



Friends of Wimbledon Park

An objection to planning permission for a WIMBLEDON PARK CAR PARK EXTENSION at Revelstoke Road application number 12/P1181 amended transport statement dated February 2013.

This amendment was in response to five areas of concern raised by the planning officer. It is to be read in conjunction with the Transport Statement dated October 2012.

Like Dave and Ruth Dawson in their objection we also have considered this information and consider that it does not redress the problems with the earlier statement, which was an advocate document not an even-handed professional evaluation. We find that the addendum does not materially change our objection to the proposals as made originally to you previously and in relation to new material following the first amendment. We therefore submit that the proposal remains contrary to the adopted local planning policies, no over-riding need is shown to overcome those policies, and so the application should be refused. Furthermore we also endorse the rest of their objection and add our name to theirs.

We also make some additional comments.

1. In 1.0 it says; '*this 'additional' car parking actually involves the formalisation of the existing temporary parking area which has been in use for a number of years*'. It's important to bear in mind that this was imposed and only when the planning application was made did it become possible to formally comment on the car parking extension.
 - a. Indeed it appears that by using the word 'seasonal' or 'temporary' a car park can be added for months without consultation or consideration of its effect on park users or local residents.
 - b. The current rubble based area is a left over from TfL works last spring. It's a change of use for the area and requires planning permission. It's been allowed to remain and used for car parking which is unlawful.
2. In 3.2 referring to Staff
 - a. The conclusion from this is that staff need between 15 and 30 car parking spaces! Police can take up 4 or 5 of these. The implication is that at peak use, staff, police and other park workers would take up over half of the proposed 52 extra spaces! This is a staff perk which isn't justified and there shouldn't be a requirement to provide parking for the police. It's noted that cars are regularly parked by the café (2), bowling pavilion east (up to 6) and less frequently bowling pavilion north (4). The stadium will accommodate at least 12 or more cars. On occasions cars park by Stadium Lane and this can number 20 or more. Minibuses can go down Stadium Lane and use the parking spaces in the stadium.
3. In 3.3 it says; '*For some people it is their local park....*' The public part of Wimbledon Park is 27 ha of which the lake 12 ha. 15 ha remain for all the various activities. As a comparison King George's Park is 23 ha and Battersea Park 80 ha.
 - a. In the resident's associations we represent we have associates in about 6000 households. These are to the East and South of the park. There will be similar numbers of households to the North and West of the park. Most living in this catchment area will regard the park as their local park. Most will walk but some will drive. From this it's reasonable to conclude that over 20000 people regard Wimbledon Park as their local park.
4. In 3.4 referring to controlled parking zones (CPZ)
 - a. The parking zones vary so in the area known as the Southfields Grid the restriction is one hour from 13:30 to 14:30 on weekdays. South of Revelstoke Road it costs £1.10 an hour to park between the restricted hours of 11 am to 3 pm. Similar systems operate in Home Park Road and Wimbledon Park Road.
 - b. Coaches can offload in Wimbledon Park Road which is also a bus route.



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5. In 3.5 it says; '*current parking provision is woefully inadequate.*' This is disingenuous since the parking provision in most of London is 'woefully inadequate'. Local residents where parking is 'woefully inadequate' have, in general, taken the decision to regulate parking by the introduction of car parking zones.
6. The lake
 - a. Much is made of the commercial activities on the lake and the need for free parking for it to be successful. We haven't seen the business plan for this venture but we make the point here that the lake is a declining asset. The remedy for this will require community help and initiative.
 - b. This application appears to be driven by poorly perceived commercial reasons. We believe that the returns on Wimbledon Fortnight are sufficient to more than cover the costs of running Wimbledon Park and further commercial activities, if successful, provide funds to meet costs elsewhere.
 - c. It's noted that the Athletics Stadium currently needs about £50,000 spent on it to bring it up to competition standard.
7. The wording in 3.5 clearly leaves the option open for more car parking.
 - a. Interestingly 3.5 says '*we recognises that there are limits to the capacity of the park*' but makes no attempt to identify what these are. We would suggest that when considering taking green space for purposes of parking cars thus reducing the amount of space for park users then that is the time to say capacity has been reached. An example of cars displacing people!
8. Wimbledon Park Road car park
 - a. The discounting of extra capacity at this car park is puzzling. The consultant estimated, without qualification, that it will take 40 cars. The area is untidy but partly hidden from view by Horse Close Wood. It fronts the western entrance to this wood and could be made into an inviting nature walk.
 - b. It's currently a trapezium in shape 44m long and 24m to 15m wide. The adjacent waste land covered in debris could be utilised to turn the 15m into 20m.
9. We're keen to see the facilities used and their potential realised. We believe that this can be done as elsewhere in London without increasing parking spaces, encroaching on the free activities for park users and losing green heritage land. The current vehicle parking system is chaotic and un-neighbourly and needs to be much more disciplined. Local residents brought order into their parking problems by CPZs. Likewise bringing this discipline into Wimbledon Park will reduce demand, help the commercial activities and save green space.
10. ***Wimbledon Park isn't large but it is popular. The car park at Wimbledon Park Road is underused and no steps are proposed to make better use of this facility. The proposal asks for seasonal parking for 8 months each year as well as extra permanent parking. Extra free parking is always likely to be popular in areas of chronic parking restrictions but the taking of green space for this purpose is wrong. There are consequences for pedestrians entering the park by loss of views and the need to go through a car park in order to enter the park. This is unpleasant and depressing. There are consequences for the residents and pedestrians in Revelstoke Road in that traffic is doubled, no speed controls are proposed and there is an unhealthy mix of vehicles, bikes, pedestrians, children, pushchairs and dogs in the cul-de-sac. The application should be refused and grass returned to this area.***

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