

TRANSPORT & CAR PARKING ASSESSMENT :

Erection of 20 pre-fabricated glamping pods and associated footpaths, retrospective alterations to previously consented raised timber decking adjacent to driving range with addition of pergola and associated alterations, and erection of pergolas over clubhouse rear patio

Blacknest Golf & Country Club, Frith End Road, Blacknest, Alton, Hampshire, GU34 4QL

Applicant : 360 Beech Limited

Ref: 23-26756/FULPP/CF/T-CPA//V2

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Figure 1: Location of car parking facilities on site as existing including overflow areas (area by driving range partly cut off in image)

EXISTING SCENARIO:

The site has a main car park by the clubhouse that accommodates 115 cars plus 4 disabled spaces. The official overflow car park can accommodate 30 spaces, plus a further 2 spaces adjacent to the entrance to the overflow, a total of 151 spaces not including the verges.

The majority of visitors travel to the site by car due to the remote location and due to golfers bringing their own golf equipment. There are also some cyclists and walkers that use the site's facilities.

As existing there are limited public transport services, as there are limited bus services that stop near the golf club and the nearest train station is 1.8 miles from the site, which is a 35 minute walk or 4 minute drive. It is a regular occurrence to see guests for events walking from the train station to the site in the summer months.

The driveway to the site has a large grass verge on the North side until the bridge that can accommodate approximately 32 car parking spaces not including double stacked car parking that can take place for family events where larger families can double stack their cars, with a further 6 spaces adjacent to the bridge before the car park, all accessible directly off the driveway.

There is also space for a minimum of 15 cars that can be parked to the north of the greenkeepers shed adjacent to the driving range, with minimal alterations to the site required. These spaces are to be used by employees as overflow parking, as the spaces are not obviously located compared to the other overflow areas.

These additional overflow spaces increases the capacity of car parking on site by 53 spaces for a total of 204 car parking spaces. This does not include the fact that further overflow can be accommodated on grassed land elsewhere on site when necessary, ie South side of the stream adjacent to the Academy course on the maintained grass.

The current opening times are:

Generally: 7:00am to 22:30pm Mon– Thursday and Sundays

& 7:00am to 02:00am Friday & Saturday

Pro-shop 7:00am to 19:00pm (seasonal variation)

Bar/restaurant 8:00am to 23:00pm (seasonal variation)

Hotel/reception access 24hours with electric bollard & security room cards

The opening hours are not altered by these proposals as there is already hotel accommodation on site, and therefore, 24hr access, along with live on site staff to facilitate the existing hotel accommodation and for security.

Occupation levels:

Use of site:	Current maximum / average	Proposed maximum / average
Members using bar	50/20	as existing
Bar reception area event	100/60	as existing
	(either or with function room, both not used same time)	
Clubhouse function room event	100/60	as existing
Tipi function room event	200/125	as existing
Tipi kitchen/event staff	8/4	as existing
Golfers on course	75/30	as existing
Driving range	13/4	26/5
Staff Flat	2/2	as existing
Staff	15 full time, 16 part time	as existing
Clubhouse kitchen staff	3/2	as existing

The above shows the levels of occupation on an exceptionally busy day throughout the whole day, and the maximum numbers of people that could be present at full capacity. The existing hotel rooms are not included as they are normally occupied by visitors using the site for other facilities.

Important to note that if there is a function in the clubhouse, the bar area does not have a maximum capacity event on at the same time as they are using the same bar. It is important to note that these are approximate and the site is rarely fully occupied in all areas at any one time, as this depends on weather, time of day, whether during the school holidays etc. and changes throughout the day, with golfing numbers reducing in the afternoons/evenings when social events are more likely to be taking place etc.

The tipis are allowed to be used for up to 30 events with amplified music per year. There is no restriction on the total number of events/uses where no amplified music is used.

This results in 30 large events/functions per year, then the remaining are smaller events due to the nature of most larger events requiring amplified music.

CAPACITY & TRIP RATE CALCULATIONS:

Using the approximate maximums for the existing situation, there is a total capacity of approximately 416 members/guests if there is:

- Full capacity event in the clubhouse—100
- Full capacity event in the tipis—200
- Driving range bays in full occupation—26 (2 per bay)
- Full golf course tee sheet—75
- Use of bar/café/patio pre or post game—15

This level of occupation is unlikely to occur due to the staffing resources required to manage 2 large events at the same time. The above scenario would require approximately 18 members of staff on site.

Nether-the-less for worse case scenario the above capacity would result in the following car parking requirements if all travelled by car:

- Full capacity event in the clubhouse—100/2 people (worse case) per car due to couples and families attending events = 50 cars
- Full capacity event in the tipis—200/2.75 people per car due to couples and families with multiple children attending events = 73 cars;
- Driving range bays in full occupation—26/ 2 as most bays occupied by families/friends travelling in the same car = 13 cars
- Full golf course tee sheet—75 / 2 people travelling together = 38 cars
- Independent use of bar/café/patio —15 / 1.5 people travelling together/friends/family = 10

= Total of 184 cars at a lower level of car sharing, plus 18 staff = 202 car parking spaces which is the approximate maximum on site.

It is very unlikely this level of attendance would occur simultaneously as events are usually staggered and the golf course is only in operation during daylight hours. This is considered the absolute worst case scenario with minimal car sharing and no use of taxis

or attendees being dropped off for events or using the train.

The bar and golf course are usually not at full capacity at the same time as there is a constant flow of people arriving and leaving, due to the general nature of fluxuations of occupancy.

As existing there has been no need at full capacity with 2 events and a full tee sheet to use all the available spaces in the overflow car parks ie. day time events during good weather at weekends. During the evenings there are less people on site due to the golf course and driving range not being in operation, which significantly reduces the number of vehicles on site, and provides the tolerance for evening event car parking.

The applicants have not needed to regularly use the over flow car parking as existing due to timings and the general natural fluxuations of occupancy of the site. It is clear that the overflow and grass verges have not been required for parking as there are no marks of vehicular access or detriment to the grass verges, this includes following a busy golfing and events year in summers of 2021 and 2022 following the lifting of Covid -19 restrictions. Generally the car park is only 2/3 full on a busy day with approximately 80 cars including staff.

The number of trip rates vary day to day, depending on the weather, on a sunny weekend there is usually a constant flow of people using the golf course and driving range, and whether there is an event on. Event trip rates are fairly simple to calculate as it would be 2 trips per car for each event—ie. to and from the site.

It is considered difficult to calculate the existing number of trips for the golf course and driving range due to the weather variations, and the crossing over of people arriving and leaving and the variations in car sharing etc.

PROPOSALS:

The 20 cabins would at maximum capacity allow for 40 additional people to be accommodated on site at night, with each cabin likely occupied by couples travelling in one car, therefore expected there to be 20 cars left on site overnight in addition to the existing hotel rooms.

The cabins are considered to not increase the amount of car parking requirements as

those staying overnight will very likely be using the facilities on the site and travelling as part of a golf society, attending an event/function on site, or using the bar/restaurant etc. and therefore would already be travelling to the site, with the cabins improving the situation by reducing vehicular movements off site in the evenings.

The raised decking by the driving range encourages people to wait for a free bay, however, it is not envisaged that this would significantly impact numbers on site, due to as existing people wait in the bar, in their car or outside the driving range or on the putting green.

It is considered that there are suitable levels of car parking on site as existing without using other available land on site, which would include parking on land adjacent to the Academy course.

The calculations do not include the minimum 6 double stacked car parking spaces available along the driveway verges, which would further improve the situation.

TRIP RATES FOR PROPOSALS:

The 20 cabins allow for a maximum of 40 additional people to stay on site overnight once all phases have been implemented.

As above, each cabins is likely to be occupied by a couple or family travelling in one vehicle, resulting in 20 cars on site overnight.

Depending if the occupants are using the course or fishing, attending an event or a tourist, it is unlikely that a significant number of extra trips to and from the site will be generated, as the existing overnight guests mainly are visiting to use the existing facilities.

It is considered that there will not be a noticeable increase in car trip rates to and from the site as a result of these proposals.

BICYCLE PARKING:

As existing there are no formal bicycle stores.

The proposals include a new bicycle store adjacent to the buggy store for natural surveillance from the pro-shop and adjacent office and passer-bys. This provides covered space on 'D' stands for 16 bicycles including 4 larger bays on the ends for rear/side trailers.

The proposals also include 1 x 'D' lock point per cabin floor mounted by the decking of the cabins for users to keep 2x bicycles closer to their accommodation if preferred.

This results in 56 formal bicycle parking points, with 4 EV spaces, not including the existing situation where bicycles which are secured to the car park's tall lamp posts.

CONCLUSION:

There are no changes proposed to the existing driveway access to impact access onto the highway. The proposed cabins are assessed to not create an increase in traffic to the site as guests are already likely to be visitors to the site to use the facilities or attending an event, so would already be travelling to the site.

The applicants are keen to promote sustainable transport and there is plenty of space on site to accommodate bicycle parking, and a new covered bicycle store is proposed with 8 x Sheffield/ 'D' Stands for 16 bicycle shared spaces near to the clubhouse.

As existing there are over 53 additional overflow vehicle spaces in addition to the main overflow car park of 32 spaces, that has rarely been used in the past, in effect 83 spaces in addition to the main tarmac car park of 119 spaces.

The cabins increase parking required mainly in the evenings, however, the car park is presently mainly empty following closing time apart from the existing hotel rooms and staff security flat. The additional 20 cabins, to be phased in installation, would not impact car parking availability in the evenings due to the amount of existing on site parking, and whilst may increase some parking demand during the daytime for tourists using the pods, this is not considered to greatly impact the availability of parking on site due to the extent of land available.

In previous planning applications the highways officer has previously noted there is capacity on grass verges within the site, however these are very rarely used due to the lack of demand and availability in the main car park and main overflow car park.

The proposals are considered sustainable and suitable as they are providing types of facilities that have resulted from the business review and those requested by members and visitors to the site, and improve the quality of facilities available for the longevity and continued attraction of the Club to members and visitors.

In addition, the SDNPA tourism strategies are actively supporting the increase in tourism facilities in the SDNP, including overnight accommodation, which these proposals are supporting.

END