

TRAVEL PLAN :

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: 23-2675/FULPP/CF/TP/V2

Date: November 2022—revision A dated 15/02/2024

INTRODUCTION:

This travel plan has been produced in connection with the Planning Application for the erection of 20 pre-fabricated glamping cabins, and retrospective alterations to the previously consented raised timber decking adjacent to the driving range facilities.

The Travel Plan aims to meet the planning requirements of the Local Authority and reduce the impact of visitors travelling to and from the site.

OBJECTS, TARGETS & ACTION PLAN:

Where required measures will be implemented as part of the proposals to ensure that the impact of the development is minimal to the surrounding area. The time periods of the introduction of the proposed travel plan measures are set out in this document.

The travel plan defines the objectives which the aim is to principally reduce the impact of cars. The commitments specified within this travel plan will be administered by the owners and operators of the site, and to form part of their management plan.

SITE LOCATION:

The site is located adjacent to the hamlet of Blacknest, and on the main road between Bentley and the A325. The site has a main vehicle entrance to the East from Frith End Road, which is the main road to the site. The site is located with 0.4 miles of Blacknest centre from the driveway entrance, 2 miles from centre of Binsted, 2.2 miles from Bentley, 4 miles from the centre of Bordon and 4.9 miles from the centre of Farnham. Bentley train station is within 1.8 miles at a 35 minutes walk or 4 minutes drive.



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EXISTING SITUATION, CAR PARKING, AND CAR USE:

As existing the majority of members, guests and staff travel to the site by car, due to the Club's countryside location, which is similar to most golf clubs as members and visitors bring their golf clubs with them in order to play the course or use the driving range, which generally requires a car to transport the gear. Golf courses are located in the countryside due to their general nature of requiring open space, and to reduce stray flying balls from causing damage.

There are several staff who live in the local area who can walk or cycle to work, as well as 1-2 members of staff living on site in the 1 bed staff flat.

The main car park has 115 spaces plus 4 disabled parking spaces.

There are several overflow car parking areas mainly with grass surface finishes, and areas where parking on verges on-site is possible.

- Main overflow car park = 30 spaces;
- Unallocated parking on driveway verges (not including double stacking that can be used by larger parties) and along edge to main car park = 40 spaces;
- Parking along side of driving range outfield (potential to use outside of driving range usage hours by staff when it is known that there are likely to be more visitors to the site) = 15 spaces;

There is availability for overflow parking of 85 spaces.

This can be increased through further parking on the grass to the South of the Academy course after the bridge on route into the site, however, this extent of additional parking has never been previously needed.

As existing the overflow car parking areas are not regularly used. On the occasions where the course is near full capacity and there is a large event on, the formal overflow parking area over the stream is utilised or parking on the on-site driveway verges.

From past and current levels of use the number of parking spaces in the main car park and the occasionally use of the main overflow have provided suitable numbers of parking spaces for all existing uses of the site, including staff parking.

Following the installation of the tipis, there has been an increase in regularity of use of the main overflow car park for the largest events, but these scales of event have not resulted in extending to use all the overflow parking areas. The main car park and main overflow have been sufficient for these higher level occupation days.

The applicants encourage use of sustainable transport and reducing impact on the local area by advertising for employees in the local area, and encouraging/promoting facilities to guests and members in the local areas.

The applicants also assist with organising taxis to and from the site for those travelling by train, who are unable to walk to the site. It is a regular occurrence in the summer months on an event day to see guests walking from the train station to the site.

Mini buses and car sharing is encouraged for societies travelling from other courses, and staff, including event staff, are encouraged to car pool.

Four disabled spaces are provided on site located close to the front entrance to the clubhouse and pro-shop. The existing spaces in the main car park are clearly marked with white lines, well lit and monitored by CCTV.

CAR USE, CYCLING, PEDESTRIAN ACCESS & PUBLIC TRANSPORT:

Due to the nature of golf courses it is difficult to encourage members and visitors to travel by other methods other than car as golf courses are remote and golf clubs and trollies are difficult to transport. Where possible visitors and staff are encouraged to travel by other means of transport, which is generally only applicable to those that live in the local area or travelling by train, with cycling being the most common alternative

means of transport.

Bentley train station is within 1.8miles of the site at 35 minutes walk, and the closest bus stop is at the Cross Roads in Blacknest which is a 0.4 miles 8 minute walk of the site. There is another bus stop on the main road, A325, which is a 17 minute walk, which has a more regular bus between Farnham and Bordon.

In essence the Travel Plan's main focus is to ensure that visitors to the site do not impact on the highway through parking on the local surrounding roads, and to use sustainable methods of transport where possible. The main road, Frith End Road, is regularly used as a cut through road, and services 2 industrial centres as well as several hamlets.

The site is large and open and has ample space for overflow car parking where necessary ie. on the grass to the South of the Academy golf course, however, it is considered that the existing car park, overflow car park and spaces along the driveway provide adequate numbers of car parking spaces without needing to use other areas of land on site for further car parking facilities.

The existing hotel rooms have improved the situation reducing some vehicular movements from the site after larger events/functions.

The proposed 20 cabins will further improve the Travel Plan as they will assist in further reducing vehicular movements from the site in the evenings after events/functions/ tournaments.

The cabins consist of:

- 20 x 2 person occupancy,

Occupants are likely to travel in one vehicle where driving, as the cabins cater towards couples or families staying together, using multiple cabins. It is less likely for guests sharing a cabin to arrive in multiple cars due to the nature of use.

At full capacity if all the cabins are being used to accommodate guests/members using the facilities on site, this would reduce the number of vehicular movements by a minimum of 20 in the evenings. This is a significant number and would have a positive benefit on the surrounding area.

The cabins will also encourage visitors from further afield that may travel by train or be

on a cycling or part train/walking holiday in the local area due to being well linked to nearby public rights of way and walking/cycling interest routes/attractions, further reducing vehicular movements.

At present it is common for guests for events/functions to utilise car shares and minibuses to deliver and collect people from the site, which reduces the number of vehicular movements to and from the site, and this will continue to be promoted as part of the proposals.

The site management also organise car pools for staff, reducing the amount of vehicular movements to the site, and encourage local employment to further reduce need for transport by car.

ACTION PLAN:

The applicants will continue to promote walking and cycling in the area using their local information notice board and website, and encourage staff to travel to work via car shares or other means of transport, especially those that live close enough to walk or cycle.

The applicants have been preparing recommendations for round-about walks to and from the site to explore the surrounding areas as part of their promotion of tourism.

A private pedestrian route from the tipis and cabins to the existing public Right of Way via the golf course is proposed to help guests access the existing Right of Way network. This will be an informal route, ie. no structural alterations to the ground or increase in footpaths, using signage and a site map to help guests make their way to the RoW.

Bicycle storage:

The proposals include provision of new covered bicycle stands suitable for securing of a minimum 16 bicycles, which includes 4 larger bicycles with rear or side trailers, to allow for secure visible storage that members, guests and visitors can use.

This greatly improves the existing situation where there are no formal covered bicycle stands, and cyclists have relied on locking up on the tall lamp posts in the carpark.

Should the shared bicycle storage facilities become more regularly used, the applicants

will endeavour to make available more spaces for covered bicycle parking.

The cabins also have space to store bicycles through provision of a multi-use 'D' lock point floor mounted to the decking of the cabins or to the side of the decking on the wall. This allows guests staying overnight in the cabins more peace of mind by allowing their bicycles to be secured closer to their accommodation.

This 'D' lock also allows dogs to be secured.

Advertising:

The applicants will promote the proposed cabins in order to encourage guests for events and tournaments to stay overnight instead of using a taxi to return home then needing to collect cars the next day, and to encourage visitors that are on a golf, cycling or walking holidays visiting the local area providing them with either a base to explore from or a stopping point along their travels.

Training:

The applicants have trained their staff to assist with car parking in the overflow areas during times of greater numbers of visitors, to ensure that all visitors can park on site and not on the highway, and advise staff to park in the less obvious overflow areas to allow members and visitors to park in the main car parking spaces.

Applicants will encourage those holding events/functions at the site to use car shares, mini buses or collections from the local train stations in order to reduce impact and encourage use of other means of transport.

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