

Epsom Civic Society

shaping the future, safeguarding the past

Head of Planning,
Epsom & Ewell Borough Council,
Town Hall, The Parade,
Epsom, Surrey, KT18 5BY

22, Devitt Close,
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7 December 2014

Contact Officer: John Robinson

Our Ref: ECS/RHA/14-10

Dear Sir,

14/01209/FUL, 14/01210/LBA: The Royal Automobile Country Club, Old Barn Road, Epsom, Surrey KT18 7EW. Redevelopment of Woodcote Park.

These applications follow the withdrawal of application numbers 14/00562/FUL and 14/00563/LBA.

The Society's concerns remain as before and, to avoid repetition, we are attaching a copy of our letter dated 11th August. In particular the Society is strongly opposed to development in the green belt, on which some of this development is predicated. Having said this, we hope that means can be found by which the Club's understandable desire to enhance its facilities can be achieved, within reasonable bounds.

We do not have the facilities to undertake an exhaustive review of the application. However, we have noted a number of changes, particularly in the Transport Appraisal, which have underlined the concerns described in our earlier letter. For example, Table 5.5 identifies a potential maximum parking allocation of 756 spaces applying SCC parking standards, whereas only 476 are proposed. We reiterate our concern that this provision exactly fits the predicted demand for a typical day with a medium sized event taking place. This obviously raised the question of how is demand handled on a non-typical day with a major event taking place – which is not addressed.

It is fair to say that the assessed parking allocation (756) takes no account of an individual visitor making use of more than one facility or of the different times that peak demand for each facility may occur, although this effect is likely to be fairly limited, given the nature of the site. The figures then suggest that up to 60% of the visitors make use of two facilities (the percentage changes if use is made of more than two facilities) which would appear to be an overly optimistic view. Given the non-peak nature of the demand assessment, the disparate nature of the various car parks and the lack of recognition of the basic inefficiencies in car park usage, it is probable that there will be many occasions each year when car parking provision falls far short of demand.

Overall, we reiterate our suggestion that the traffic and parking assessments are rigorously reviewed by and independent third party.

Yours sincerely,

Robert Austen BSc CEng MICE MCIHT
for Epsom Civic Society

cc Chair, Planning Committee
Ward Councillors

