



MEC
Consulting Group

TRANSPORT



Cranham Golf Course, St Marys Lane, Cranham
Transport Statement
July 2025

Report Ref: 29846-TRAN-0801

Cranham Golf Course, St Marys Lane, Cranham

Transport Statement

July 2025

REPORT REF: 29846-TRAN-0801

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ENGINEER: MEC Consulting Group Ltd
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REGISTRATION OF AMENDMENTS

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- B. HAVERING LONDON BOROUGH PRE-APPLICATION ADVICE

1.0 INTRODUCTION

- 1.1 MEC Consulting Group Ltd (MEC) has been commissioned by Cranham Golf Course (hereafter referred to as ‘the Client’) to prepare a Transport Statement (TS) in support of a proposed Padel Court Development at Cranham Golf Course, St Marys Lane, Cranham (also referred to as ‘the Site’).
- 1.2 The site is in a rural area east of Upminster as shown by **Figure 1.1**, within the Unitary Authority of Havering London Borough (HLB). Upminster lies in the northwest edge of the Greater London Administrative Area.

Figure 1.1: Site Location



Source: Google Earth

- 1.3 The development proposals comprise the erection of 4 No. Padel Courts, as shown on the Proposed Site Layout Plan in **Appendix A**.
- 1.4 This Transport Statement has been informed by informal advice obtained by the Client from the local planning authority HLB. A copy of the advice obtained is provided in **Appendix B**.

Methodology

- 1.5 This Transport Statement has been prepared in accordance with the following documents:
- National Planning Policy Framework (December 2024)
 - National Planning Practice Guidance (NPPG) (November 2016)
 - Manual for Streets / Manual for Streets 2;
 - Havering Local Plan 2016 – 2031 (Adopted 2021);
 - Mayor of London – London Plan (Adopted 2021).
- 1.6 The report has reviewed the existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:
- A review of the existing site and highway conditions including recent personal injury collision (PIC) data (5-year period) recorded in the immediate vicinity of the site.
 - An overview of the development proposals.
 - Comment upon the level of parking required.
 - A review of the trips generated by the proposed development.
 - Details of any proposed mitigation to make the development acceptable to planning, with regards to transport.

Disclaimer

- 1.7 MEC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.
- 1.8 MEC accepts no responsibility or liability for:
- The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
 - The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING HIGHWAY CONDITIONS

Site Location and Existing Use

- 2.1 The site is in the northwest edge of the Greater London Administrative Area, approximately 2.25km east of Upminster, and directly south of the B187 St Marys Lane. The site comprises maintained grassland and is part of the existing Cranham Golf Course.
- 2.2 It comprises 0.147ha in area and is abutted by the B187 St Marys Lane to the north, golf greens/fairways to the east and south, and the golf course club house to the west.

Access – Vehicular

- 2.3 Access to the site is currently gained via 1 No. Ghost-Island Right Turn Priority T-Junction off the B187 St Marys Lane, which acts as the main access point of the Golf Course.
- 2.4 Woodway Lane is a B-Classification Road maintained by LBH as the local highway authority and subject to a 40mph speed limit.
- 2.5 It acts as a key arterial route into Upminster extending approximately 3.75km between the centre of Upminster (B187 / A124 / B1421 / Station Road Signal Junction) to the west, and to the B186 to the east.

Access – Pedestrian

- 2.6 A footway is provided on the south side of the B187 St Marys Lane which provides an unbroken connection into Upminster to the west. The footway varies in width between 0.7m and 2.0m.

Personal Injury Collision Assessment

- 2.7 A review has been undertaken of the most recent 5-year Personal Injury Collision (PIC) data to understand if there are any existing road safety issues that could be exacerbated by the additional traffic forecast by the proposed development.
- 2.8 This has been established in reference to paragraph 015 (ref: 42-015-20140306) of the National Planning Policy Guidance which recommends:
- 'An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period'*
- 2.9 PIC data has therefore been obtained by MEC from the Department for Transport 'CrashMap' for the most recent 5-year period available (2019 - 2023) 250m either side of the proposed site access location.
- 2.10 1 No. PIC, causing slight injury, has been recorded within 250m of the proposed site access location (not at the existing Cranham Golf Course access junction). This is shown on **Figure 2.2** below.

Figure 2.2: PIC records (2019-2023)



Source: Crashmap (DfT)

- 2.11 There does not appear to be any significant road safety concerns on the local highway network prior to the development being built.

3.0 DEVELOPMENT PROPOSALS

Quantum and Operation

- 3.1 The development proposals comprise the erection of 4 No Padel Courts located directly northeast of the golf course's Club House, as shown on the Proposed Layout Plan in **Appendix A**.
- 3.2 The courts are proposed to be open Monday – Sunday 06:00 – 23:00.
- 3.3 Information from the client details that there will be no extra staff requirements to serve the Courts.

Bookings

- 3.4 The booking system is App based and access to the Courts is processed by a booking confirmation which would include a code to access the courts. The operation of the Courts is therefore done entirely online.
- 3.5 Booking slots for Paddle Tennis are typically 1 hour.

Access Strategy

- 3.6 The Courts will be served by the existing Cranham Golf Course Ghost-Island Priority T-Junction off the B187 St Marys Lane. The access is purpose-built for the golf course and is therefore deemed suitable to accommodate the minor intensification of use – details of the project traffic generation associated to the courts is presented further in this section.
- 3.7 No additional servicing (refuse, fire, deliveries, etc.) will be required to serve the Courts.

Vehicular Trip Generation

- 3.8 To determine the impact of the proposed development, a First Principles Approach has been used - computer programs such as TRICS that assist in estimating trip rates to and from a variety of land uses, do not have Padel Tennis Courts sites within their databases.
- 3.9 A maximum of 4 players can play on a single Padel Tennis Court. The development proposes 4 No. courts will be constructed – the Courts have a maximum capacity of 16 players at any one time.
- 3.10 Given booking slots are hourly, a maximum of 16 vehicles would enter the site during any given hour (between 06:00 – 23:00), and 16 vehicles would leave the site.
- 3.11 The Padel Courts would therefore generate a maximum of 32 two-way vehicle movements during any given hour which includes the traditional peak hours of 08:00-09:00 & 17:00-18:00.
- 3.12 The above presents a worst-case scenario, it is likely multiple site users would car share. It should also be noted that there is a genuine possibility for linked internal trips at the Golf Course as site users may wish to utilise the existing facilities at the Golf Course as well as the proposed Padel Courts during one trip. Car sharing will be recommended online and through the Booking APP.

Parking – Vehicular

- 3.13 It is proposed that Parking for the Courts would be facilitated by the Golf Course's existing approximately 127-space car park. The car parking arrangement is informal with no line markings.
- 3.14 Adopting the same First Principles Approach used for the trip generation, the Courts would require a maximum of 32 spaces. The client conducted a parking count of the Golf Course car park on 4 occasions between Saturday 21st June and Friday 27th June 2025, the results of the surveys are presented below:
- Saturday 21.6.25 - 12pm – 66 cars (61 spaces available)
 - Wednesday 25.6.25 - 11am – 53 cars (74 spaces available)
 - Thursday 26.6.25 - 11am – 54 cars (73 spaces available)
 - Friday 27.6.25 - 11am – 72 cars (55 spaces available)
- 3.15 It is noted that conditions that week were favourable for golf and therefore the surveys are considered robust.
- 3.16 Based on the above, it is considered there is sufficient space in the existing car park to accommodate the extra vehicles generated by the Padel Courts.

Parking – Cycling

- 3.17 HLB do not publish cycle parking standards for Padel Courts. The LHA Pre-application advice refers to the London Plan (2021) where minimum cycle parking standards are provided for sports facilities. However, the 'D2 – Sports' section of these cycle parking standards are reflective of more intensely used multi-sport spaces i.e. sports hall, leisure centres, or gyms, and therefore appropriate cycle parking requirements for Padel Courts is not provided.
- 3.18 Therefore, a First Principles Approach is necessary to determine suitable cycle parking requirements for the site. Based on a provision of 1 No. space per court, 4 No. cycle parking spaces are proposed to be provided. This is considered an appropriate provision.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 MEC Consulting Group Ltd (MEC) has been commissioned by Cranham Golf Course to prepare a Transport Statement in support of a planning application for 4 No. Padel Tennis Courts at Cranham Golf Course, St Marys Lane, Cranham.
- 4.2 The existing conditions review demonstrated there are no road safety concerns on the local highway network and existing Golf Course access prior to the development being built.
- 4.3 The courts would be served via the existing Golf Course access which is deemed suitable to accommodate the additional traffic. No additional servicing would be required to serve the Courts.
- 4.4 The Courts would generate a maximum of 32 two-way trips during the peak hours (and all hours of operation) – there is however a genuine possibility for car sharing and / or linked internal trips. This is commensurate with the scale of development proposed, and would not have a significant impact on the operation of the local highway network.
- 4.5 Based on car park counts provided by the client, there is suitable space available in the existing Golf Course car park to accommodate the extra vehicles generated by the proposals.
- 4.6 It is concluded that the development proposals are compliant with local and national planning policy, and there are deemed no reasons why the planning application should not be approved on Highways and Transport grounds.

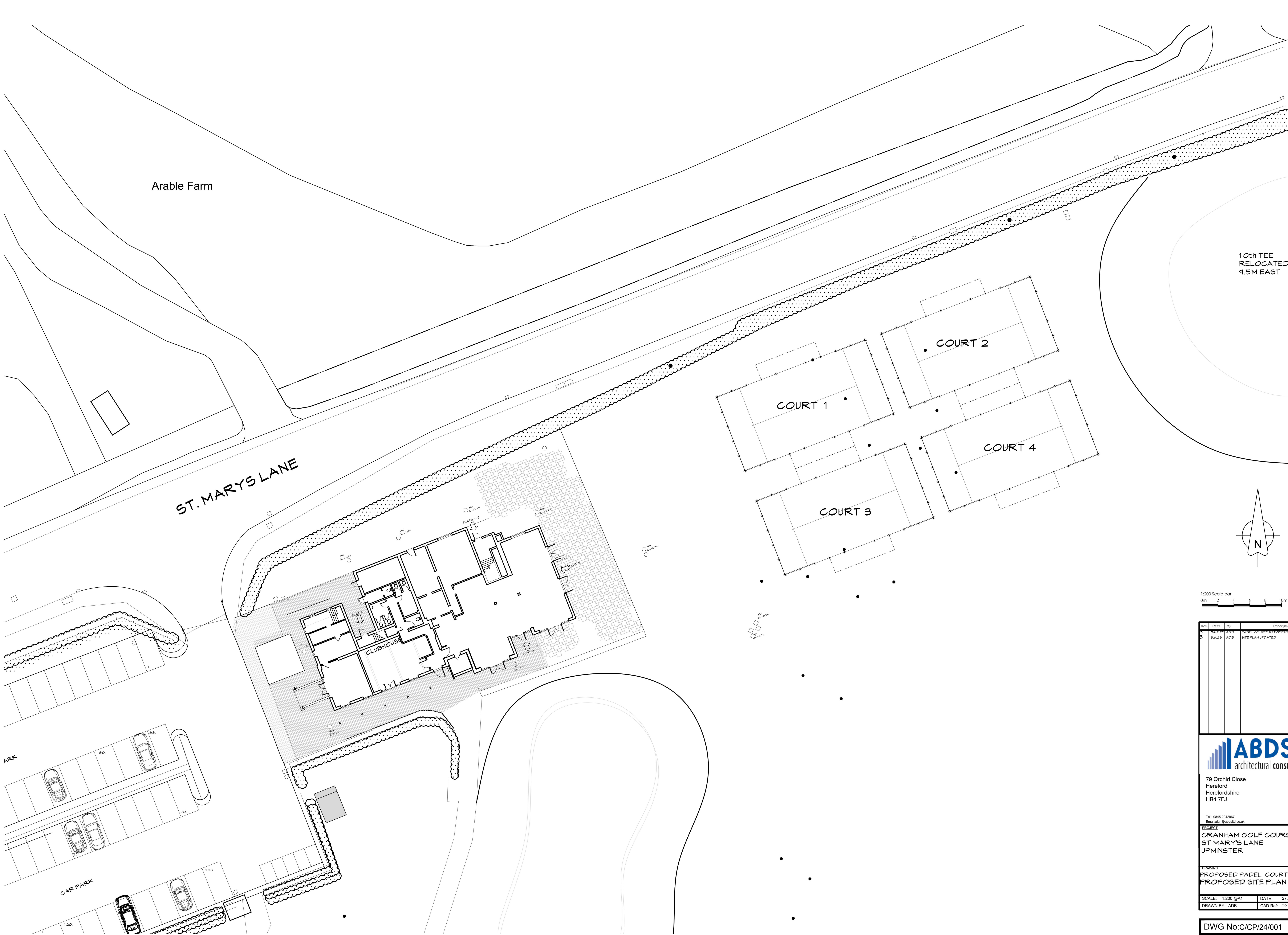


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APPENDICES



APPENDIX A



1:200 Scale bar
0m 2 4 6 8 10m

Rev.	Date	By	Description
1	24.3.23	ADB	PADEL COURTS REPOSITIONED
2	9.6.25	ADB	SITE PLAN UPDATED



79 Orchid Close
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Tel: 0845 2242967
Email: info@abds.co.uk

PROJECT:
CRANHAM GOLF COURSE
ST MARYS LANE
UPMINSTER

DRAWINGS:
PROPOSED PADEL COURTS
PROPOSED SITE PLAN

SCALE: 1:200 @A1	DATE: 27.09.2024
DRAWN BY: ADB	CAD Ref: xxxxxxxxxxxxxx



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APPENDICES



APPENDIX B

Ref; W0233.24

Re; Cranham Golf Course;

Dear Alan

I do apologise for the late response to conclude the matter.

This letter provides pre-application advice for the provision of 4 padel courts. The application is also supported by site location plan, site layout plans and aerial photograph and a supporting statement.

With requests for pre-application discussions, Council officers endeavour to provide proactive advice. However, it should be recognised that all planning applications are subject to formal consultation, to enable third parties and statutory consultees to make representations. This process may introduce new material considerations and therefore the right to alter any opinions expressed within this letter, should such material issues come to light, is reserved. The application may also be called-in by a ward councillor in which case the decision would be taken by the Planning committee. Furthermore, any advice given is that of the named officer and does not bind the Council in determining any subsequent planning application that may be submitted.

Site and surroundings

The proposal relates to part of the Cranham Golf Course. The golf course lies in the open countryside in the designated Green Belt and the Thames Chase Community Forest area. The Golf Course is located to the south of St Mary's Lane. Pike Lane forms the western boundary of the golf course, Broadfields Farm is to the south and the M25 is across open land to the east of the golf course.

Both vehicular and pedestrian access to the site is from St Mary's Lane. The course is some 35.6 hectares in area. Planning permission for it was granted in 1998 and included an 18-hole golf course with clubhouse car park (approximately 110 parking spaces) and a maintenance barn.

The main structures are very close to St. Mary's Lane. The side boundary is formed by a roughly 1.8m green hedge. St. Mary's Lane, features a typically rural country lane. The area is quite verdant. The golf course incorporates natural features, including; lakes, gentle green hills, semi mature and mature trees. These features have successfully maintained the verdant nature of the rural nature of the site and makes significant contribution to the open character of the area.

Within the car park area, near the maintenance shed there is concrete base, which is used as a car wash (probably unauthorised.)

The main built up area and residential buildings are at some distance away. To the north side of St Mary's Lane is open Green Belt and a collection of two storey dwellings known as Franks Cottages. There is also a single dwelling (Cranham Court Lodge) on the opposite side of the golf course.

The proposal

The formation of Padel Courts to the east of the club house, comprising 4 all-weather surface measuring 20m long x 10m wide and constructed with a concrete ring beam around the perimeter of the court. The courts would be enclosed with weldmesh fencing with toughened glass in between (4m high) and would be lit by 6m high poles fitted with lighting. There would be no additional car parking spaces.

The Development Plan

Planning Policy

In accordance with Section 38 (6), the following forms the adopted Development Plan.

The Local Plan (2016-2031) adopted 2021, along with the Mayor of London's, London Plan, (adopted 2021).

The National Planning Policy Framework 2024 (NPPF) is a material planning consideration. The relevant chapters with respect to the pre application schemes;

- 2 - Achieving sustainable development
- 9 - Promoting sustainable transport
- 12 - Achieving well-designed places
- 13 - Protecting Green Belt land
- 15 - Conserving and enhancing the natural environment

The adopted planning policies;

- Policy 12 Healthy communities
- Policy 18 Open space, sports and recreation
- Policy 19 Business Growth
- Policy 23 Transport Connections
- Policy 24 Parking provision and design
- Policy 26 Urban design
- Policy 27 Landscaping
- Policy 30 Biodiversity and geodiversity
- Policy 33 Air quality

Other relevant development plans includes;

The London Plan (2021) where the relevant policies include;

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG5 Growing a good economy
- D4 Delivering good design,
- G2 London's Green Belt,
- S4 Play and informal recreation
- S5 Sports and recreation facilities
- T5 Cycling,
- T6 Car parking

Planning Assessment

The main issues to be considered are;

- The impact of the development upon the openness of the Green Belt and its visual appearance.
- the proposal's impact on the biodiversity and ecology of the area;
- the impact of the development on the living conditions of nearby residential occupiers as a result of noise and disturbance; and
- The effect on highway and pedestrian safety, and the free flow of traffic.

The site lies within the Green Belt. Hence, the main consideration is whether the proposal would be inappropriate development in the Green Belt having regard to the National Planning Policy Framework 2024 (NPPF) and any relevant development plan policies; its effect on openness; the impact on the Green Belt's appearance and character; and would the harm by reason of inappropriateness, and any other harm, be clearly outweighed by other considerations and, if so, would these amount to the very special circumstances required to justify the proposal.

By way of background, planning permission was granted in 2000 (following a previous approval in 1990) for an 18 hole golf course with clubhouse, maintenance barn and car park. Access was from St Mary's Lane. Further planning permissions were granted for the extension of the club house and in so doing increased the footprint of the buildings.

The existing clubhouse access and car parking are laid down in a linear form parallel to St Mary's Lane. The golf course itself is laid out generally to the south, except for a small section which is located to the west of the maintenance shed adjacent to St. Mary's Lane.

The national, regional and local policies all seek to protect and enhance the green belt and to maintain its openness, quality and permanence. This is to be achieved by ensuring any development is not inappropriate and meets the purposes of the green belt.

Paragraph 153 of the recent NPPF, state, “ When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

At paragraph, 154, The NPPF clarifies that development in the Green Belt is inappropriate unless it meets one of the stated exceptions. At sub paragraph b, it includes;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

London Plan Policy G2 seeks to protect the green belt from inappropriate development and notes that this should be refused except in very special circumstances.

It is considered that the proposed padel courts, are a form of outdoor recreation. However the acceptability in principle of the proposal is consideration as to whether the facilities required to provide these preserve the openness of the Green Belt and the purposes of including land within it.

Whilst the outdoor sport and outdoor recreation are considered appropriate development within the green belt, this is only where the openness of the site is maintained. It is recognised that although an outdoor court could be regarded appropriate, the nature of padel tennis is the enclosures that surround the court. It does not necessarily mean any form of structure associated with the padel courts would necessarily be capable of maintaining the openness of the green belt. This would depend very much upon the overall approach, the design concept and the buildings and structures provided on site. The appropriate strategy to adopt in designing of the courts are critical in assessing whether such facilities would be considered as appropriate or an inappropriate development in Green Belt.

Currently the land is quite undulated (artificially) where there are gentle mounds and craters, in some part rising up to 3 metres from the natural ground level. Street-view imagery indicates that this part of the site is very open and exposed in wider views, particularly along St. Mary’s Lane.

In particular it is considered that padel courts as illustrated on the drawings and images would be particularly harmful if they were to be located here in such a prominent position. The information provided indicates that the proposed structures would be pretty obvious from the road. It is also clear that they take up a significant degree of landscaping, resulting in loss of trees. The drawings indicated that the ground level would be maintained and that there does not appear to be any screening.

On illustrative plans, the information suggests, glass and fencing structures up to 4m high would surround the proposed courts and that the entire ground would be covered with hardstanding. In addition there would be lighting columns within periphery of the site. The lighting would probably be operational at some stage, due to later opening of the site in winter months. All such alien features would have a significant impact upon the openness as well as the verdant character of the area.

The information provided suggests that there would be little concern with respect to the impact upon the openness of the green belt, as little attempt has been offered to mitigate the impact of the proposed development. There are little undulations along the boundary of the land and the established hedge alongside the boundary are rather diminutive allowing uninterrupted view across the course. The proposed padel courts would be located along the boundary with the road, with a small buffer zone in between. There is no proposed planting around the proposed courts. Given the extent of the courts, their heights, and the need for enclosure of the courts, it would not be possible that effective screening could be achieved.

It is considered that the verdant nature of the area and the open landscape views from St. Mary's Lane in particular, would be significantly disfigured and harmed by the introduction of incongruous features, into these primarily open surroundings.

It is noted that participation in sport is supported within both Local and London Plan which explain that development proposals that increase or enhance the provision of sports and recreation facilities will be supported, however, it also states that where sports facility developments are proposed on existing open space, they will need to be considered carefully in light of policies on Green Belt and protecting open space.

The location of the proposed structure is not on a Grey Belt (previously developed land), hence, the impact upon the openness is of fundamental consideration.

Overall the harm caused by this proposal to the Green Belt is not considered to outweigh any benefits, and the only circumstance put forward, paragraph 154b, would not suffice as very special circumstances sufficient to justify the harm.

The pre-app is not accompanied by an appropriate Visual Impact Assessment. It may be the case that due to the road network, the location of the existing structures and the proposed reduction in the levels, might limit the visibility of the proposal from wider views. However the paraphernalia associated with the padel courts, would be clearly visible from the country lane and other parts of the golf course.

Currently the site retains an open and natural appearance. It is considered that the overall extensive artificial features would have an urbanising effect on the overall character and appearance of what is currently an intrinsically rural and open site.

It is therefore considered that the proposed development would result in a visually intrusive form of development, which is detrimental to the open character of the Green Belt. No very special circumstances have been submitted in this case that would justify the harm.

Highways safety and parking are also material considerations.

There is currently a well-designed vehicular access to the site, which would continue to be used for the proposed padel courts as well.

The proposal would not provide any additional car parking spaces. The site is located in an area which is not conducive to walking and cycling as such. Therefore, there continues to be reliance on private cars to reach the destination. It may be the case that the existing car park provides sufficient capacity to meet the needs also of those using the padel courts. However, this has not been demonstrated as part of the pre-application submission and further information to show that the car parking provision is sufficient should be submitted with any application.

With the interest of energy efficiency and reduction in air pollution the provision of electric charging points would be encouraged. Further, cycle parking provision would also be required to ensure that the scheme would not entirely rely on private motor cars.

The proposal's impact on the biodiversity and ecology of the area;

The area where the proposed padel courts would be located comprises of grassed area, with semi mature trees. Hence, the area contributes to the biodiversity with potential increase in ecological value as the landscaped matures. The proposed loss of trees and adverse impact upon the ecological values are other significant factors which goes against the scheme being favourably considered. Furthermore, there might be an issue with the impact upon the wildlife on wider site, if there were significant lighting late in the evening. The provision of hard surfacing and issues of drainage and surface water runoff is another issue which need consideration. Also there appear to be no assessment with respect Bio-diversity Net Gain. The submission does not indicate how these issues have been considered as part of the proposal and would require further consideration as part of any submission.

The proposal's impact residential amenity;

With regard to the impact on amenity, the nearest residential are the independent dwelling units at the first floor of the club house building. There is a degree of noise from the traffic on this country lane – albeit- rather intermittently. There are also golfers on the site but the noise associated with them is barely noticeable. The noise associated from the padel court would be more noticeable.

There would be a need for the noise assessment with respect to the impact upon the amenities of the adjoining occupiers.

Conclusion

In principle the provision of recreational facility such as a padel court could be supported by the council. However, the site is within the area identified as Green Belt. The Local Development Framework and Government Guidance as set out in the NPPF is that in order to achieve the purposes of the Green Belt it is essential to retain and protect the existing verdant character of the area so allocated and that new development will only be permitted outside the existing built up areas in the most exceptional circumstances. The

proposed development would result in a visually intrusive form of development, which is considered to be detrimental to the open character of the Green Belt. No very special circumstances have been submitted in this case and the proposal is therefore judged to be contrary to revised NPPF policies.

If a planning application is to be submitted it is suggested that as much information as possible be provided up front in order to minimise any conditions that may be attached in the event of an approval. For example details such as external materials schedule, landscaping details etc. would assist in the assessment of any scheme. Validation requirements (including CIL) can be found at the relevant checklist here: https://www.havering.gov.uk/info/20034/planning/99/planning_application_process_and_appeals/6.

- Our planning policies may be viewed online Adopted Planning Policies linked below;
- https://www.havering.gov.uk/info/20034/planning/99/planning_application_process_and_appeals/3
- Our planning policies may be viewed online Adopted Planning Policies.

I hope the above is clear but if you need any further clarification please do not hesitate to contact me.

Kind Regards
Habib



CIVIL ENGINEERING



TRANSPORT



FLOOD RISK & DRAINAGE



STRUCTURES



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