

To: Jennifer Margetts

Subject: RE: Planning Application 2018/3810 Hampton Court Station HCRC consultation response HCRC

From: Andrew Roberts [REDACTED]

Sent: 08 October 2019 20:31

To: Jennifer Margetts <JMargetts@elmbridge.gov.uk>

Subject: Planning Application 2018/3810 Hampton Court Station HCRC consultation response HCRC

Consultation response planning application 2018/3810 - response to email correspondence from Anthony Green 30 September 2019

We are fully aware that if this scheme is implemented the station carpark will be operated by a Train Operating Company (TOC). If Mr Green re-reads the Network Rail FOI letter and email he will note that reference is made to "ownership" of the carpark, moreover he will hopefully agree that TOCs do not own carparks, his employer does. Mr Green will also be well aware that if Network Rail assess an operating practice undertaken by a TOC to be unsafe then the TOC will always defer to Network Rail and cease that practice. The advice in the FOI is unequivocal: restricting access to non-rail users does not happen and it would be unsafe. Mr Green has chosen to ignore this point.

In his email Mr Green states:

"It is also worth noting that the proposed car park (as referred in my latter (sic) dated 21st Feb 2019, second para) is different by definition to the existing parking arrangements (first para), so the two operating systems cannot be easily compared. The second will have designated spaces for the proposed residents and for the hotel. Obviously, these can be restricted and the FOI response didn't reflect this."

If it is Mr Green's honest intention that there will be: "designated spaces for the proposed residents and for the hotel" then we reasonably request that Mr Green provides a drawing that indicates how many spaces will be allocated and where they will be allocated. Without a drawing Mr Green's assertion should be treated as a developer's aspiration with no chance to being implemented.

We also note that Elmbridge policy DMP7 requires dedicated spaces. Mr Green will be aware that the 2008/1600 scheme included spaces designated for specific users (residents and care home), something that his scheme omits. Failure to provide designated spaces should be treated as grounds for refusal and

we do not give credence to the extraordinarily optimistic extent to which Watermans estimates that car parking spaces will magically be recycled by different types at users at different times.

We also note that Mr Green confuses parking permits for the carpark with designated spaces. I refer Mr Green to Paragraph 6.7 of Alexpo's Car Parking report:

"6.7 The Applicant proposes that 58 annual parking permits are made available to residents at a charge".

Unless designated spaces are identified in a drawing such "permits" are nothing more than an opportunity to park at a rate below the current day rate, or if you like, no different to a season ticket which many commuters currently enjoy.

If Mr Green is wedded to his aspiration of prohibiting non-rail users from using the car park perhaps he could detail how this will be implemented, as per our previous email, could he also point interested parties to a rail car park, operated by a TOC or Network Rail, where this currently takes places.

Andrew Roberts

HCRC



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