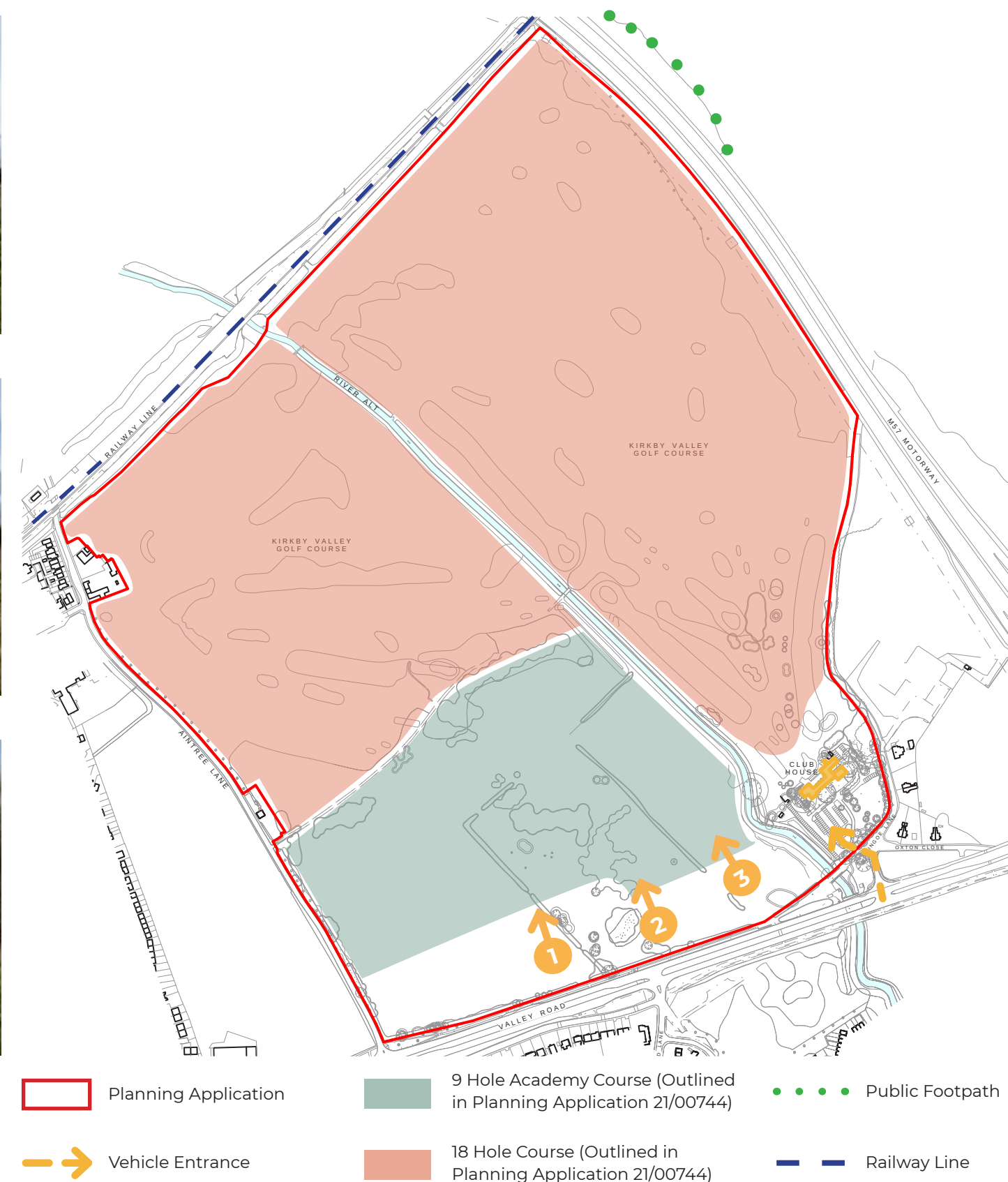
View Across Area Proposed for Driving Range



View from Area Proposed for Adventure Golf



View from Area Proposed for Clubhouse





Site and Context

2.4 Key Views

Grade II Clock Tower Park (1, 2)

In the area of site housing the proposed Driving Range, unkempt grassland is screened in most directions by treelines. Approximately 400m to the west of site is Clock Tower Park, a collection of grade II listed buildings, renovated into office spaces. At the heart of which is the Clock Tower, visible above the perimeter treelines.

Fallow Open Ground (3)

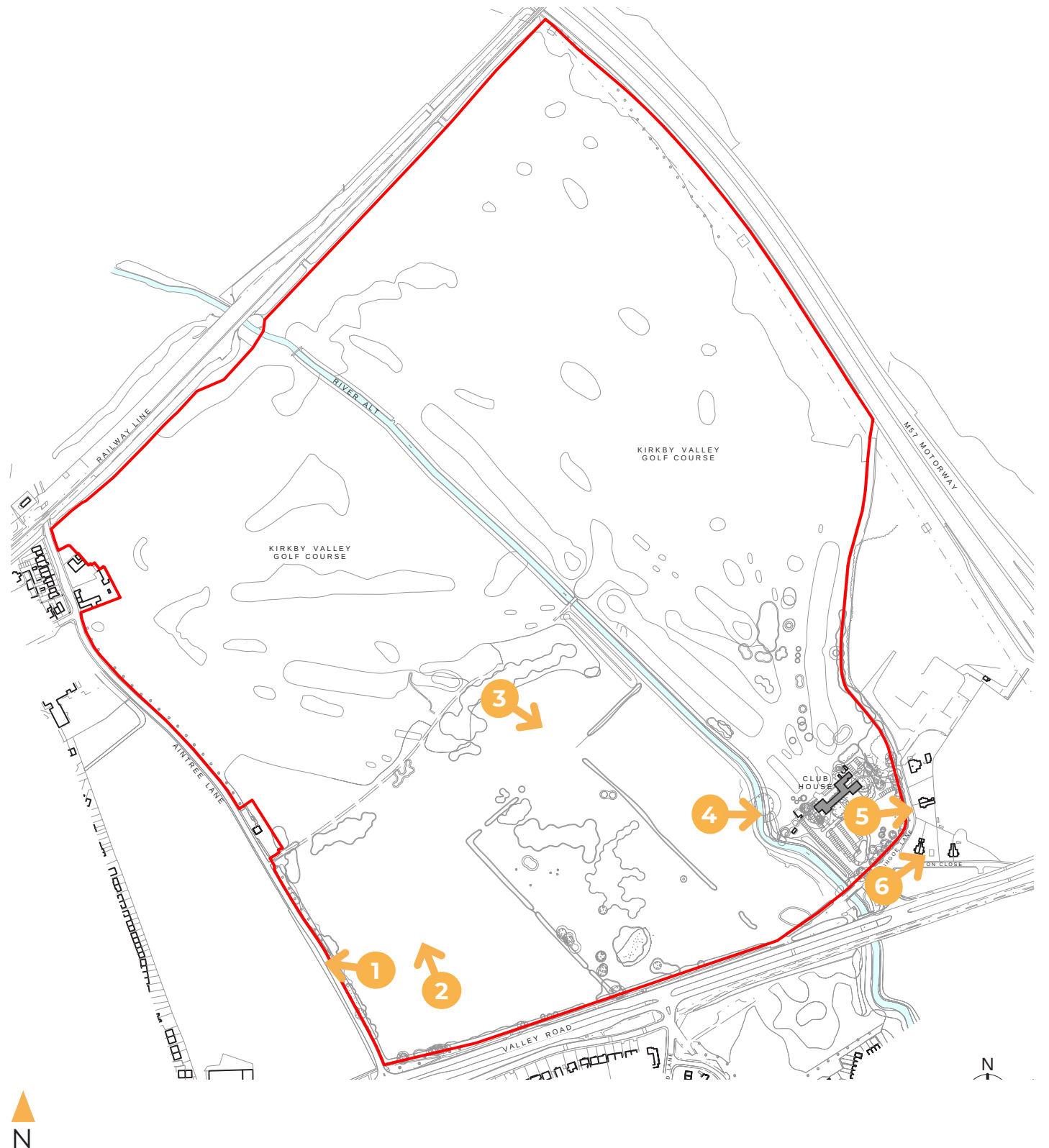
Of the area not currently in use as Golf Course, the vast majority is currently fallow open ground, used mostly by dog walkers.

Existing Clubhouse (4)

The existing Club House is located on the east side of the River Alt. On the west side the Club House is largely hidden from view by the existing trees, shrubbery and slight mound which runs parallel with the river's edge.

Ingoe Lane Conservation Area (5, 6)

In the south east corner of site, the adjacent Ingoe Lane Conservation Area can be seen from the entrance to site and from the Club House car park. The Conservation Area consists of a collection of Victorian buildings set in a pleasant open environment.





Site and Context
2.5 Proposed New Site Entrance



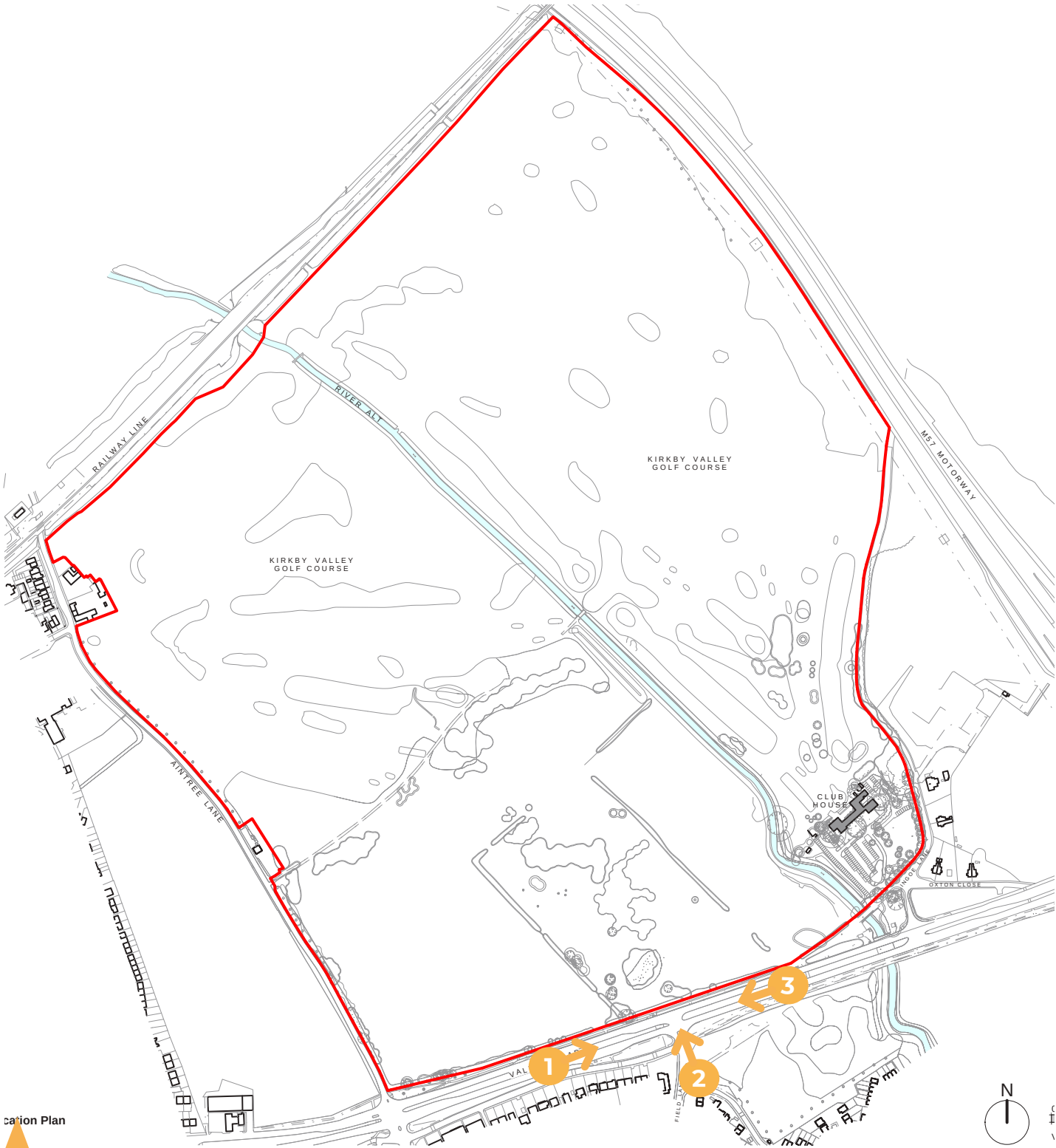
View on A506, Toward M57



View on A506, Toward Fazakerley



View from Field Lane and A506 Junction





3.0 Golf Course Amendments

- 3.1 Current Application
- 3.2 Revised Materplan Submission
- 3.3 Revised Site Plan



Masterplan (Planning Application 21/00744)



Course Amendments

3.2 Revised Masterplan Submission

The Approach to the Site

The previous application proposal for the entrance approach off Valley Road brought the visitor into direct view with the end and gable of the Driving Range Building.

The angle of direction of this approach made it difficult for the driver/visitor to see the whole facility and hence appreciate that this site also includes an Adventure Golf course and a Golf Club House with Function Suite. The previous Golf Club House building was located at the far end of the car park and almost 'tucked away' into the corner of the site and hence out of view.

The proposed revision to the master plan has relocated / migrated the grouping of these two buildings further down the site frontage towards the western boundary and also 'pushed' both buildings further into the site, thus creating a longer hence safer approach at a lower speed through the length of the main entrance roadway. On arrival at the inner junction the revision has created a greater width to the building forecourts, the approach to buildings and to the car parks. All of this additional expanse provides a more impressive first impression and provides greater flexibility to the operation of the car park.

On the approaching, this revised layout allows the visitor to appreciate both buildings and the central aspect of the 'Adventure Golf' attraction, which in turn with the soft landscape and tree line, assists to connect both buildings.

This revised application omits the previously proposed tennis courts, five a side pitches, and bowling green facilities.

The Proposed Car Park

The previous application proposal had regular car park layout more akin to that of retail park. This revised submission has reconfigured the car park into separate zones, each associated with the individual facility, but in a series of informal curved rows of parking incorporating far more planting so as to create the impression of parking under the trees. This informal layout but with a primary road pattern at the same time provides direct routes to the entrance of both the Driving Range Building, the Adventure Golf, and the Golf Club House/ Function Suite. Servicing and emergency vehicles will use the primary and wider roads.

The car parks will now have a more softer feel with rows of tree canopies over sailing the car parking spaces, whilst pedestrian footpaths weave their way through the car park and landscape.

The previous number of car spaces shown to serve the three attractions plus the requirement for tennis, football and bowls was 314 car spaces. With reference to this current application, the maximum number of players capable of using the tennis, football and bowls facilities, all at the same time, would be 58 persons.

Therefore after subtracting the car parking requirement for 58 persons, the reduced parking provision would result in a need for car parking for 256 spaces.

The updated and revised master plan car park layout provides for 257 car spaces. plus the original 118 car spaces to the west of the site.

The initial impression on approach to the facility is now one of a complete golf, leisure attraction complex.

Access to the former golf club house, which is now to be The Golf Academy, will be as the previous access from Valley Road but also via a link road from the new carpark layout.



Kirkby Valley Golf Course Club House and Driving Range Masterplan



Kirkby Valley Golf Course Adventure Golf Masterplan



Kirkby Valley Golf Course Masterplan



3.3 Revised Site Plan



Revised Site Plan



4.0 New Golf Club House Proposal

- 4.1 Existing New Club House Application
- 4.2 Revised New Club House Application
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Proposal - New Golf Club House

4.1 Existing New Club House Application

The existing application design for the Golf Club House currently has the feel of an American style Country Club, which is at odds with the appearance of the Driving Range building. Also an American Country Club appearance is also not the correct 'feel' for the type of guest experience proposed for this type of attraction.

To create a Club House building that is of the same style as the Driving Range Building we have redesigned both buildings and adopted a similar cross section with a sweeping single pitched roof enclosing the two levels of activity below.

The proposed / revised elevational treatment for both buildings is the same, comprising of sweeping main roofs with overhangs for shade and to the elevations a mix of timber cladding, white render, steel and expanses' of planar glass. The plan form is also similar, this being a rectangle with direct views out over the 1st tee, practice green and 18th hole. By migrating the whole master plan towards the western boundary has allowed the design of the floor plate to be rectangular rather than faceted in plan.

Both buildings are now of the same 'family' style adjoined by the central Adventure Golf attraction and on arrival are immediately visible to a guest.



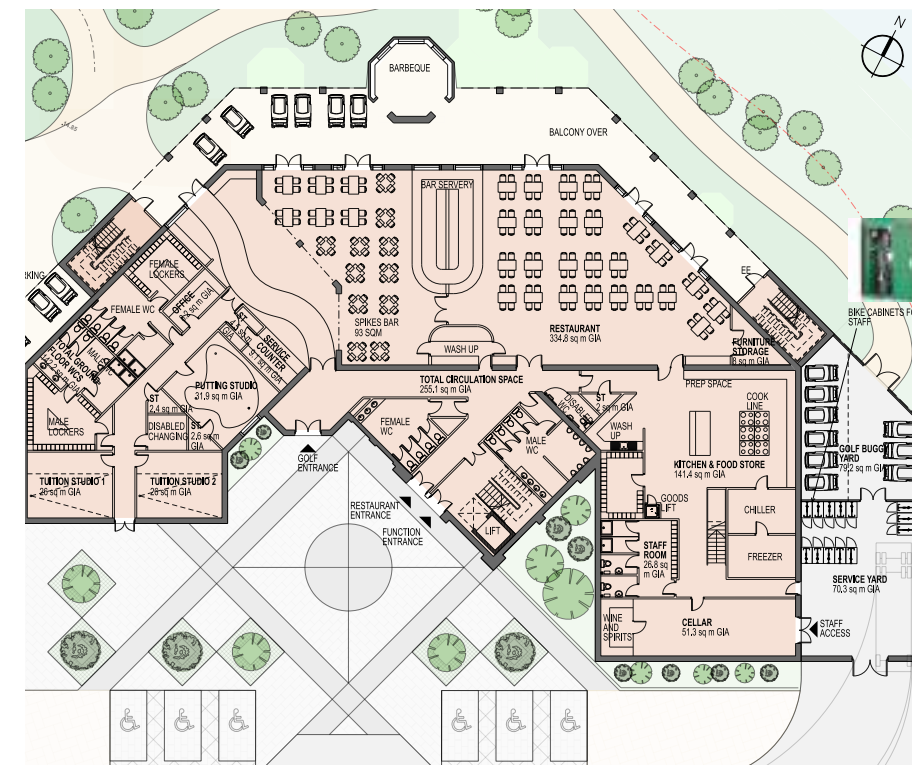
Site Plan (Planning Application 21/00744)



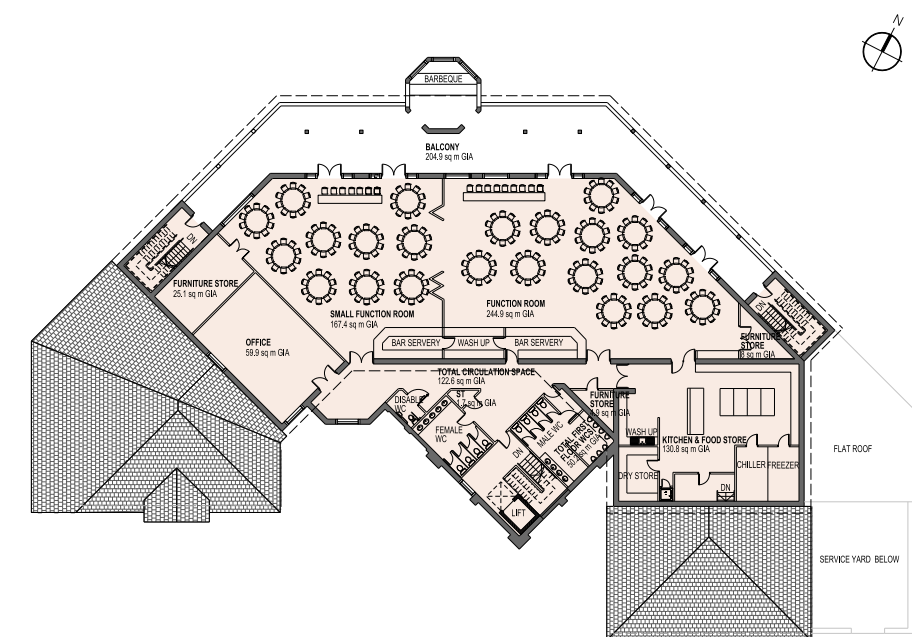
Club House - South West Elevation (Planning Application 21/00744)



Club House - North Elevation (Planning Application 21/00744)



Ground Floor Plan



First Floor Plan

Club House Floor Plans (Planning Application 21/00744)



Proposal - New Golf Club House

4.2 Revised New Club House Application

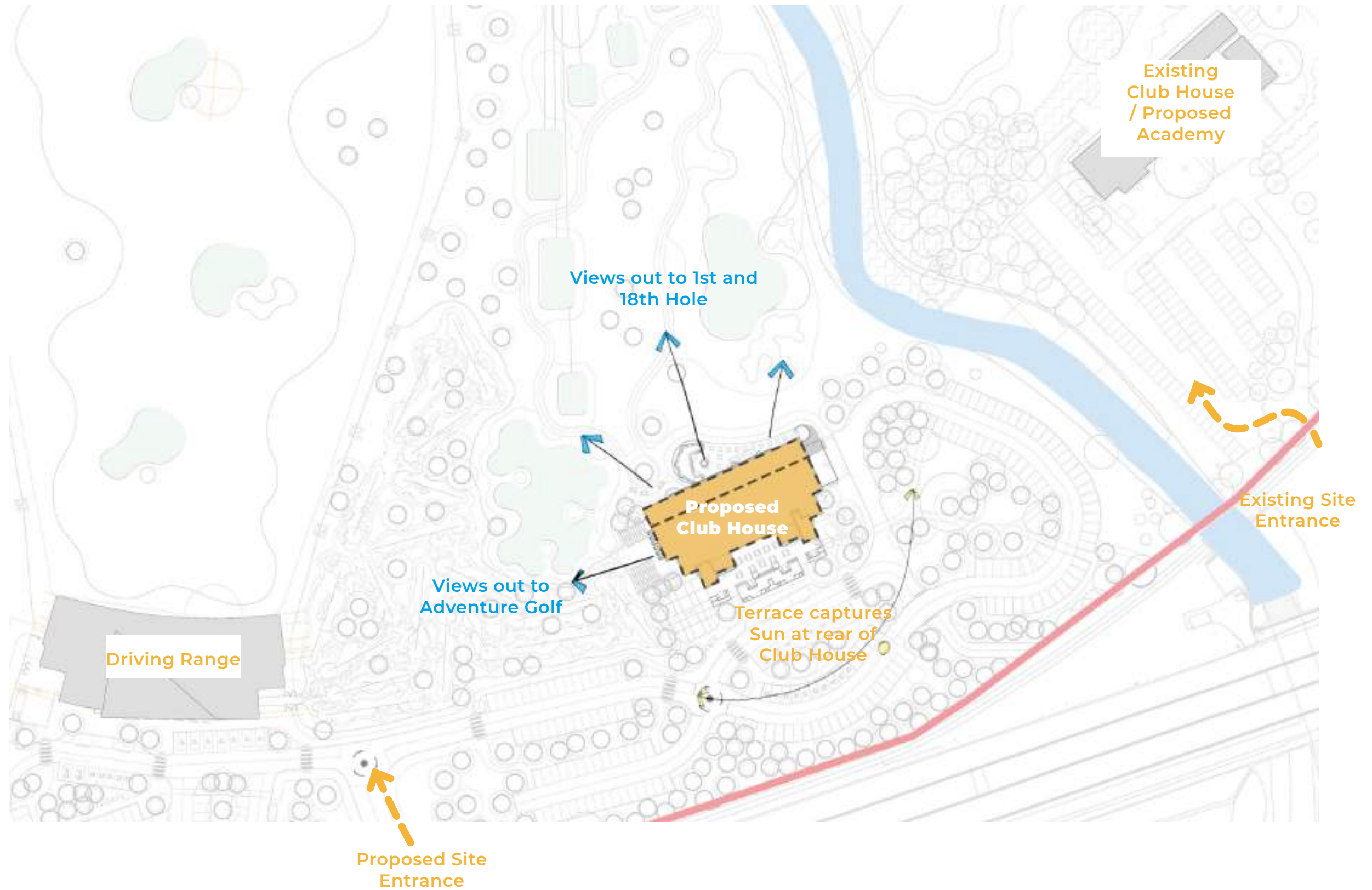
The adjacent extract of the proposed site layout shows the revised relationship between the Club House, the Adventure Golf and the Driving Range Building.

The Club House has been pulled into view from the site main entrance and its orientation gives wider views across the course towards the 18th and 1st tee.

The external terraces to the south (entrance /front of building) and to the north (course elevation / rear of building) both connect directly with the Adventure Golf, thus providing a connection between the two facilities and allowing families to enjoy and use the two facilities at the same time ie, children playing the Adventure Golf course whilst parents are enjoying the Club House.

The entrance to the Club House is obvious to the visitor with dedicated drop off and disabled/accessible parking immediately in front of the southern terrace.

The servicing zone to the building is on the eastern gable elevation, out of sight from the main entrance approach on the southern elevation.





Proposal - New Golf Club House

4.3 Site Plan



Proposal - New Golf Club House 4.4 Plan - Ground Floor

The Club House has two entrances, the everyday entrance to golf activities is via the west of the building. The Entrance to the east allows flexibility of operation thanks to the access to private functions on the first floor.

On entry via a draught lobby, there is direct access for visitors to the Restaurant, Lounge Bar, Golf Counter, along with Changing and WC facilities.

Central bar, and surrounding seating serviced from a kitchen and back of house area to the east.

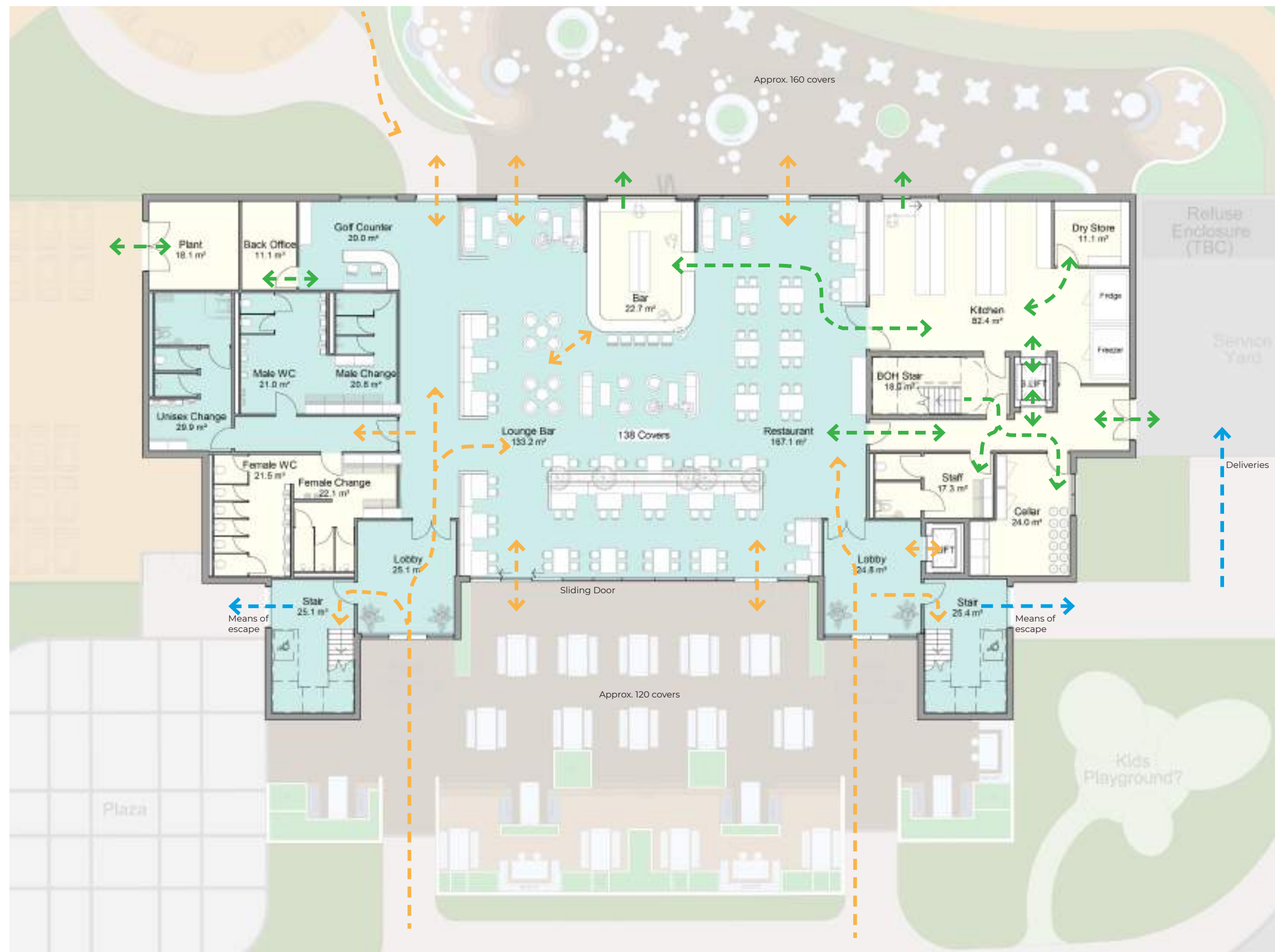
The kitchen is adaptable to service internal and external areas through use of service hatch and is linked to the first floor forward kitchen with service lift and stairs.

Golf Counter to the west, located with views to the putting green.

The accessible WC has been included within both male and female toilets.

Large covered terrace with towards the 18th green. This elevation will provide an impressive view to golfers completing the course.

-  Back of House
-  Front of House
-  Circulation
-  Staff Movement
-  Guest Movement
-  Occasional Movement





Proposal - New Golf Club House

4.5 Plan - First Floor

Accessed via either of the internal stairs located at off the lobby areas to the south. Staff have further access to the south. Staff have further access via stair located between kitchen and staff area.

The large central function space, suitable for 200 covers is serviced by the forward kitchen and cellar located to the east.

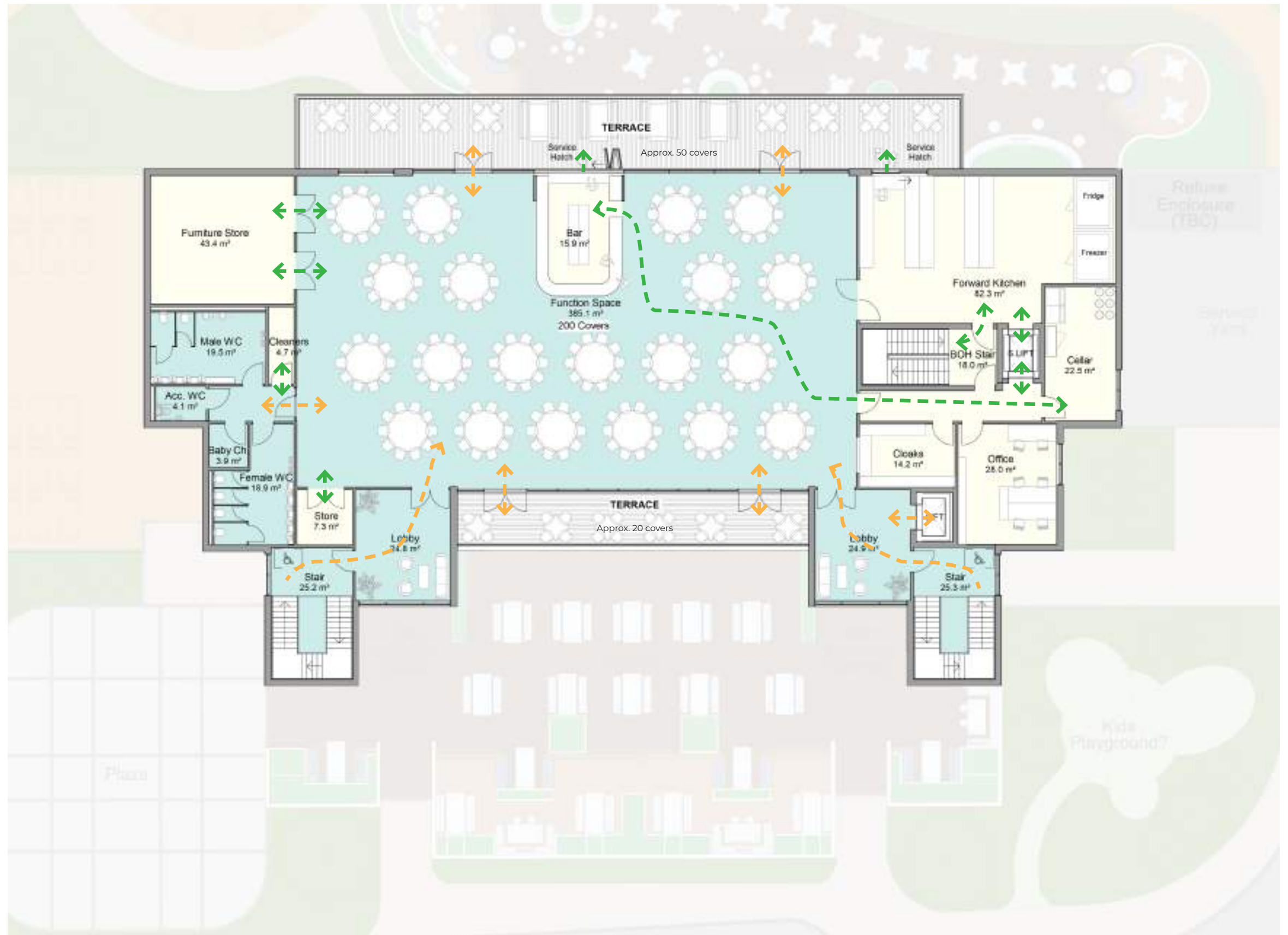
Staff cloakroom and office provide back of house facilities to organise the running of the Club House.

The provision of WCs and Stores, located around the the west side of the first floor, allow efficient and functional use of the function space.

First Floor Terrace overlooking the 18th green. This elevation will provide an impressive view to golfers completing the course and also somewhere for friends and competitors to watch others putting out on the 18th green.

A smaller, south facing smoking terrace offers a chance to utilise the summer sun with a view across to Lime Tree Woods.

-  Back of House
-  Front of House
-  Circulation
-  Staff Movement
-  Guest Movement
-  Occasional Movement





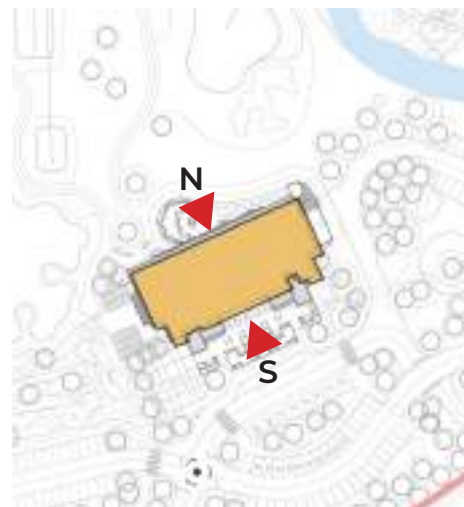
Proposal - New Golf Club House

4.6 Elevations - South and North

1. Timber glulam or timber clad steel primary frame, expressed externally as previously approved.
2. Large raked oversailing roof, opening up towards the 18th green to the south offering impressive views out and natural daylight.
3. Large amounts of glazing to the south, with brise soleil to the front of the overhanging roof to offer solar shading and glare reduction.
4. Landscape drops away to rear of the building down to the 18th green. This offers a better view of the green and improves safety.
5. Simple material palette of timber, glass and render.



North Elevation



South Elevation



Proposal - New Golf Club House
4.7 Elevations - East and West





Proposal - New Golf Club House

4.8 Detailed Elevation

Restrained Material Palette

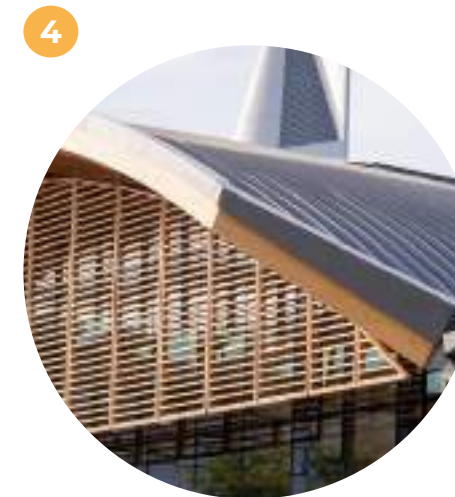
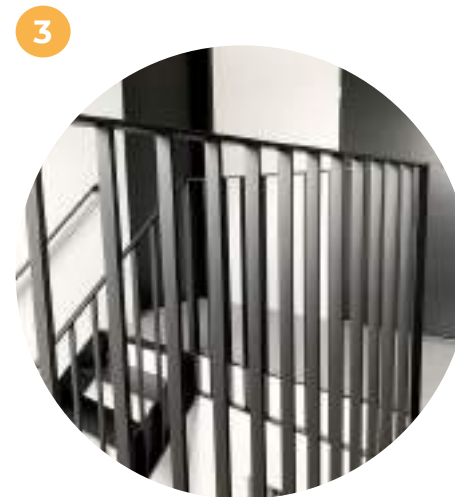
- Reduced palette from current approved scheme, using only timber, glass and split stone.

Primary Material - Timber Cladding

- Timber cladding of dark base, possibly burnt timber effect.

Roof Overhangs

- Simple timber clad soffit, in keeping with material palette
- Defines the entrance side to south and provides shelter for guests on entry.
- Overhangs to north provide sheltered seating areas through all seasons.
- Roof overhangs provide solar shading, reducing the need for mechanical cooling and avoiding glare for users of the building.





Proposal - New Golf Club House

4.9 Precedents

1 Reighton Wood Pavilion - RX Architects

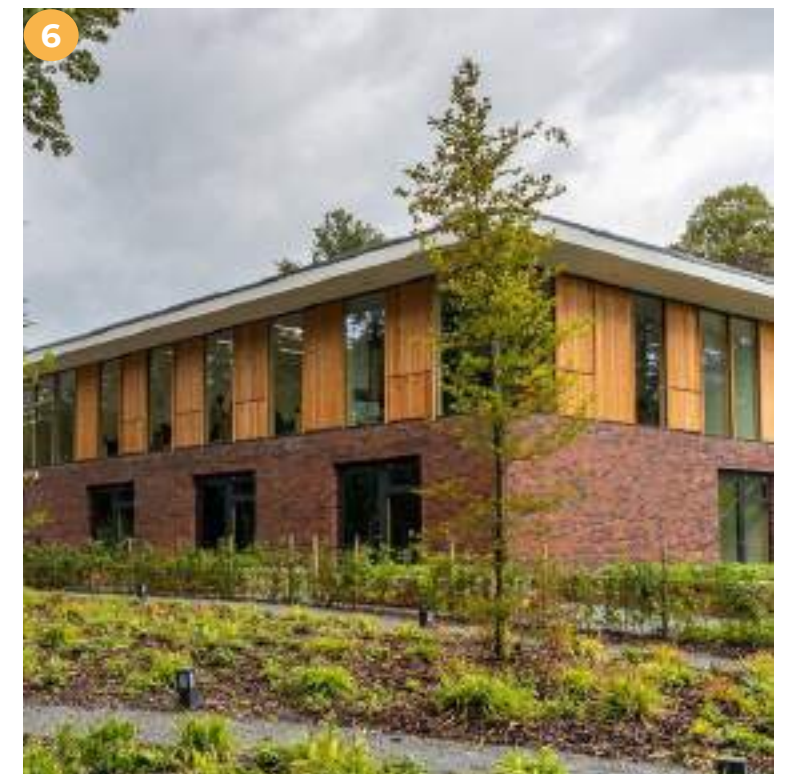
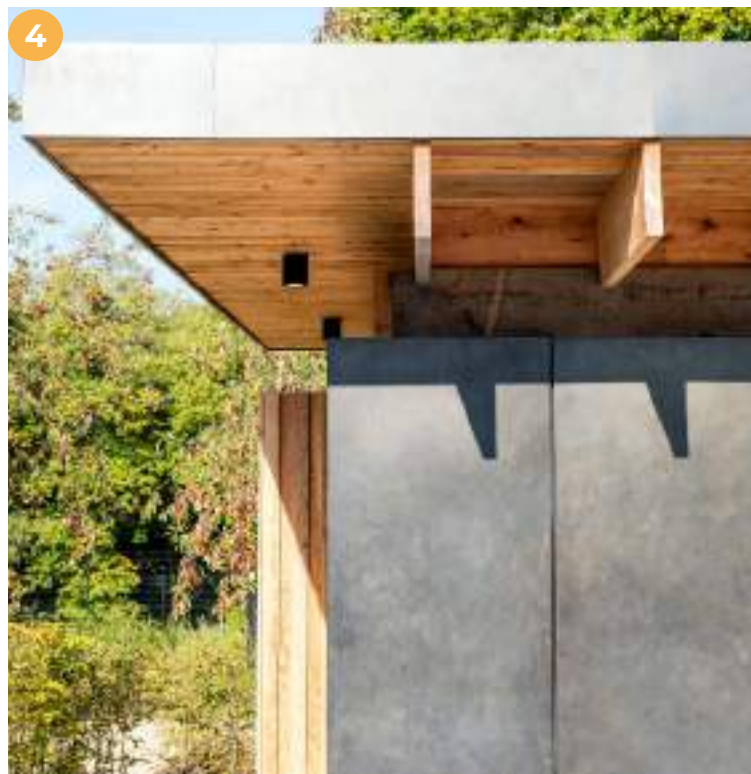
2 Local Reference - The Old Stables, Allerton Manor Golf Club

3 Samsun Golf Club - CAA Studio

4 Reighton Wood Pavilion - RX Architects

5 Lantern Workshops - CaSA Architects

6 Local Reference - Strawberry Field





Proposal - New Golf Club House

4.10 Visuals



Club House Entrance from Car Park



Proposal - New Golf Club House

4.11 Visuals

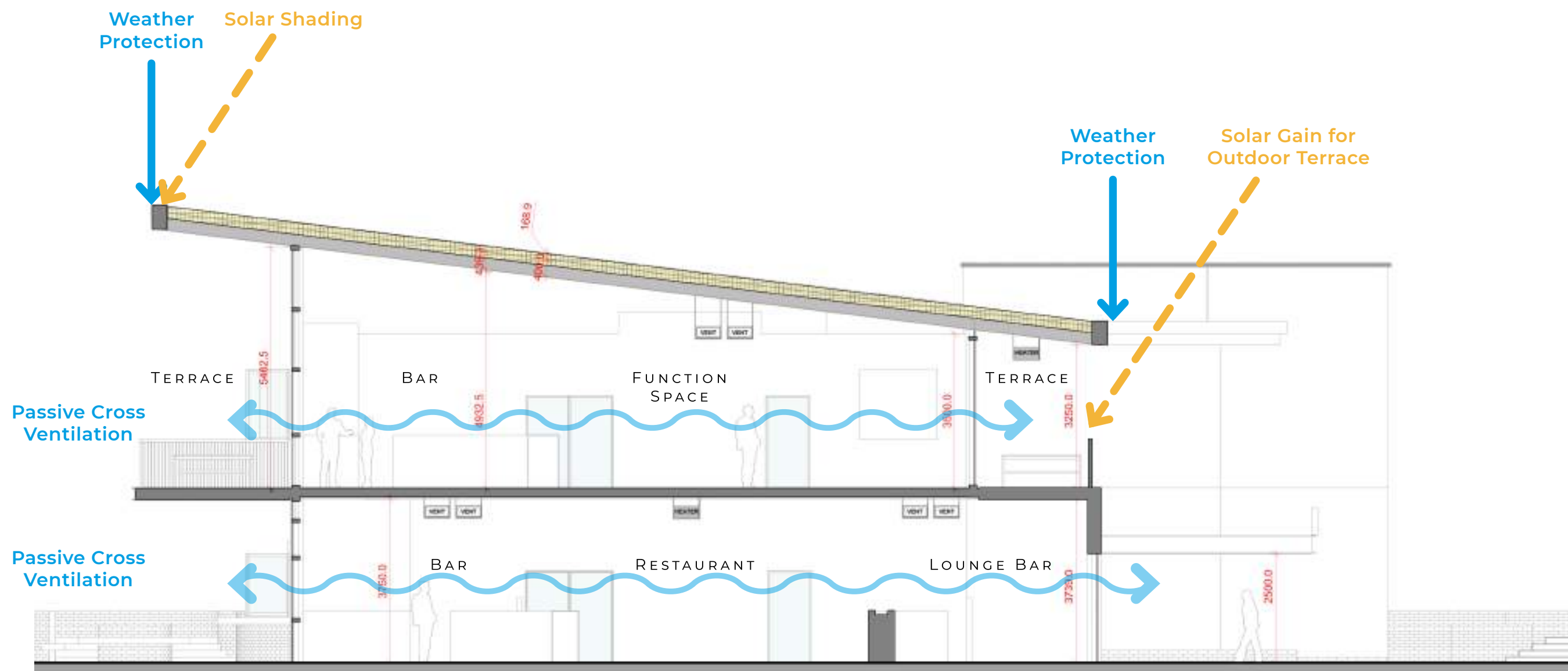


Club House from 18th Green



Proposal - New Golf Club House

4.12 Building Function - Building Services Strategy



Club House Section

Vehicle

Vehicles enter off Valley Road via a new access and egress point, and have several options of small area to the south and east of the Club House. A drop off point and accessible parking are located immediately to the front of the Club House to reduce travel distances.

Further detail can be found in the transport statement provided by PrimeTransport Planning.

Pedestrian

There are several routes from the main parking area, where the majority of guests will enter via a break in the parking bays. As well as this, there is a great deal of general movement of pedestrians around the parking area between the Driving Range, Adventure Golf and Club House promoting a shared surface feel, with traffic moving at slow speeds.

-  Vehicle Route
-  Pedestrian Route
-  Entry Point (Guest)



Access

All entry points into the building will be level access with access control at heights and locations specified in Approved Document M.

The external works will be designed to provide easy access to the building with falls no greater than 1 in 21 to main entrances and car parking areas. All floors are accessible by lift and have at least 800mm clear openings and minimum 1100x1400mm internal car dimensions.

All main doorways are at least 1010mm structural openings, allowing minimum 800mm clear widths throughout. All corridors are at least 1200mm wide, with regular sections at least 1800mm in width as passing/turning places.

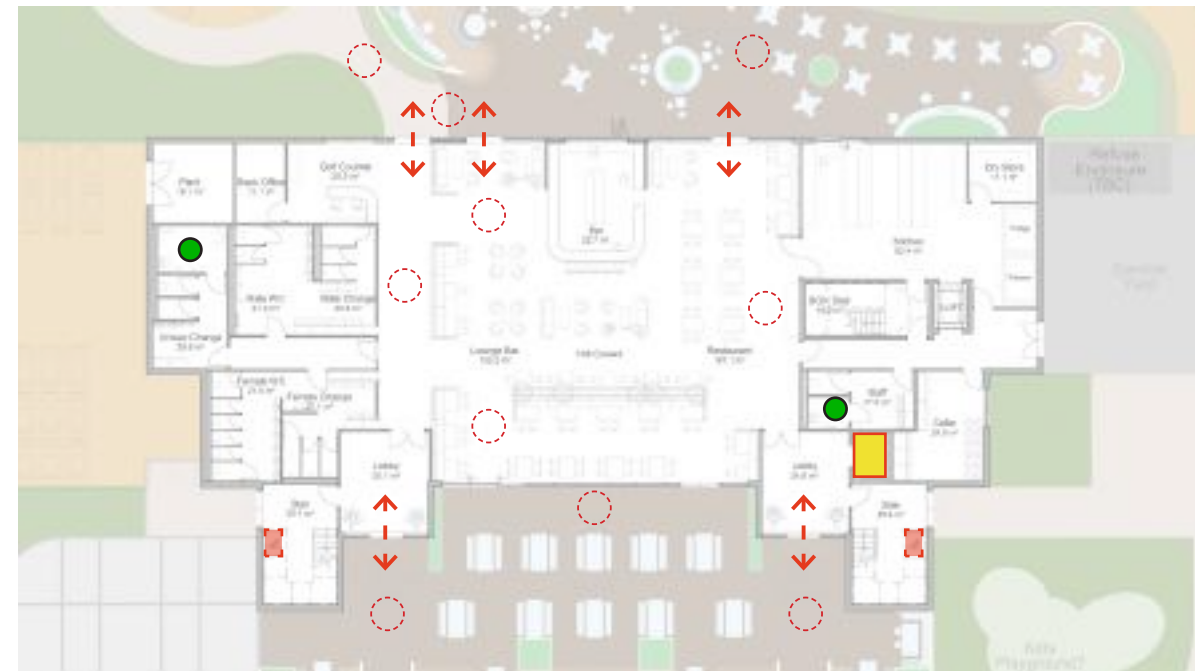
Across the site there is provision for at least 5% accessible parking bays, in a variety of locations close to building entrances.

Balconies and external terraces have level access.

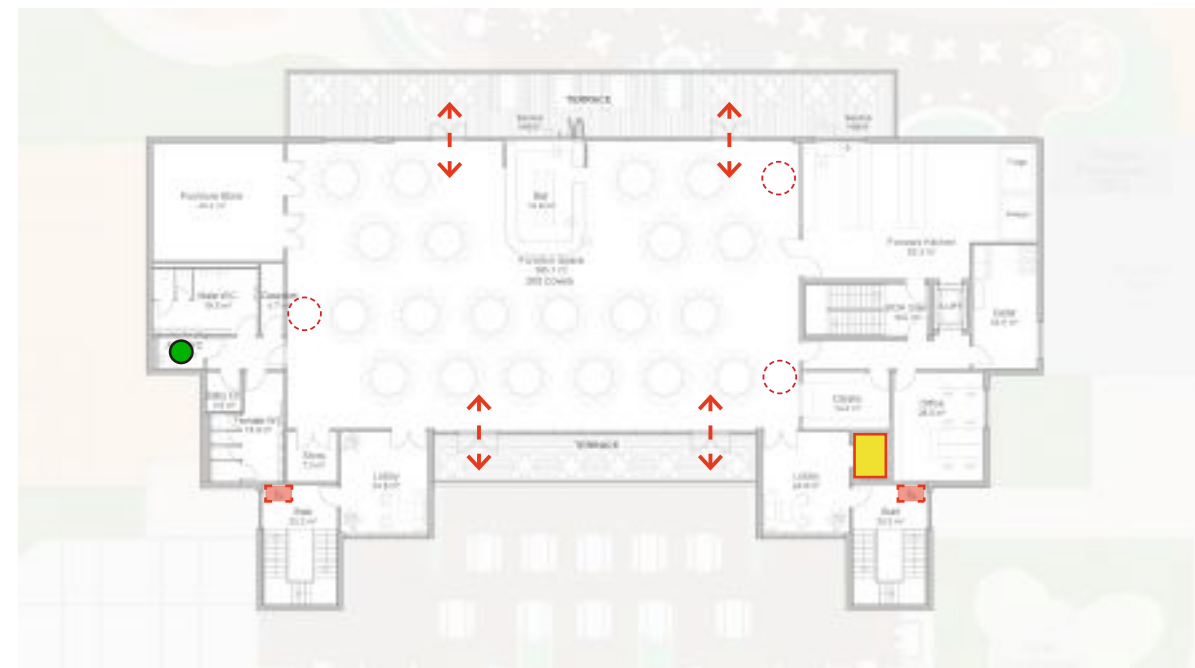
WC Provision

The ground floor changing facility and first floor function space areas have an accessible WC and baby change. Staff have access to accessible WCs at first floor in the back of house area.

-  Accessible WC
-  Refuge Point
-  Lift (fully accessible)
-  1.8m Passing Place
-  Level Access to Exterior



Ground Floor Plan



First Floor Plan

Fire Service

From the Valley Road entrance, emergency vehicles would travel through the main car park and either straight to the drop off area at the main entrance or around to the rear service area. In both cases, there is quick access for vehicles to exit.

A dry riser is provided in each stair, with an external dry riser inlet at the main entrance and rear service door, on view and uncovered.

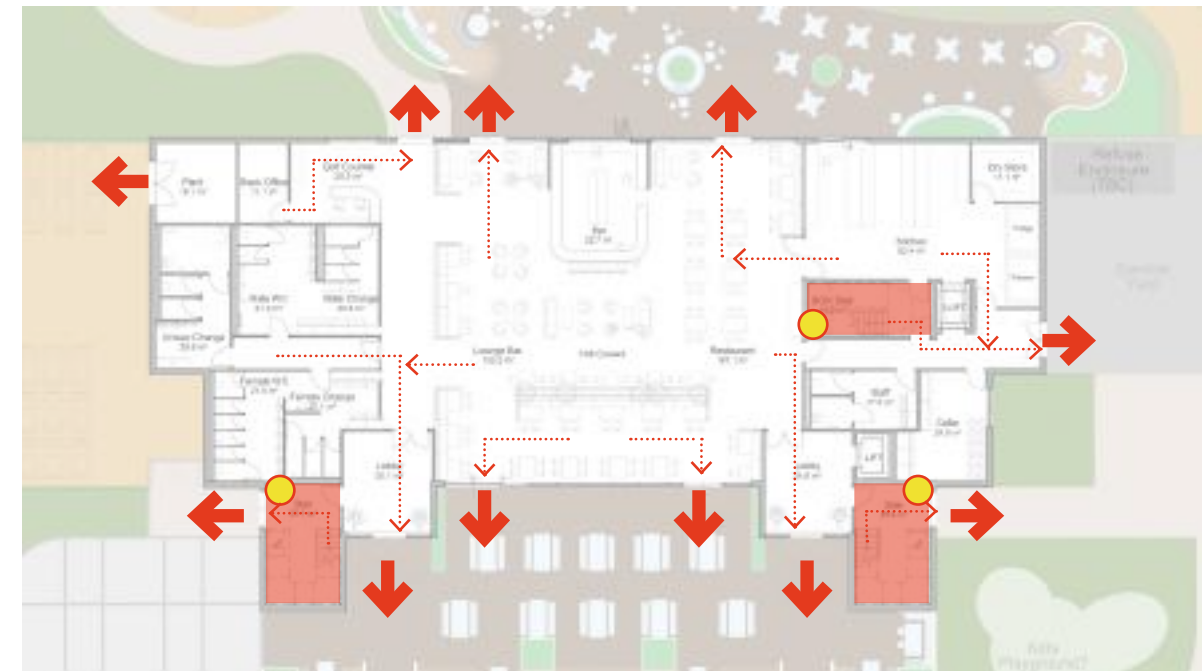
Escape

There are 3no. escape stairs with separating doors, to avoid any dead ends and allow travel distances in line with Approved Document B.

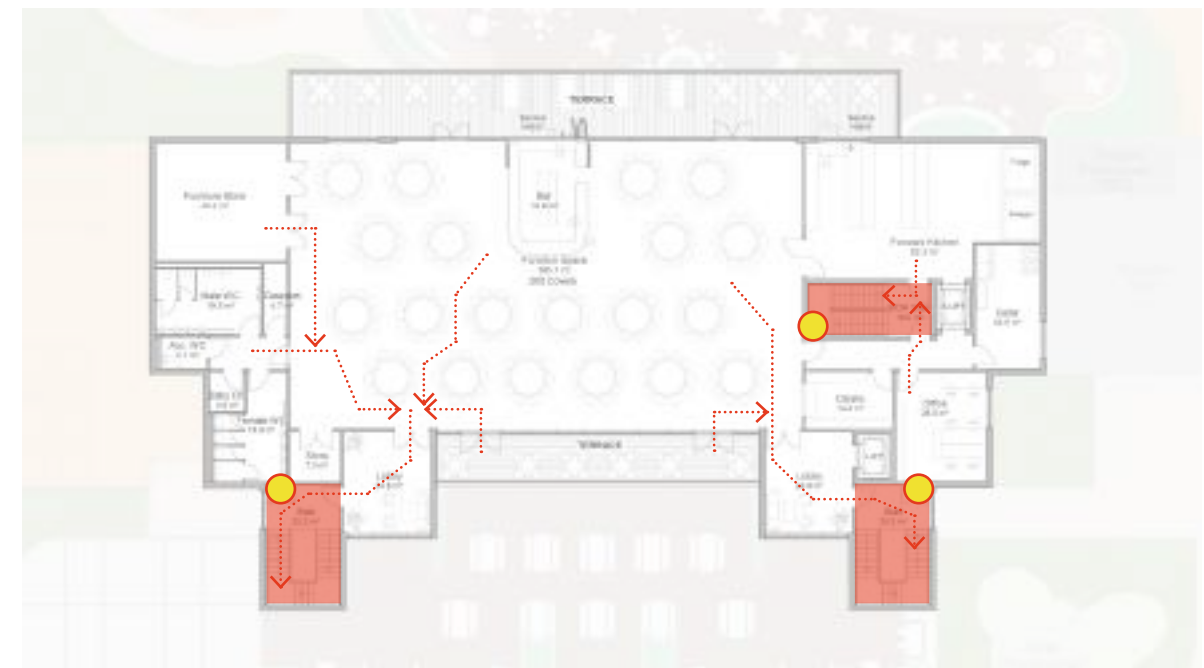
At ground floor and kitchen, the dead ends are managed within limits of Approved Document B. Through management of the Club House, these routes will be kept clear and clean of debris.



-  Dry Riser
-  Fire tender stopping point
-  Fire Exits
-  Escape stair
-  Escape Route



Ground Floor Plan



First Floor Plan



Proposal - New Golf Club House

4.17 Facade and Roof Maintenance

Facade Cleaning

All facade area are within the 25m reach with pole and brush with the exception of the first floor areas above the two main entrances. These areas are to be cleaned via use of a cherry picker (Genie 80JX or similar).

Routine Maintenance

Routine maintenance checks of the façade including glass replacement will be carried out using a suitable extendable cherry picker.

Roof Access

All of roofs are at first floor and therefore can easily be accessed with an appropriate cherry picker



East Elevation



South Elevation



West Elevation



North Elevation



Proposal - New Golf Club House

4.18 Refuse and Delivery

Refuse

Refuse is stored to the east of the Club House within the service yard. This is directly adjacent to the service entrance to allow staff to use the bins under whilst being out of sight for the guests.

Collection will be made at regular intervals by a private disposal company. Refuse vehicles would travel through the main car park and pull up alongside the service yard. The looped nature of the car park allows the refuse vehicle to drive forwards back out. Refuse and delivery would be managed by staff to avoid congestion within the car park.

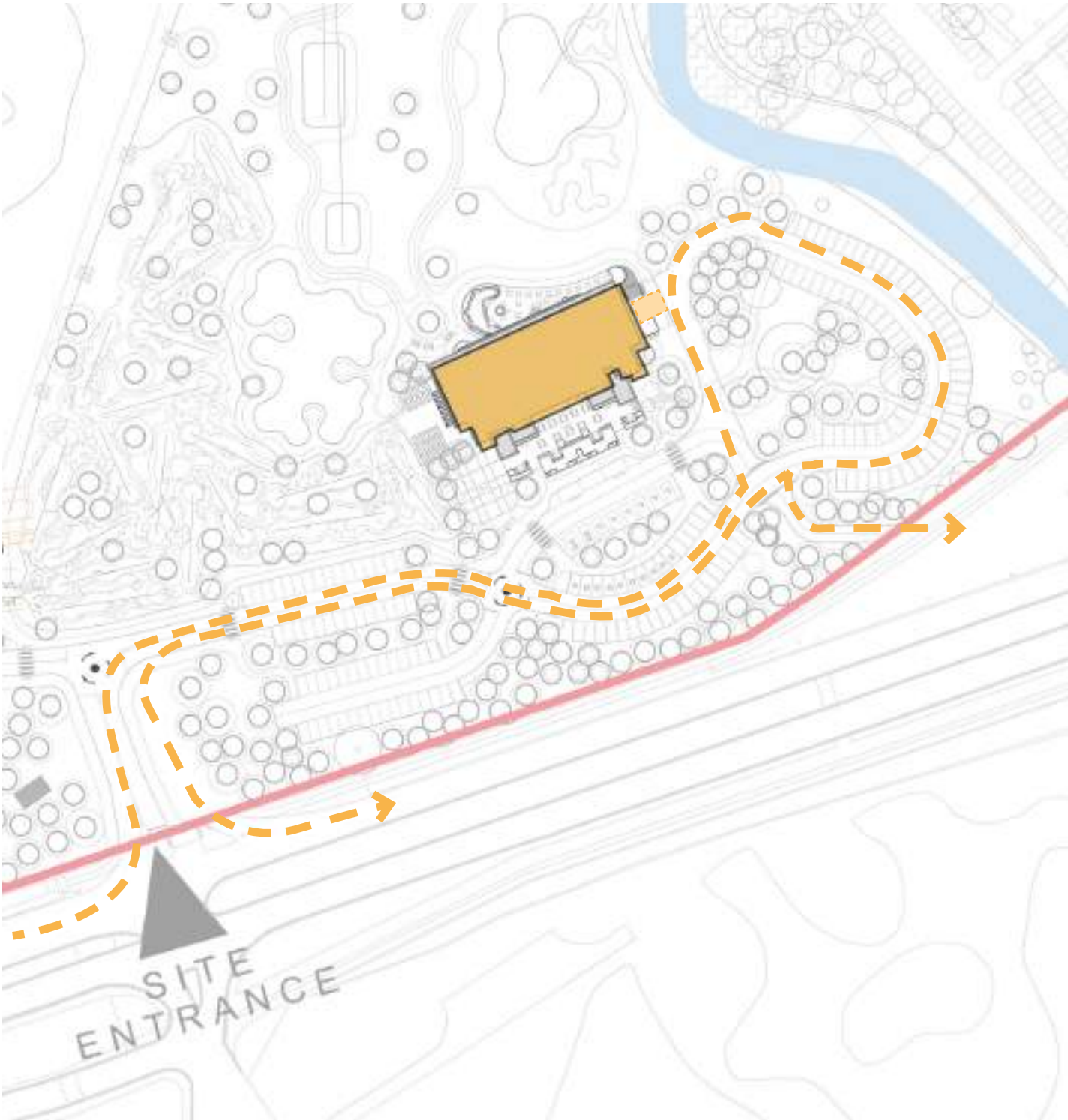
Delivery

Consumable deliveries will be on a regular basis, taking the same route as refuse. Goods will be transported through to the service lift and distributed around the building in storage spaces at each level, kitchen, bars or back of house areas.

-  Delivery / Refuse Vehicle Route
-  Entry points (servicing)
-  Refuse Storage Point
-  Service Lift



Partial Ground Floor Plan



Partial Site Plan



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5.0 Driving Range Proposal

5.1	Existing Scheme Application
5.2	Revised Scheme Application
5.3	Site Plan
5.4	Plan - Ground Floor
5.5	Plan - First Floor
5.6	Operations Plans
5.7	Elevations - South and North
5.8	Elevations - East and West
5.9	Detailed Elevation
5.10	Precedents - Top Golf
5.11	Precedents
5.12	Visuals
5.13	Visuals
5.14	Building Function - Services Strategies and Sustainability
5.15	Building Function - Building Services Strategy
5.16	Vehicle and Pedestrian Access
5.17	Accessibility
5.18	Fire Strategy
5.19	Facade and Roof Maintenance
5.20	Refuse and Delivery

The existing scheme application is for a building with 40no. bays over two storey for golf driving.

This proposal has a very large bar area and Pro Shop, both of which are now considered too large and potentially 'at odds' with similar facilities provided within the Club House Building

As referred to previously, the external appearance of this building is industrial and not sympathetic to the relaxed leisure feel of the whole development.

Also the car park serving this building is very rigid and uniform in layout and what is now proposed is a more informal layout integrated with landscape.



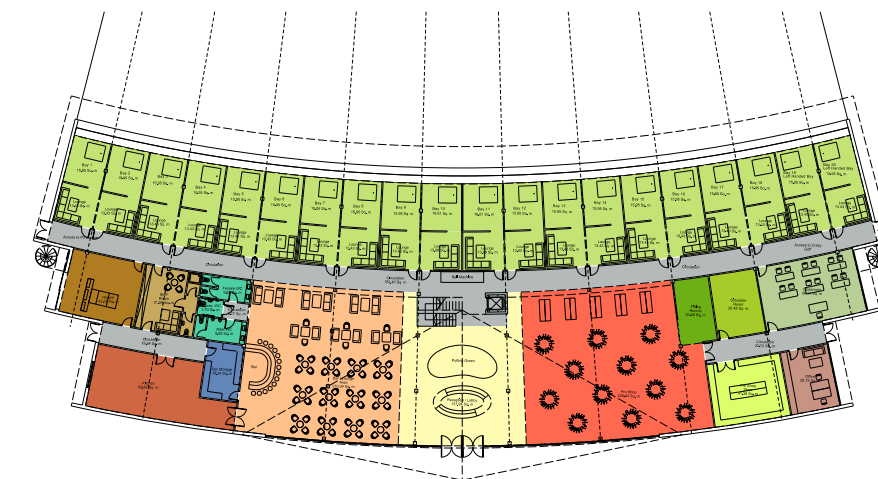
Site Plan (Planning Application 21/00744)



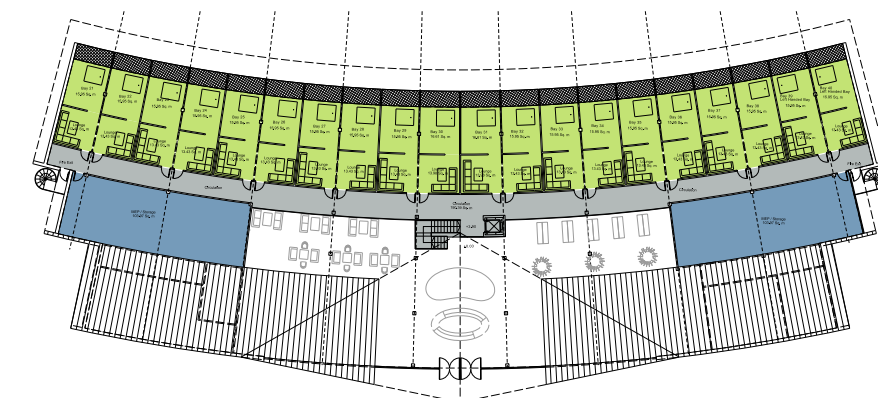
Driving Range - South West Elevation (Planning Application 21/00744)



Driving Range - North Elevation (Planning Application 21/00744)



Ground Floor Plan



First Floor Plan

Driving Range Floor Plans (Planning Application 21/00744)



Proposal - Driving Range

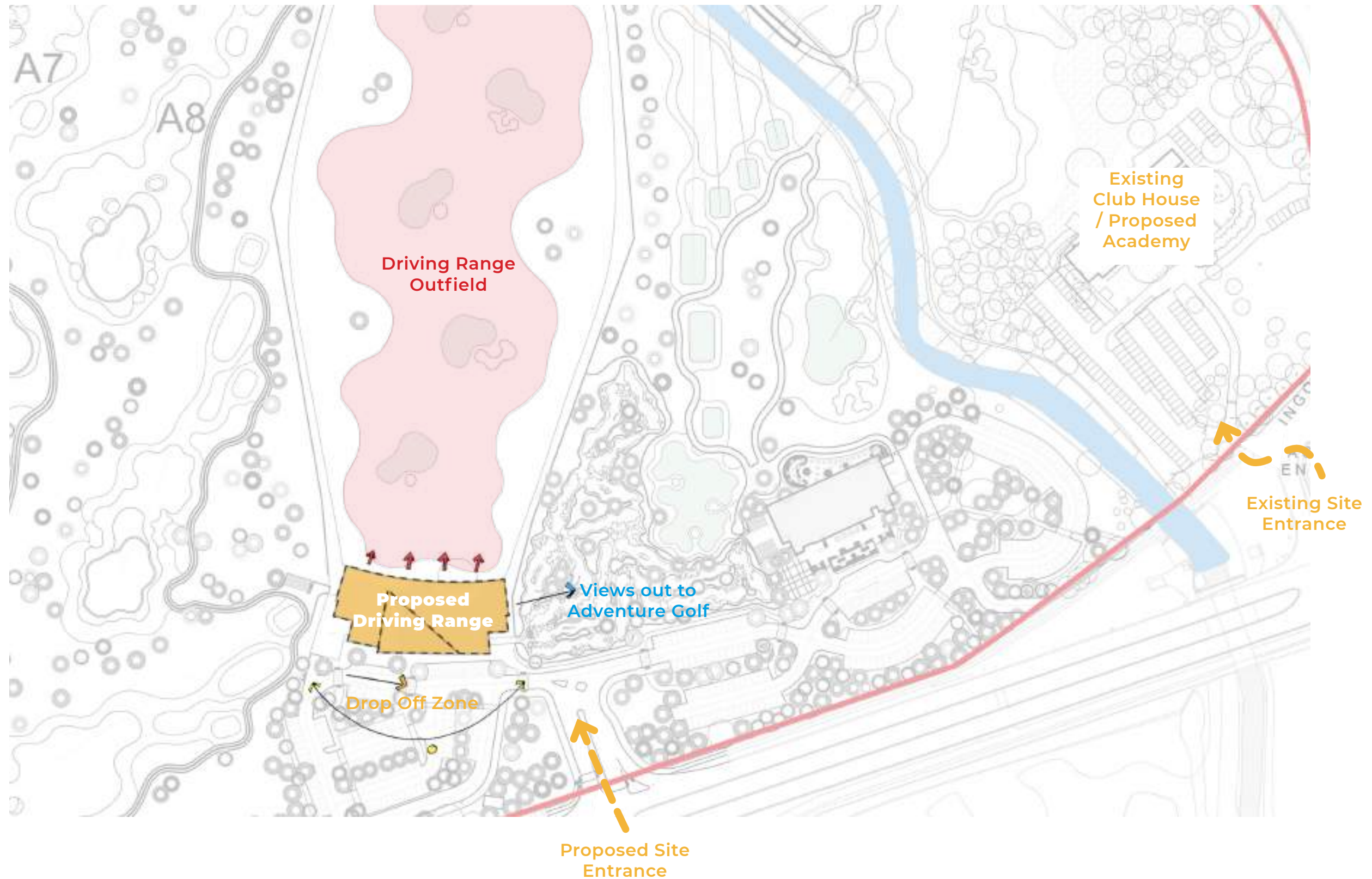
5.2 Development Revised Plan Form

As with the Club House, the adjustment to the site plan location of this building has been to reinforce the direct connection with the adjacent Adventure Golf facility.

Also to locate this building away from the main site entrance approach and thus on arrival at the site, present a view of all three golf facilities.

The servicing zone to the building is on the western gable elevation, out of sight from the main entrance approach on the southern elevation.

The revised plan form accommodates 32no. separate driving bays over two storeys.





Proposal - Driving Range

5.3 Site Plan



Proposal - Driving Range 5.4 Plan - Ground Floor

The Driving Range Building is very much a leisure facility with golf that has a target market for all age groups and gender.

The building has a customer offer of an open bar lounge with snack food, light bite meals, a pro shop, 16no. driving bays with hospitality over two storeys and a Golf Academy facility.

On the ground floor customers arrive at reception into a rising two storey height space containing a putting green simulation as a central feature.

To either side of this large volume space is the open bar lounge and pro shop. Both these public zones are supported by customer toilets, back of house staff facilities, kitchen and administration.

The ground level driving bays are reached through a large backdrop glazed screen over looking the course.

Each of the bays are separate and accommodate a couch and dining area for private hospitality provided by waiter staff. There are two grades of bay dependent of the size of the customer party. All bays are external with infra red heating.

Also at ground and first floor levels there is Golf Academy facilities for teaching purposes and video training and golf simulation.

To the west of the plan is the building's service zone, screened from the main customer entrance approach.



- Back of House
- Front of House
- Circulation
- Staff Movement
- Guest Movement
- Occasional Movement

Ground Floor Plan

Proposal - Driving Range 5.5 Plan - First Floor

The first floor is accessed by customers by main accommodation staircase or lift, crossing a glazed bridge overlooking the double height lounge bar, entrance and pro shop.

The 16no. driving bays are a repeat of those on the ground floor level, hence a total of 32no. separate driving bays.

In addition to customer toilet facilities at this level there is a forward kitchen bay with direct lift access to the main kitchen below at ground floor level.

This forward kitchen serves the individual driving bays with waiter service.

Also at this level is the second level of Golf Academy teaching and training rooms.

At both ends of the building there are two means of escape staircases providing direct access to outside.



- Back of House
- Front of House
- Circulation
- Staff Movement
- Guest Movement
- Occasional Movement

First Floor Plan



Proposal - Driving Range

5.6 Operations Plans

- Front of House
- Back of House
- Driving Range
- Circulation



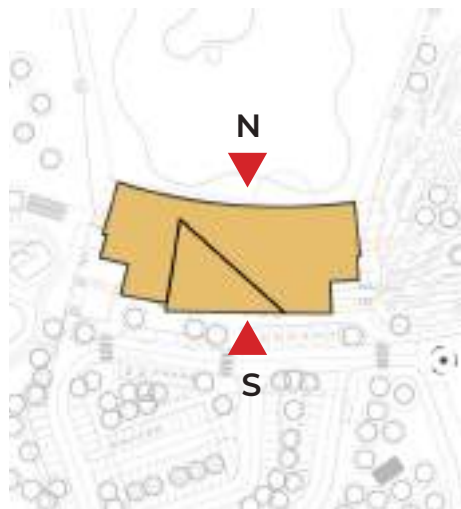


Proposal - Driving Range

5.7 Elevations - South and North



South Elevation



North Elevation

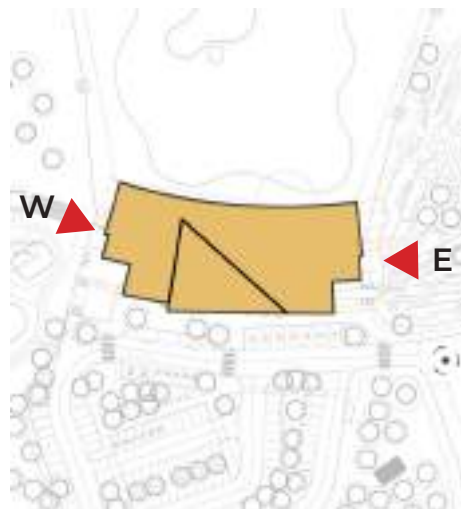


Proposal - Driving Range

5.8 Elevations - East and West



West Elevation



East Elevation



Proposal - Driving Range

5.9 Detailed Elevation

Restrained Material Palette

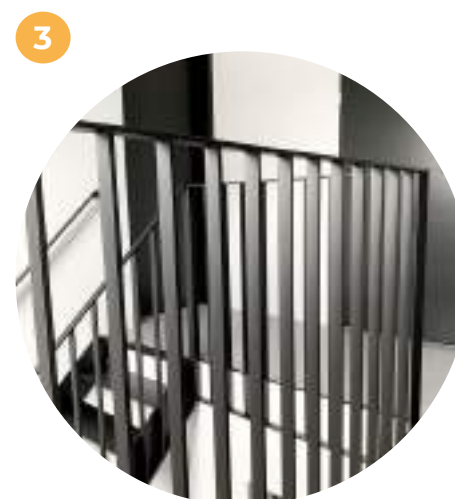
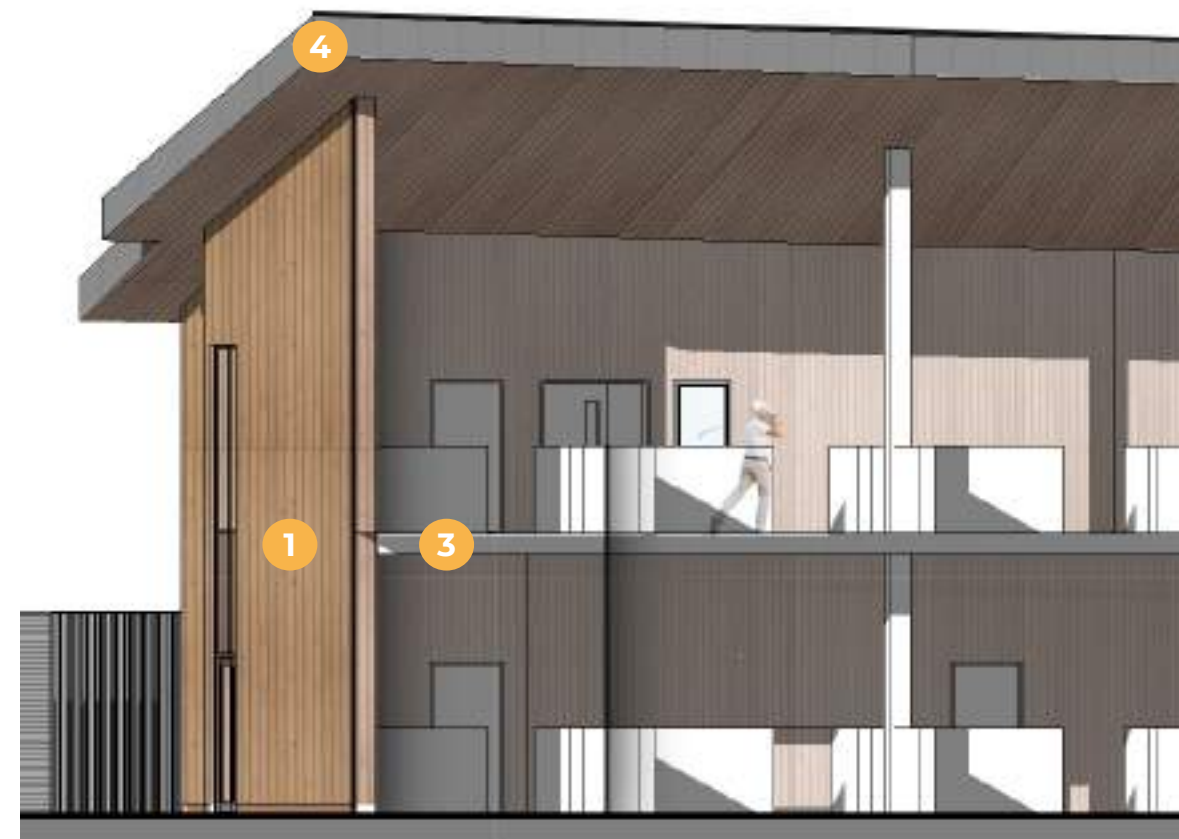
- Reduced palette from current approved scheme, using only timber, glass and render.

Primary Material - Timber Cladding

- Timber vertical cladding, dark base, possible 'burnt timber' effect to elevations.

Roof Overhangs

- Simple timber clad soffit, in keeping with material palette
- Defines the entrance side to south and provides shelter for guests on entry.
- Overhangs to north provide sheltered areas to double deck tee bays.
- Roof overhangs provide solar shading, reducing the need for mechanical cooling and avoiding glare for users of the building.





Proposal - Driving Range

5.10 Precedents - Top Golf





Proposal - Driving Range

5.11 Precedents

1 Blessings Golf Course - Marlon Blackwell Architects

2 The Bridge - Roger Ferris + Partners

3 RHS Garden Bridgewater - Hodder + Partners

4 Bright Grandview Clubhouse - OPN Architects





Proposal - Driving Range

5.12 Visuals



Driving Range from Range Outfield



Proposal - Driving Range

5.13 Visuals

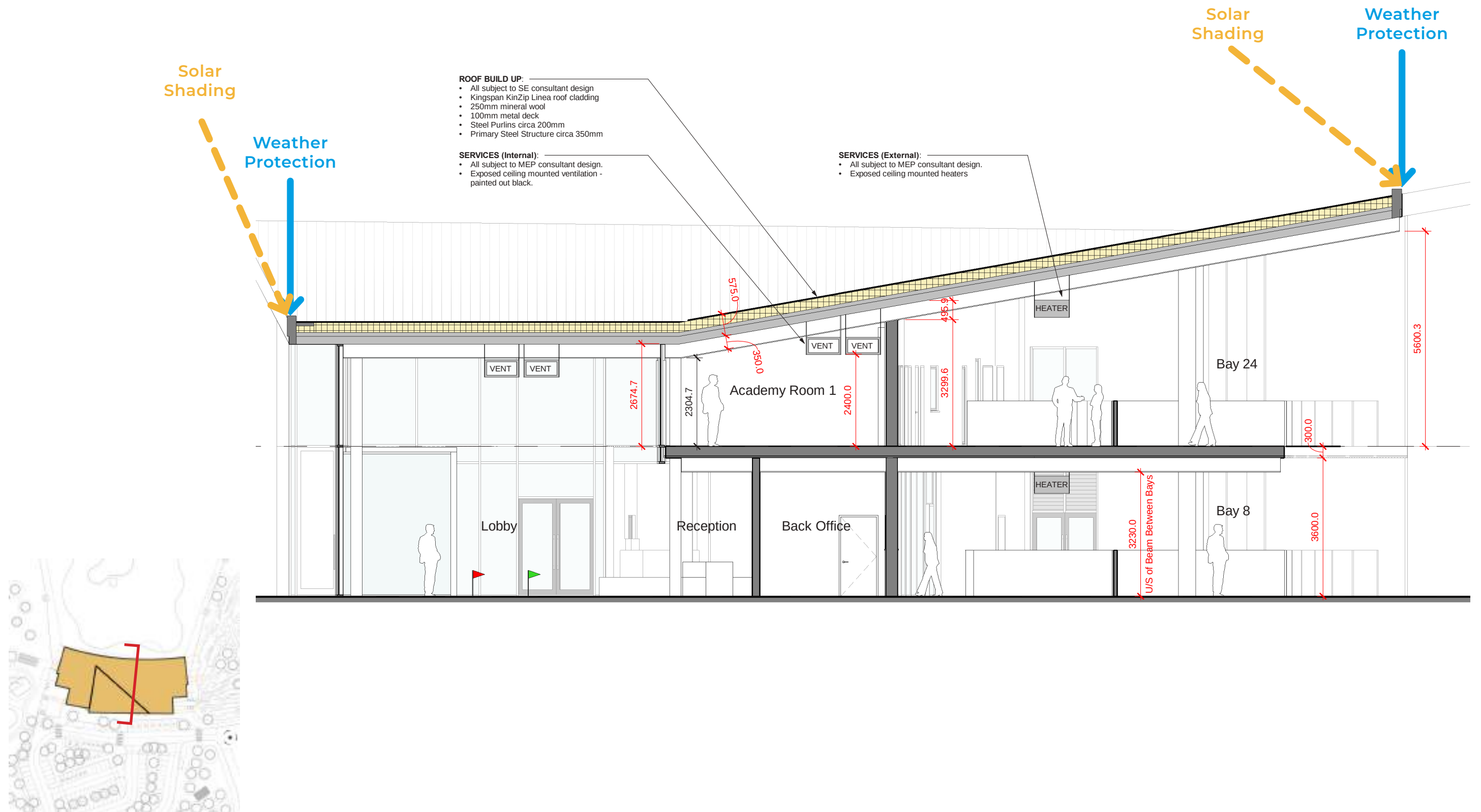


Driving Range Entrance from Car Park



Proposal - Driving Range

5.14 Building Function - Services Strategy and Sustainability





Proposal - Driving Range

5.15 Building Function - Services Strategies and Sustainability

BRUKL Output Document

Compliance with England Building Regulations Part L 2021



Project name

Driving Range Kirkby Valley

As designed

Date: Fri Feb 03 13:07:54 2023

Administrative information

Building Details

Address: Address 1, City, Postcode

Certification tool

Calculation engine: Apache

Calculation engine version: 7.0.18

Interface to calculation engine: IES Virtual Environment

Interface to calculation engine version: 7.0.18

BRUKL compliance module version: v0.1.0.0

Foundation area [m²]: 1280.74

Certifier details

Name: Name

Telephone number: Phone

Address: Street Address, City, Postcode

The CO ₂ emission and primary energy rates of the building must not exceed the targets		
Target CO ₂ emission rate (TER), kgCO ₂ /m ² /annum	9.12	
Building CO ₂ emission rate (BER), kgCO ₂ /m ² /annum	8.15	
Target primary energy rate (TPER), kWh/m ² /annum	96.21	
Building primary energy rate (BPER), kWh/m ² /annum	84.77	
Do the building's emission and primary energy rates exceed the targets?	BER <= TER BPER <= TPER	

The performance of the building fabric and fixed building services should achieve reasonable overall standards of energy efficiency				
Fabric element	U _{Limit}	U _{Calc}	U _{Calc}	First surface with maximum value
Walls*	0.26	0.18	0.15	DR000000:Surf[4]
Floors	0.18	0.18	0.15	DR000000:Surf[0]
Pitched roofs	0.16	0.12	0.12	DR000000:Surf[5]
Flat roofs	0.18	0.12	0.12	DR000000:Surf[1]
Windows** and roof windows	1.6	1.4	1.4	FF000000:Surf[2]
Rooflights***	2.2	-	-	No roof lights in building
Personnel doors*	1.6	1.4	1.4	DR000000:Surf[2]
Vehicle access & similar large doors	1.3	-	-	No vehicle access doors in building
High usage entrance doors	3	-	-	No high usage entrance doors in building
U _{Limit} = Limiting area-weighted average U-value [W/m²K] U _{Calc} = Calculated area-weighted average U-value [W/m²K] * Automatic U-value check by the tool does not apply to certain walls whose limiting standard is similar to that for windows. ** Display windows and similar glazing are included from the U-value check. *** Values for rooflights refer to the horizontal position. * For fire doors, limiting U-value is 1.8 W/m²K. NB: Neither roof ventilators (inc. smoke vents) nor swimming pool beams are modelled or checked against the limiting standards by the tool.				
Air permeability	Limiting standard	This building		
m³/(h.m²) at 50 Pa	8	3.0		

Technical Data Sheet (Actual vs. Notional Building)		
Building Global Parameters		Building Use
	Actual	Notional
Floor area [m²]	2577.5	2577.5
External area [m²]	4415.8	4415.8
Weather	MAN	MAN
Infiltration [m³/m²@ 50Pa]	4	3
Average conductance [W/m²]	895.71	1297.04
Average U-value [W/m²K]	0.2	0.29
Alpha value* (%)	24.26	10
*Percentage of the building's average heat transfer coefficient which is due to thermal bridging		
% Area	Building Type	
	Retail/Financial and Professional Services	
	Restaurants and Cafes/Drinking Establishments/Takeaways	
	Offices and Workshop/ Business	
	General Industrial and Special Industrial Group	
	Storage or Distribution	
	Hotels	
	Residential Institutions: Hospitals and Care Homes	
	Residential Institutions: Residential Schools	
	Residential Institutions: Universities and Colleges	
	Residential Institutions	
	Residential Spaces	
	Non-residential Institutions: Community/Day Centre	
	Non-residential Institutions: Libraries, Museums, and Galleries	
	Non-residential Institutions: Education	
	Non-residential Institutions: Primary Health Care Building	
	Non-residential Institutions: Courts and County Courts	
118	General Assembly and Leisure, Night Clubs, and Theatres	
	Others: Passenger Terminals	
	Others: Emergency Services	
	Others: Miscellaneous Other Activities	
	Others: Car Parks/24 hrs	
	Others: Stand Alone Utility Block	

Energy Consumption by End Use [kWh/m²]		
	Actual	Notional
Heating	26.11	28.58
Cooling	0.07	0.04
Auxiliary	3.16	1.51
Lighting	10.01	8.7
Hot water	27.74	24.82
Equipment*	28.44	28.44
TOTAL**	87.58	64.66

*Energy used by equipment does not count towards the total for consumption or sub-building emissions.
** Total is net of any electrical energy consumed by CHP generators, if available.

Energy Production by Technology [kWh/m²]		
	Actual	Notional
Photovoltaic systems	12.51	0
Wind turbines	0	0
CHP generators	0	0
Solar thermal systems	0	0
Displaced electricity	12.51	0

Energy & CO ₂ Emissions Summary		
	Actual	Notional
Heating + cooling demand [MJ/m²]	269.29	290.62
Primary energy [kWh/m²]	84.77	96.21
Total emissions [kg/m²]	8.15	9.12

Vehicle

Vehicles enter off Valley Road via a new access and egress point, and have several options of small area sto the south of the Driving Range . A drop off point and accessible parking are located immediately to the front of the Driving Range to reduce travel distances.

Further detail can be found in the transport statement provided by PrimeTransport Planning.

Pedestrian

There are several routes from the main parking area, where the majority of guests will enter via a break in the parking bays. As well as this, there is a great deal of general movement of pedestrians around the parking area between the Driving Range, Adventure Golf and Club House promoting a shared surface feel, with traffic moving at slow speeds.

-  Vehicle Route
-  Pedestrian Route
-  Entry Point (Guest)



Partial Site Plan

Access

All entry points into the building will be level access with access control at heights and locations specified in Approved Document M.

The external works will be designed to provide easy access to the building with falls no greater than 1 in 21 to main entrances and car parking areas. All floors are accessible by lift and have at least 800mm clear openings and minimum 1100x1400mm internal car dimensions.

All main doorways are at least 1010mm structural openings, allowing minimum 800mm clear widths throughout. All corridors are at least 1200mm wide, with regular sections at least 1800mm in width as passing/turning places.

Across the site there is provision for at least 5% accessible parking bays, in a variety of locations close to building entrances.

WC Provision

Both floors have unisex toilet facilities, each with an accessible WC. Staff have access to a further accessible WCs at ground floor in the back of house area.

- Accessible WC
- ▣ Refuge Point
- ▣ Lift (fully accessible)
- 1.8m Passing Place
- ↔ Level Access to Exterior



Ground Floor Plan



First Floor Plan

Fire Service

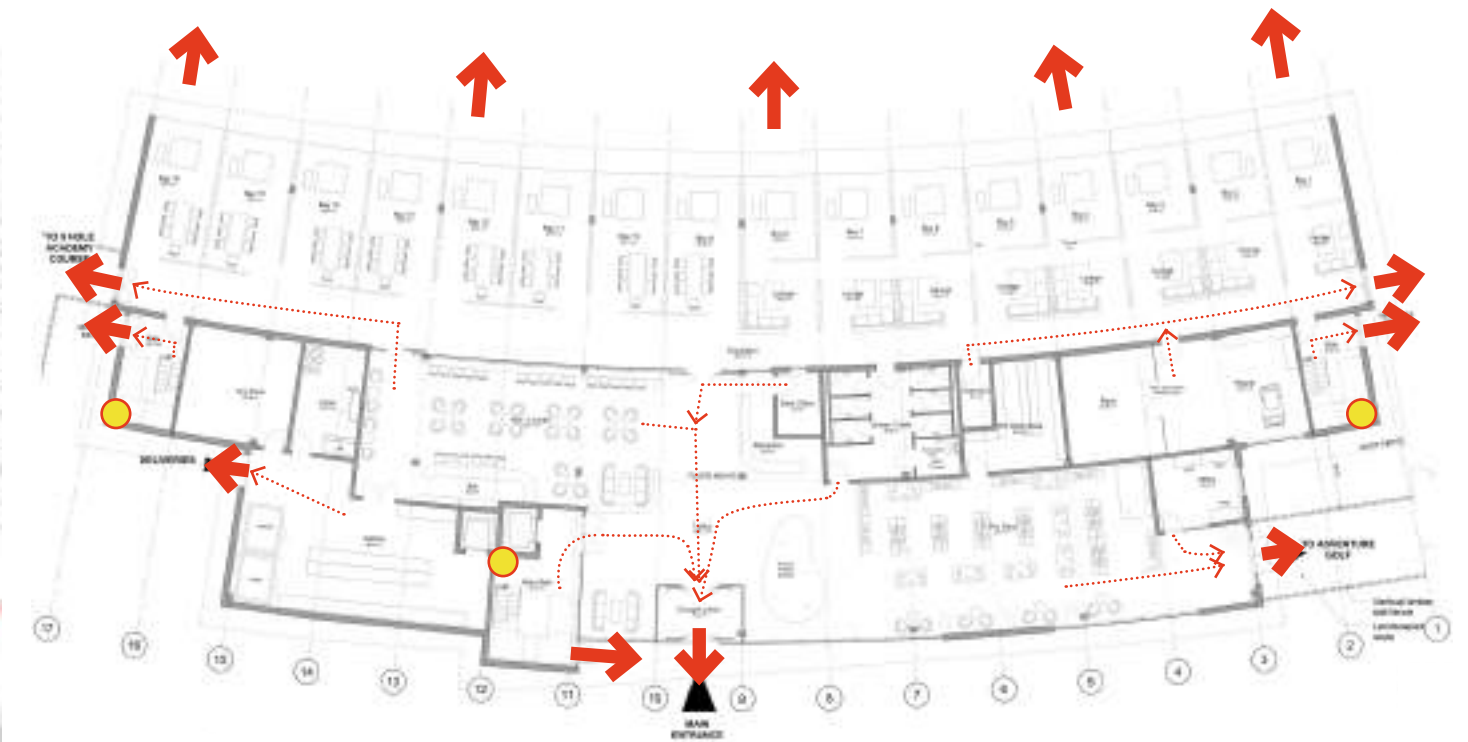
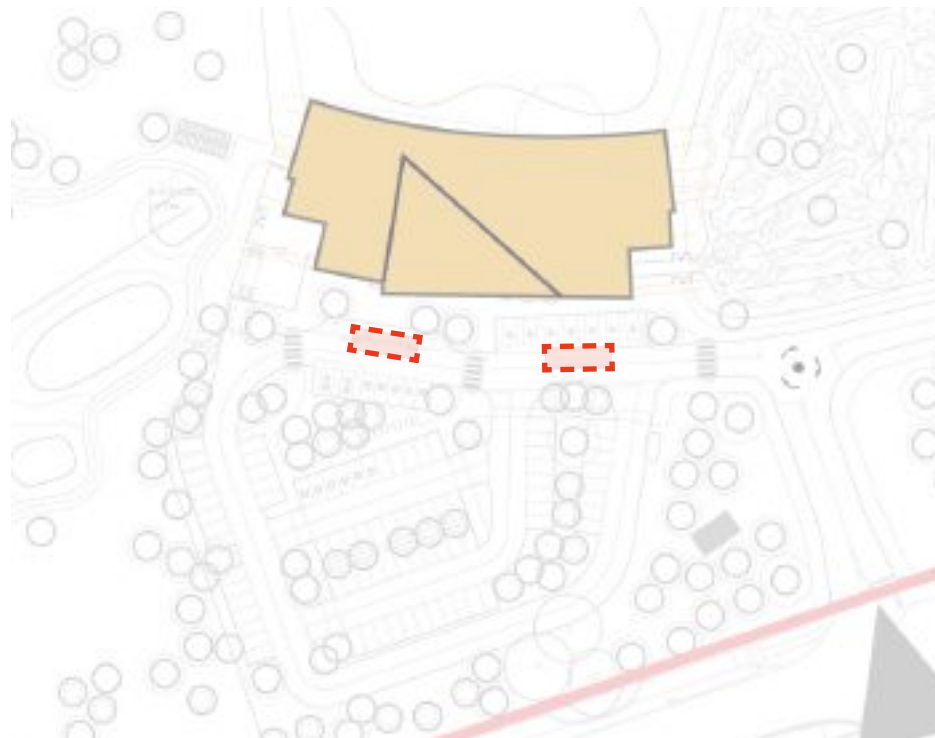
From the Valley Road entrance, emergency vehicles would travel through the main car park and either straight to the drop off area at the main entrance or around to the rear service area. In both cases, there is quick access for vehicles to exit.

A dry riser is provided in each stair, with an external dry riser inlet at the main entrance and rear service door, on view and uncovered.

Escape

There are 3no. escape stairs with separating doors, to avoid any dead ends and allow travel distances in line with Approved Document B.

At ground floor and kitchen, the dead ends are managed within limits of Approved Document B. Through management of the Club House, these routes will be kept clear and clean of debris.



Ground Floor Plan



First Floor Plan

-  Dry Riser
-  Fire tender stopping point
-  Fire Exits
-  Escape stair
-  Escape Route



Proposal - Driving Range

5.19 Facade and Roof Maintenance

Facade Cleaning

All facade area are within the 25m reach with pole and brush with the exception of the first floor areas above the two main entrances. These areas are to be cleaned via use of a cherry picker (Genie 80JX or similar).

Routine Maintenance

Routine maintenance checks of the façade including glass replacement will be carried out using a suitable extendable cherry picker.

Roof Access

All of roofs are at first floor and therefore can easily be accessed with an appropriate cherry picker



South Elevation



North Elevation



West Elevation



East Elevation

Refuse

Refuse is stored to the west of the Driving Range within the service yard. This is directly adjacent to the service entrance to allow staff to use the bins under whilst being out of sight for the guests.

Collection will be made at regular intervals by a private disposal company. Refuse vehicles would travel through the main car park be required to move into reverse to stop alongside the service yard. The layout of the car park allows the refuse vehicle to drive forwards back out. Refuse and delivery would be managed by staff to avoid congestion within the car park.

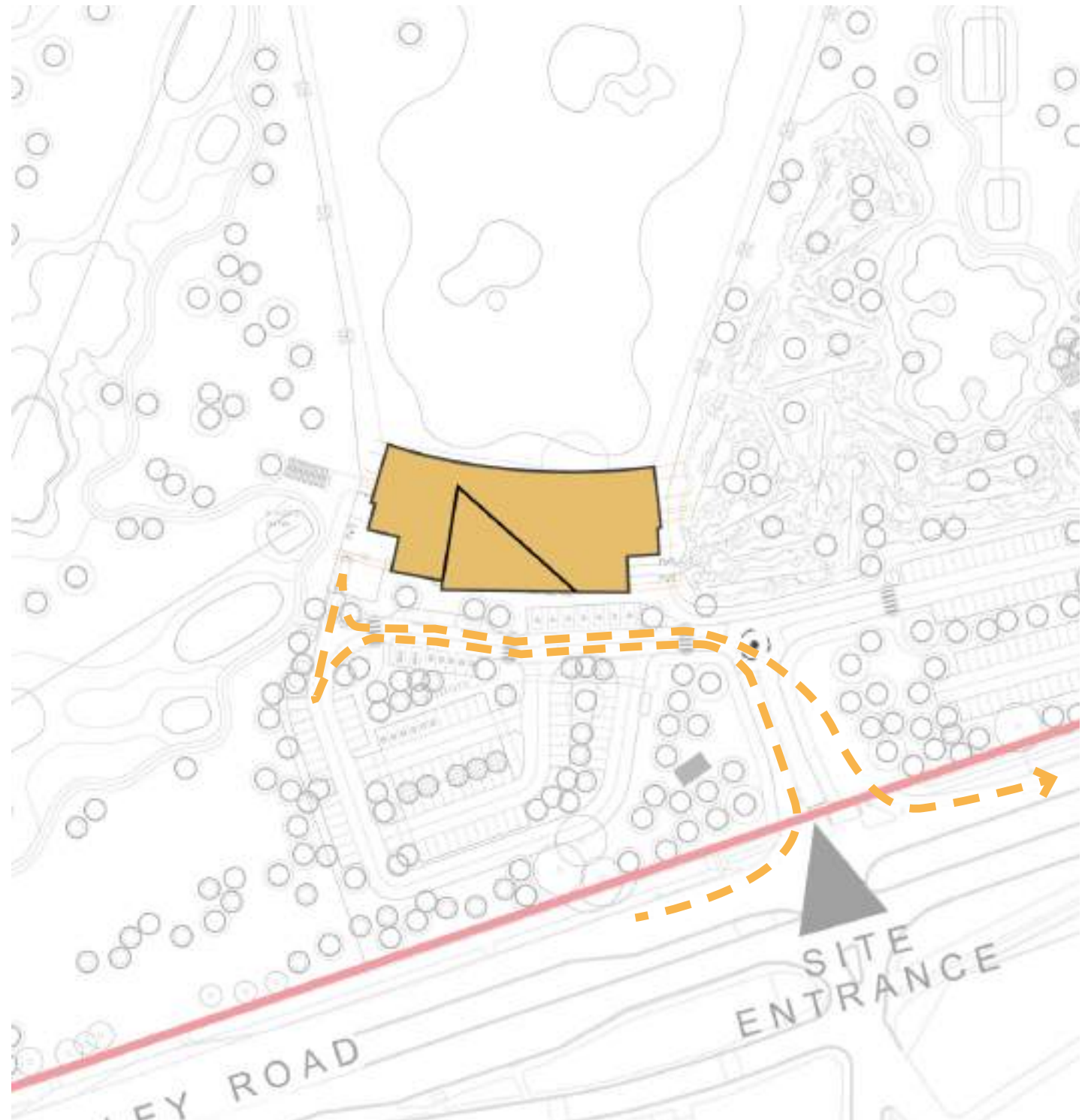
Delivery

Consumable deliveries will be on a regular basis, taking the same route as refuse. Goods will be transported through to the service lift and distributed around the building in storage spaces at each level, kitchen, bars or back of house areas.

-  Delivery / Refuse Vehicle Route
-  Entry points (servicing)
-  Refuse Storage Point
-  Service Lift



Partial Ground Floor Plan



Partial Site Plan



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6.0 Existing Club House Refurbishment to Academy Building

- 6.1 Existing Club House
- 6.2 Existing Club House
- 6.3 Refurbishment of Existing Club House
- 6.4 Plans Comparison



Proposal - Existing Club House Refurbishment, Academy Building

6.1 Existing Club House

The existing club house building is dated and in need of substantial refurbishment and will be surplus to the requirement of the new facility. However it is located adjacent the planned new course layout and is therefore ideal to accommodate the proposed Golf Club Academy.

It is hoped that the planned Adventure Golf Course will attract new patrons of all ages and hence the need for training to play this new sport.

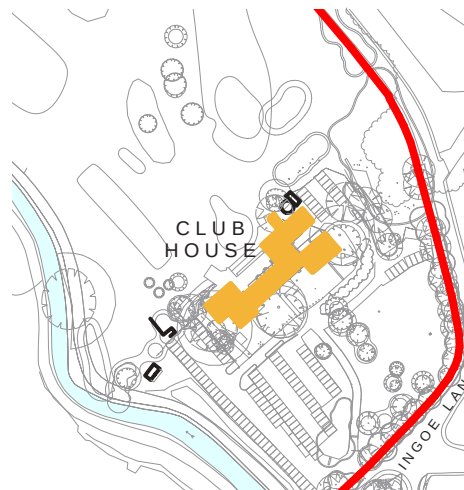
The proposal is for the former club house building to become The Golf Academy.

The existing building will be refurbished with an 'infill' extension. The refurbished building will accommodate the Golf Academy but this building will also support the facilities located within The Driving Range Building.

The Academy will provide training and education about all that is golf, this on offer to all ages and gender. The syllabus will range from teaching greenkeeper skills and course maintenance to actually the skill of playing golf. With in the building will be teaching rooms, golf simulation, and a training putting green.

Overnight accommodation for delegates or visiting teaching staff will be provided across 8 no. ensuite double bedrooms.

The existing open patio court to the rear of the building is proposed to be 'infilled' with a clear span extension, this to accommodate the larger space requirement for an indoor practice room.



Entrance to Club House Car Park (Existing Club House)



Track through Car Park (Existing Club House)



South Elevation (Existing Club House)



North Elevation (Existing Club House)



South Elevation (Existing Club House)



Service Yard (Existing Club House)



Proposal - Existing Club House Refurbishment, Academy Building

6.2 Existing Club House

Existing Elevations

The buildings existing elevations are to be refurbished and overlaid in the same palette of materials as proposed for The Driving Range Building and new Golf Club House.

The purpose being to visually link all the buildings and brand them as one golf leisure facility.

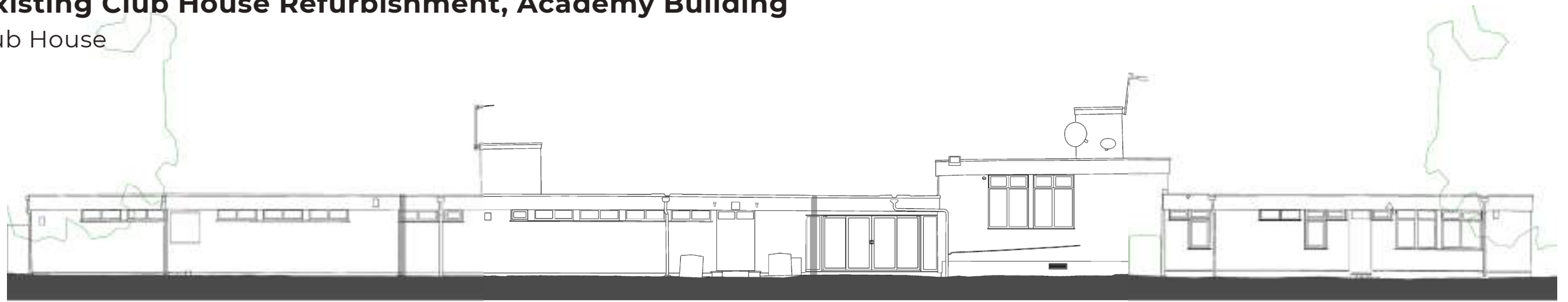
This palette of materials will be as described below.

Primary wall cladding. The existing brickwork to be overlaid with timber cladding of a dark base, possibly a burnt timber effect.

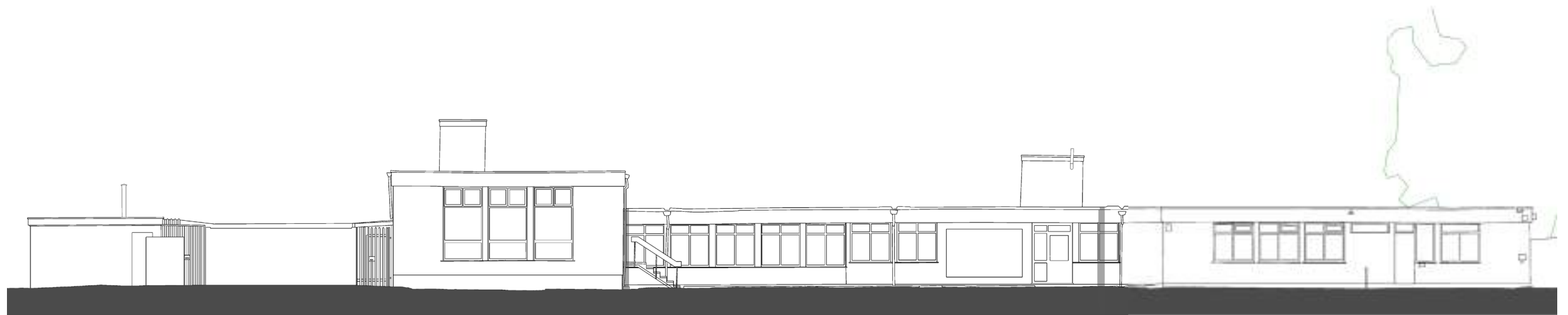
Off white render coat to highlight entrances.

Roof fascia detail in metal to provide a unifying regular visual line to incorporate the various differing roof levels.

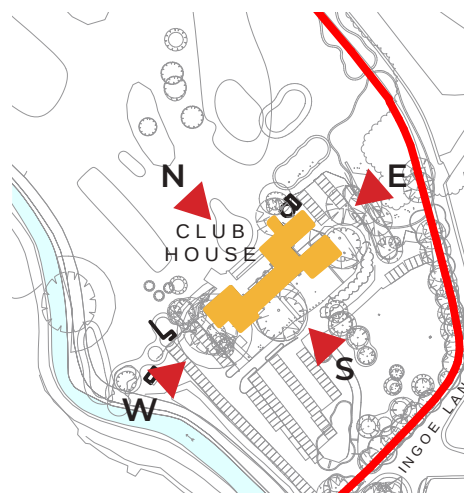
Aluminium frames, powder coated black double glazed replacement frames.



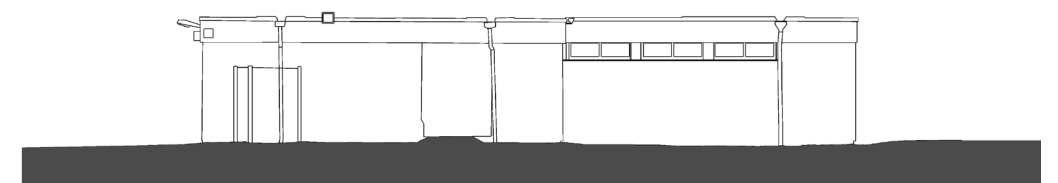
South Elevation



North Elevation



East Elevation



West Elevation



Proposal - Existing Club House Refurbishment, Academy Building

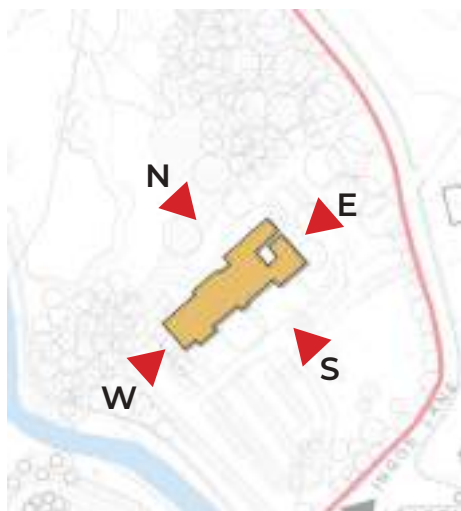
6.3 Refurbishment of Existing Club House



South Elevation



North Elevation



East Elevation



West Elevation



Proposal - Existing Club House Refurbishment, Academy Building

6.4 Plans Comparison

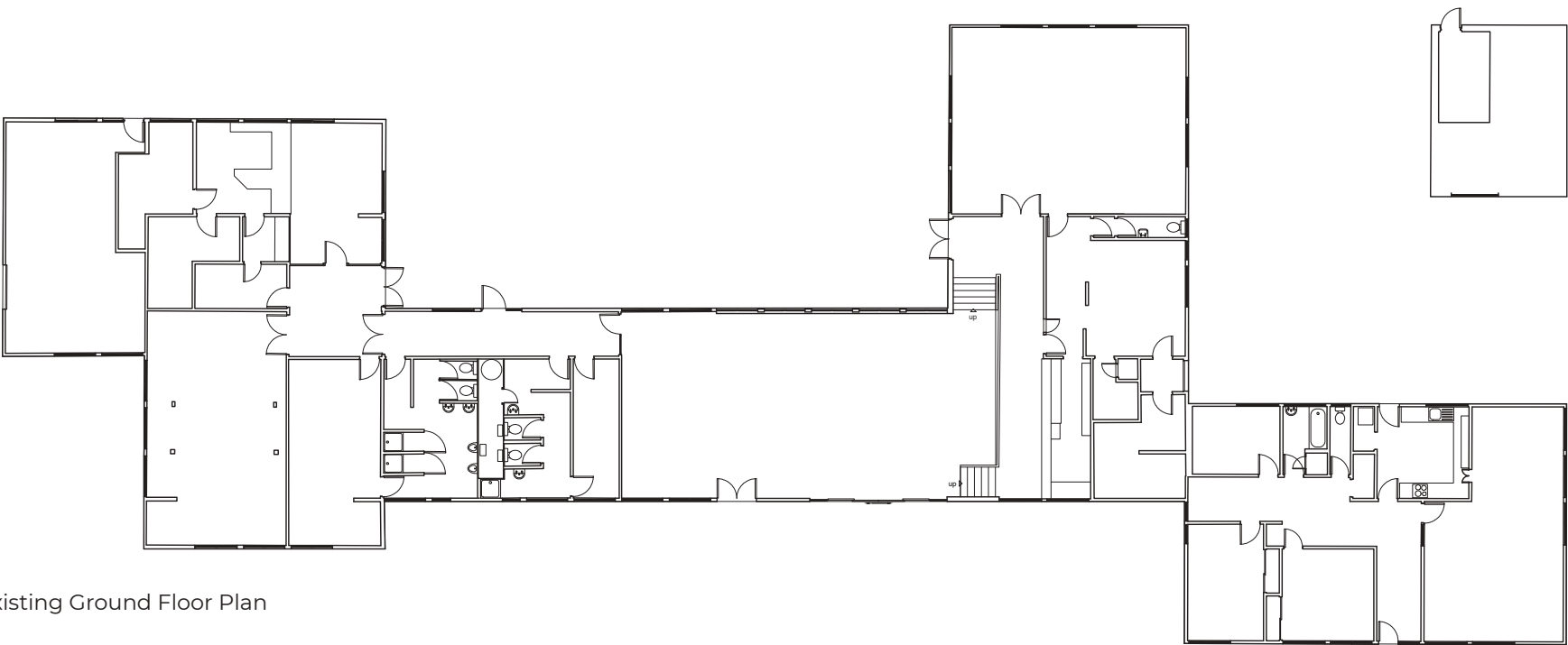
The existing internal layout plan form is proposed to be replanned to create larger spaces, these primarily for teaching and presentation spaces.

Existing toilet zones will be completely rebuilt and fitted out to a modern contemporary theme. A new open reception area will provide a secure entrance to the facility and direct delegates and visitors to their respective teaching spaces.

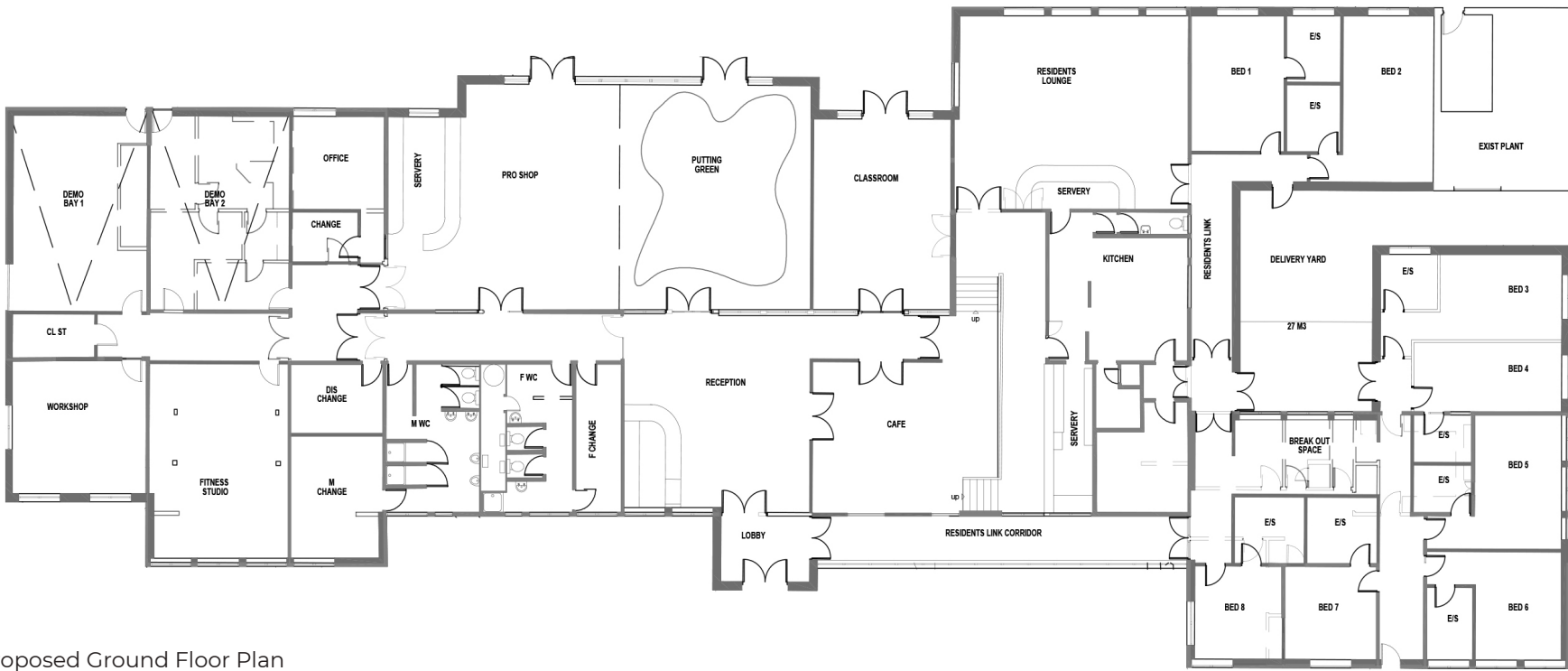
The existing open patio court to the rear of the building is proposed to be ‘infilled’ with a clear span extension, this to accommodate the larger space requirement for an indoor practice room. The floor area of this new extension being approximately 165 sqm, with a clear span of 12 m.

The new academy will also provide overnight accommodation for visiting delegates and teaching staff, this being 8no. ensuite double bedrooms.

Comparison	
Floor Area	GIA (m²)
Existing Club House	648.5
Proposed Academy Building	1010.0



Existing Ground Floor Plan



Proposed Ground Floor Plan



7.0 Floor Area Comparison Between Current and Revised Applications

- 7.1 New Golf Club House
- 7.2 Driving Range



North Elevation



South Elevation

Planning Application 21/00744	
Floor	GIA (m²)
Ground Floor	1739.0
First Floor	988.0



North Elevation



South Elevation

Proposed Club House	
Floor	GIA (m²)
Ground Floor	882.0
First Floor	832.0



Planning Application 21/00744	
Floor	GIA (m²)
Ground Floor	1832.0
First Floor	1020.0

Proposed Driving Range	
Floor	GIA (m²)
Ground Floor	1506.0
First Floor	1210.0



8.0 Course Landscape Design

8.1 Landscape

Proposal - Course Landscape 8.1 Landscape

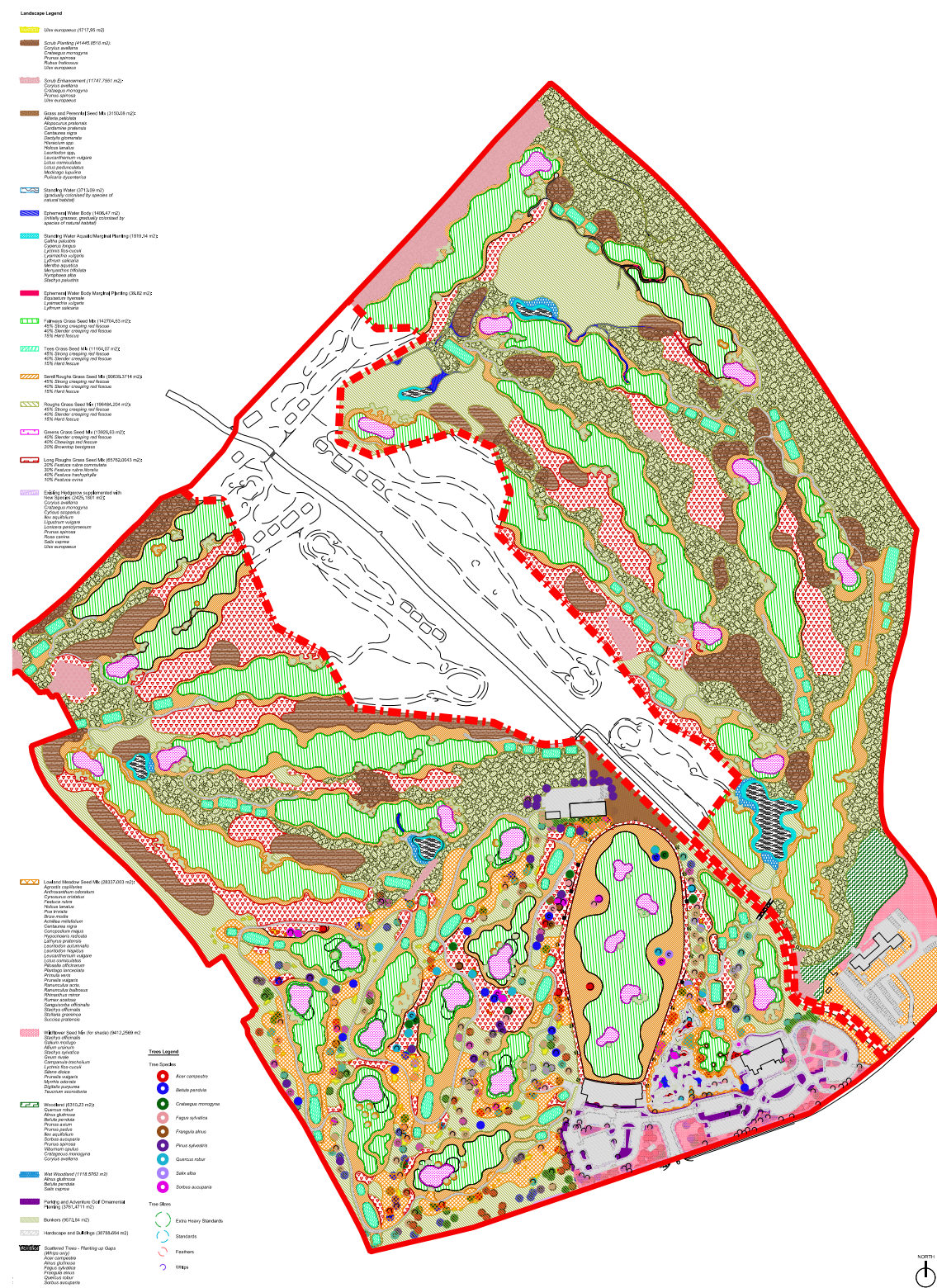
The proposed course has been designed by specialist landscape and golf course designer IDG.

As detailed throughout this document the intention of the proposals is centred around the improvement of playing facilities at the golf club and landscaping associated to this intention.

The overall proposal comprises improvement to the existing 18 hole golf course, along with creation of a new 9 hole academy course, a driving range and an adventure golf course.

Further details of the course design and associated landscaping can be found within the drawings accompanying this document and include information on the following;

- Ecology Habitats
- Tree Removal and Protection
- Phasing of Works
- Fences and Gates
- Metric Calculations
- Tree Planting
- Planting Schedule
- Ornamental Planting
- Fixtures and Lighting
- Hardscaping
- Grading
- Sections Across Holes
- Drainage
- Signage
- Wayfinding Signage
- Bridge Construction Details
- Tee Construction Details
- Bunker Construction Details
- Green Construction Details
- Drainage and Lake Details
- Hardscape and Cart Path Details



Proposed Landscape Masterplan by IDG

Proposed Course Masterplan by IDG



9.0 Adventure Golf

- 9.1 Proposed Course Layout
- 9.2 Proposed Typical Views



Adventure Golf

9.1 Proposed Course Layout

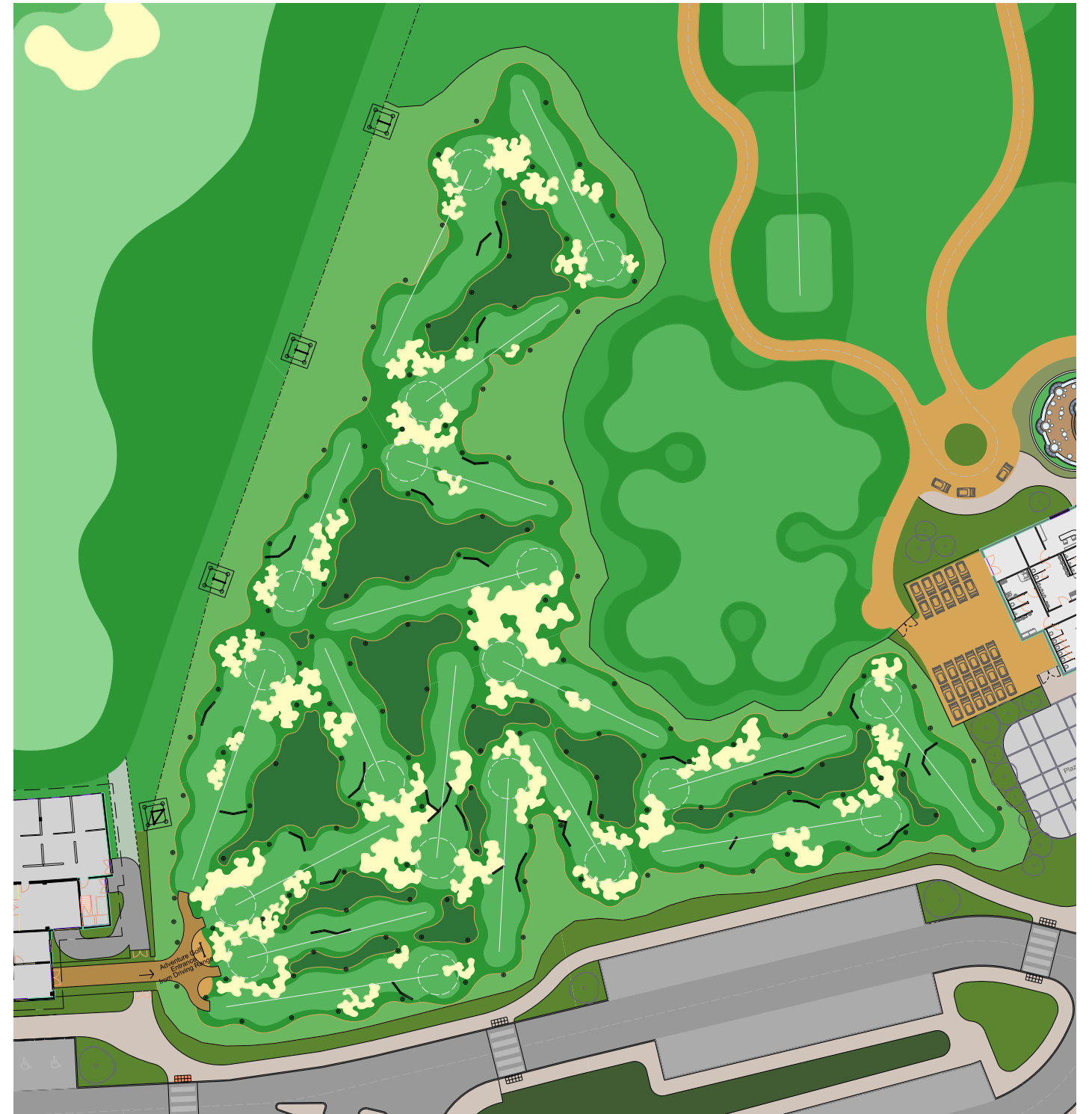
As part of the new facility, a unique adventure golf (mini golf) attraction is to be created which will encourage younger patrons as well as older, and patrons of varying ability to 'have a go'.

The layout of the course will not be that of the traditional crazy golf, but of a layout which miniaturizes the experience of playing on a full course.

The facility allows players of varying skill levels to play without the need of specialist clubs or footwear and for many it may be their first experience of seriously attempting to play the sport.

As with that of the Driving Range, the Adventure Golf provides an all weather environment that is accessible to all.

The Adventure Golf holes and course is constructed on a sculptured concrete base covered with an 'Astro Turf' artificial grass surface. The course is heavily planted with dense ornamental shrubs and small trees. The perimeter is secured with a 1.2m high powder coated bow top fence. The internal pathway is a smooth even finish of paviour bricks and brushed concrete for maximum accessibility.



Proposed Course Layout



Typical Views of Adventure Golf Course





10.0 Maintenance Facilities

- 10.1 Proposed Plans
- 10.2 Proposed Elevations

The current course maintenance facilities are operated from a variety of dilapidated shipping containers, which are not fit for purpose and unsightly.

The current machinery is damaged by transfer into the containers and this results in leakage of diesel etc and ground pollution.

The proposed new maintenance facility will be a portal steel frame building. The interior of the building will enclose a single storey concrete masonry welfare unit (mess room, changing rooms, wash rooms, locker room and admin office) The building will garage all the course equipment and machinery, will act as a workshop for repairs and a store for dry goods and materials.

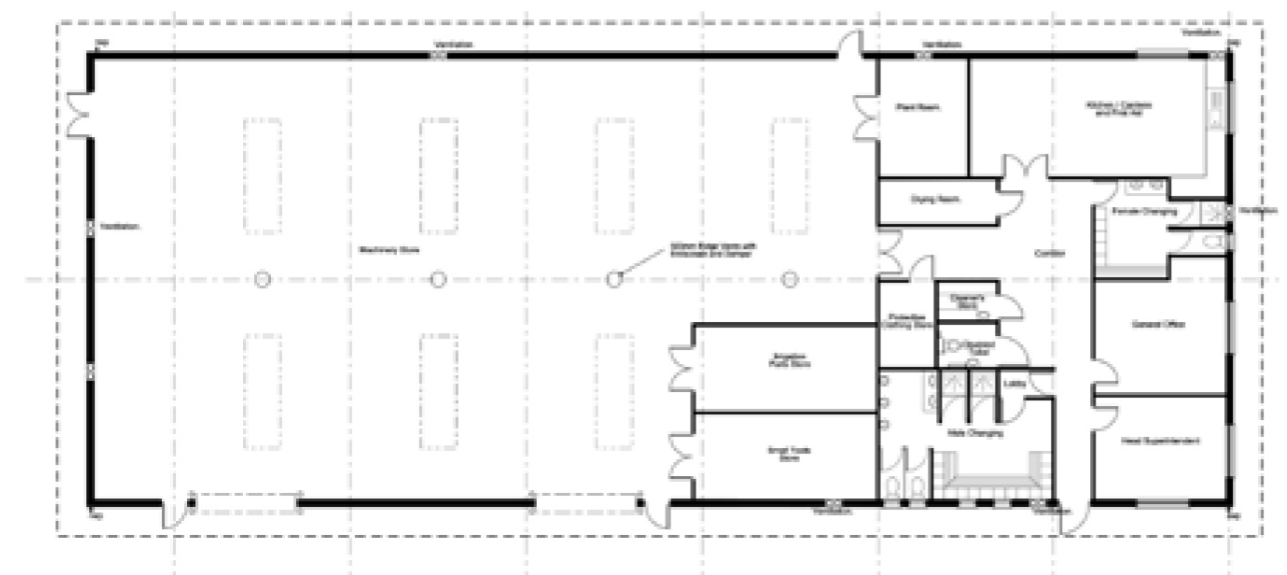
The envelope of the building will be profiled powder coated metal cladding with full height roller shutter doors for access.

Additional material storage is to be provided by 3no. auxiliary new shipping containers for long term storage of items such as event signage, irrigation and drainage pipework etc.

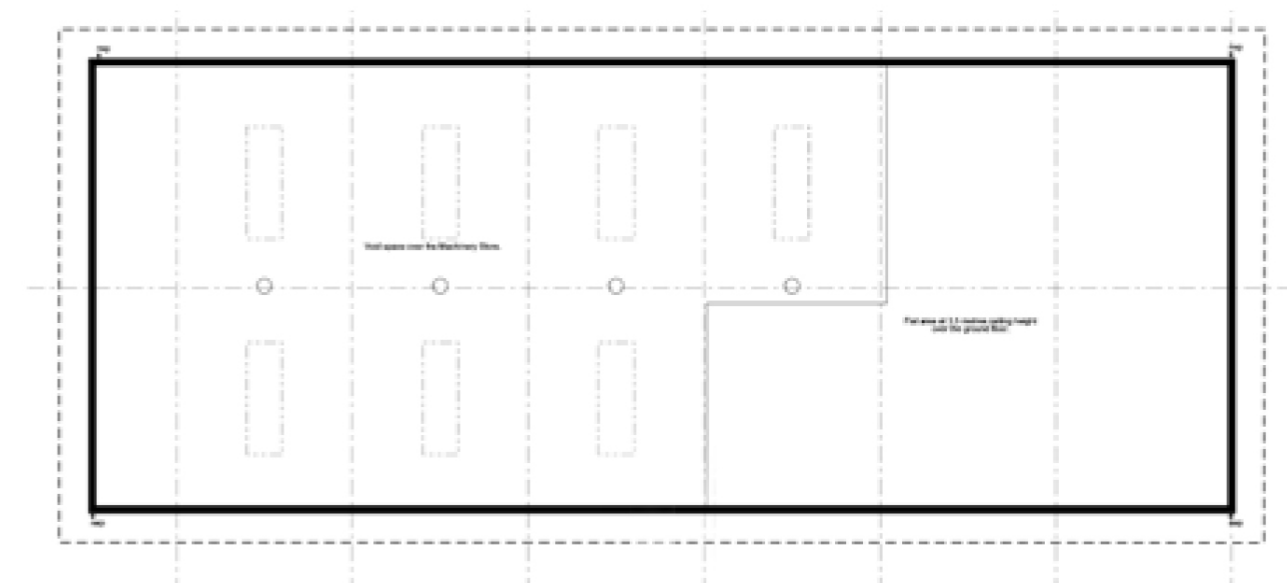
These containers shall be painted in the same colour scheme as that of the main building.

Petrol, diesel and oil tanks, and an air compressor will be located within the maintenance yard area. Also a wash down zone will be constructed, this equipped with petrol interceptor and hydro carbon filter , before connecting into the planned drainage system.

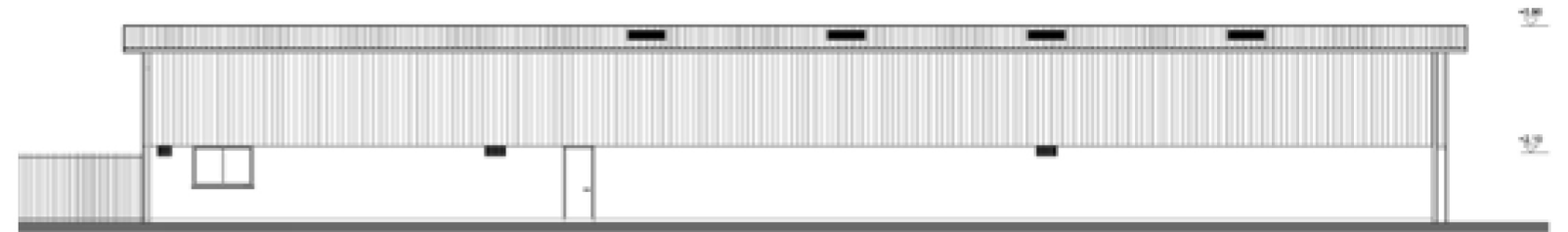
The yard area will be finished as a concrete base apron, laid to falls and fit for purpose and a minimum of 8 ton loading. The perimeter of the whole facility will be surrounded by a 2.4m high powder coated steel palisade security fence, with automatic vehicular gates and screened with soft landscape planting.



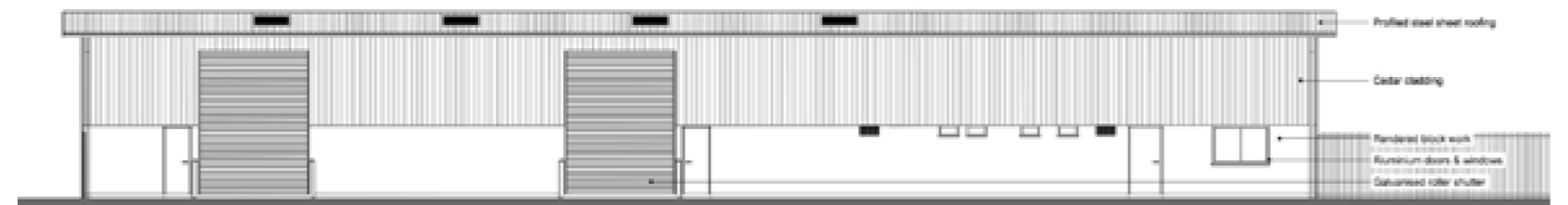
Ground Floor Plan



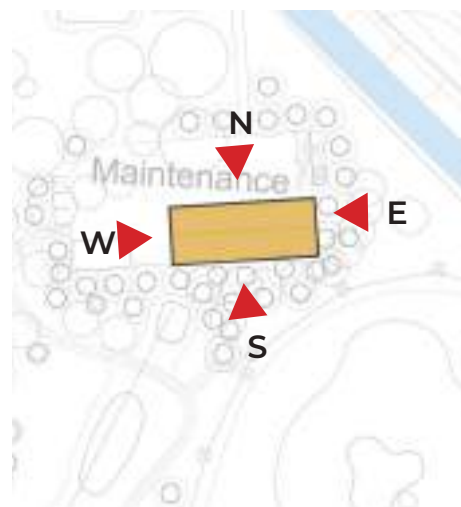
First Floor Plan



North Elevation



South Elevation



Maintenance Facilities	
Floor Area	GIA (m ²)
Ground Floor	579.5
First Floor	217.0
Total	796.5



East Elevation



West Elevation

