

Wimbledon Park Project

Car Park Management Plan Addendum

51365-BHE-XX-XX-RP-Y-06001

0044623

4 July 2024

Revision P04

Revision	Description	Issued by	Date	Checked
P03	Planning Issue	RE	26/04/24	AM
P04	Revised Planning Issue	RE	04/07/24	AM

[https://burohappold.sharepoint.com/sites/044623aeltcwimbledonmasterplan/05_Discipline Specific/16_Transport/03_Reports/GLA Consultation/240704 51365-BHE-XX-XX-RP-Y-06001 P04 Car Park Management Plan Addendum.docx](https://burohappold.sharepoint.com/sites/044623aeltcwimbledonmasterplan/05_Discipline%20Specific/16_Transport/03_Reports/GLA%20Consultation/240704%2051365-BHE-XX-XX-RP-Y-06001%20P04%20Car%20Park%20Management%20Plan%20Addendum.docx)

Report Disclaimer

This Report was prepared by Buro Happold Company ("BH") for the sole benefit, use and information of AELTG for Purpose of Report. BH assumes no liability or responsibility for any reliance placed on this Report by any third party or for any actions taken by any third party in reliance of the information contained herein. BH's responsibility regarding the contents of the Report shall be limited to the purpose for which the Report was produced and shall be subject to the following disclaimers and express contract terms agreed with AELTG:

1. The findings, advice and opinions contained in this Report are based on information and data available to BH at the time of performing the Services.
2. BH shall have no responsibility to verify any information and/or data received from the AELTG and/or other parties when preparing this Report. BH shall be entitled to rely on the information and data received.
3. BH 's services and advice are based on our knowledge and understanding at the time of preparing this Report, subject to the exercise of reasonable skill and care.
4. Where BH comments on or reviews another party's design, works or deliverables, that party retains full liability for its design, works or deliverables. BH shall not be responsible for any negligence, errors, omissions, and/or feasibility of that third party design, works or their deliverables or any losses or delays arising as a result.
5. BH cannot and do not guarantee any particular outcome, even if BH's advice, comments or projections are followed.
6. BH may make statements about or recommendations of third-party software, equipment or services. BH makes no warranty or guarantee in respect of such software, equipment or services, and shall not be responsible for the outcome or use of such software, equipment or services.
7. This Report shall not be construed as investment or financial advice.

author **Richard Evans**

date **04/07/2024**

approved **Andy Murdoch**

signature 

date **04/07/2024**

Contents

1	Introduction	5
1.1	Preamble	5
1.2	Planning History	5
1.3	GLA Engagement	6
1.4	Report Structure	6
2	Championships Car Park 6 Allocation Review	8
2.1	Introduction	8
2.2	Championships Car Parking Management Review	8
3	Clarifications	15
3.1	Introduction	15
3.2	Car Parking During the Qualifying Event	15
3.3	Electric Vehicle Provision	15
4	Conclusion	16
Table of Tables		
Table 2.1 Changes to Car Parking Capacity (East of Church Road)		8
Table 2.2 Car Park 6 2033 and 2036 Allocation		12
Table of Figures		
Figure 3.1 Existing Parking Locations		9
Figure 3.2 Proposed Parking Locations (Opening Year)		10
Figure 3.3 2023 Parking Usage vs Opening Year Usage – Championships Fortnight		12

1 Introduction

1.1 Preamble

- 1.1.1 This Car Parking Management Plan Addendum (CPMPA) has been prepared by Buro Happold on behalf of the All-England Lawn Tennis Ground PLC (AELTG, “the Applicant”) in support of a hybrid planning application relating to Wimbledon Park Golf Course, Home Park Road, London, SW19 7HR (‘the Site’). The AELTG herein are referred to as The All England Lawn Tennis Club (AELTC) and the proposed development is referred to as the AELTC Wimbledon Park Project, herein shortened to ‘WPP’. This latest update outlines the phased reduction of car parking within the Site following the completion of the development – resulting in a maximum of 275 parking spaces within car park 6 (a 90% reduction within the Site compared to the current day position).

1.2 Planning History

- 1.2.1 The WPP development proposals straddle the administrative boundaries of the London Boroughs of Merton and Wandsworth – with 90% of the application site/redline boundary within Merton and 10% within Wandsworth. In accordance with regulatory requirements, identical cross boundary planning applications were submitted to both Councils for determination.
- 1.2.2 The hybrid planning application for WPP was submitted to London Borough of Merton (LBM) and London Borough of Wandsworth (LBW) in July 2021, with planning references 21/P2900 and 2021/3609 respectively. The application was subsequently also referred to the Greater London Authority (GLA). The application was supported by transport documents including a Transport Assessment (TA), Travel Plan (TP), Delivery, Servicing, Waste and Recycling Plan (DSWRP), Outline Construction Logistics Plan (CLP), and a Car Park Management Plan (CPMP).
- 1.2.3 An Addendum to the planning application was submitted in May 2022. This was supported by transport documents including a TAA and Car Park Management Plan (CPMPA). The addendum documents presented changes to the transport strategy and reflects changes to the WPP proposals, prepared in response to feedback provided by LBM, LBW and Transport for London (TfL) at that time. The changes were largely related to further reductions in on-site car parking for the Championships and the effects this would have on travel by non-car modes.
- 1.2.4 The Applicant undertook extensive engagement with TfL prior to the 2021 planning application and also in the autumn 2022 following submission of the 2022 Addendum documents. TfL issued a revised letter in December 2022 stating that the transport issues raised at Stage 1 have largely been addressed, subject to the requested mitigation.
- 1.2.5 On 26th October 2023 LBM resolved to grant planning permission for WPP development subject to Conditions and the AELTC entering into a S.106 Agreement. Subsequently, on 21st November 2023, LBW decided that it was minded to refuse planning permission. The reasons given by LBW for their decision were: *1) the perceived harm and impact upon the openness of MOL, which would not be outweighed by very special circumstances; and 2) the net loss of open space and green infrastructure.*
- 1.2.6 The WPP Planning Applications were then referred to the London Mayor (as the Strategic Planning Authority) under the provisions of the Town & Country Planning (Mayor of London) Order 2008. The development proposals were considered by the Deputy Mayor in January 2024, who subsequently issued a direction to both

LBM and LBW that he (and the GLA) would become the local planning authority and would take over the determination of the planning applications (under the Stage III process).

1.2.7 The Deputy Mayor's stated reasons for calling in the application are as follows (in summary):

- *The expansion of Wimbledon Tennis Championships would enhance London's global competitiveness by promoting and supporting one of its key cultural assets. The proposal would also improve access to green, open space and sporting facilities for the community. At the same time, the site is MOL which is afforded the same level of protection as Green Belt. Collectively these issues would have a significant impact upon the implementation of the London Plan.*
- *The development would have a significant effect on more than one Borough. Furthermore, The Championships are one of the most prestigious sporting tournaments in the world and, as a result, the visitation and economic impacts associated with the event are relevant to London and the UK as a whole.*
- *The expansion of The Championships site would enhance London's economy and global competitiveness by promoting and supporting one of its key cultural assets. Furthermore, the proposals would deliver significant benefits through the new public park, boardwalk, de-silting of Wimbledon Park Lake, a range of off-site enhancements to Wimbledon Park, as well as other community and public benefits.*

1.3 GLA Engagement

1.3.1 The Applicant has since held meetings with the GLA and TfL to discuss the application on the following dates:

- Site Visit with GLA/TfL – 5 March 2024
- Transport & Parking Review with GLA/TfL (Teams) – 27 March 2024
- Parking Strategy Review with GLA/TfL (Temas) – 9 April 2024
- Progress Update with GLA / TfL (Teams) – 18 April 2024
- Review draft documentation to be submitted – 23 April 2024

1.3.2 This 2024 CPMPA presents amendments and clarifications on the site parking strategy, in response to feedback provided by the GLA.

1.3.3 This CPMPA is intended to be supplementary to the 2021 CPMP and 2022 CPMPA previously submitted with the planning application, therefore this document should be read in parallel to both documents. Reference is made to the 2021 CPMP and 2022 CPMPA directly where applicable. This document supersedes the Car Parking Management Plan Addendum issued April 2024 (REV P03).

1.4 Report Structure

1.4.1 The structure of the CPMPA is as follows:

- Chapter 2: Championships Car Park 6 Allocations Review – further information is provided on the expected use of on-site car parking during The Championships. It also outlines further commitments from the applicant to reduce on-site spectator parking.

- Chapter 3: Clarifications – Clarity on car parking provision during the Qualifying event is provided, along with further details on EV provision.
- Chapter 4: Summary and Conclusions

2 Championships Car Park 6 Allocation Review

2.1 Introduction

- 2.1.1 The 2022 Car Parking Management Plan Addendum P02 (Document Number 51365-BHE-XX-XX-RP-Y-06001) was originally submitted to LBM and LBW before the planning applications were called in by the GLA. The 2022 Addendum document has been reviewed to develop a clearer understanding of the existing and proposed supply and usage, particularly in relation to Car Park 6 which provides a much-reduced car parking capacity to the east of Church Road for a limited number of user groups.
- 2.1.2 Despite the site having a poor public transport accessibility level, the Applicant's objective is to identify opportunities for further supporting sustainable travel for the opening year Championships and beyond without compromising the operational requirements for running The Championships over two weeks of the year. This note summarises the background to the analysis and the outcomes of the review.

2.2 Championships Car Parking Management Review

- 2.2.1 The planning application makes final provision for reducing on-site public parking available for the Championships by 2,525 spaces (an 90% reduction within the red line boundary / east of Church Road) as summarised in Table 2.1. It is noted that for the 2023 Championships, the capacity of Car Park 8 was reduced from 800 to 600 spaces to accommodate changes to the operation of The Queue.
- 2.2.2 The earliest date that the development is anticipated to be completed is 2033. At this point in time, a significant reduction in the number of bays will have taken place, from 1,100 to 550 in Car Park 6. These 550 car parking spaces will comprise debenture/hospitality (300 spaces (maximum)), operational, such as staff and media (100 spaces (maximum)) and blue badge and mobility impaired parking (250 spaces (maximum)).
- 2.2.3 The AELTC have a number of existing debenture/hospitality contracts which end in 2035. This presents an opportunity for a further reduction in car parking capacity with Car Park 6 providing for the 2036 Championships onwards for operational, blue badge and mobility impaired parking (as defined in the S106 agreement) only. The would result in a maximum parking capacity of 275 spaces within Car Park 6 from 2036 onwards.

Table 2.1 Changes to Car Parking Capacity (East of Church Road)

Capacity	Current	Capacity from earliest completion date (anticipated 2033)	Champs 2036 onwards
Car Park 5	550	0	0
Car Park 6	1,100	550	275
Car Park 8	800	0	0
Car Park 10	350	0	0
Total On-Site (Public)	2,800	550 (80% reduction)	275 (90% reduction)

Note: The numbers stated above reflect the changes being proposed as part of the planning application, within the application red line boundary / east of Church Road. For clarity the numbers of spaces in the Indoor Tennis Centre Car Park (325 spaces), Car Park 4 (420 spaces) and Park & Ride (1,000 spaces) are not replicated in the analysis.

- 2.2.4 When considering the existing and retained parking capacity outside the red line boundary on the west side of Church Road, the overall reduction in car parking capacity is 71%.
- 2.2.5 The locations of the existing and proposed car parking provision are indicatively shown in Figure 2.1 and Figure 2.2.



Figure 2.1 Existing Parking Locations



Figure 2.2 Proposed Parking Locations (Opening Year)

2.2.6 Whilst the table provides the capacity of each car park, it is important to note that there does need to be some flexibility in how this capacity is used to take account of a great many variables during the Championships, including:

- Parking is only provided within Car Park 6 for a short temporary period during The Championships. For the remainder of the year, this part of the Site will be publicly accessible parkland.
- Parking demands will vary throughout the Championships fortnight with staff and visitor profiles varying from day to day. This is likely to mean that not all spaces within Car Park 6 will be used each day. However, a

maximum number of spaces is required to provide resilience and deal with any variables (such as poor weather) during the event.

- Weather and ground conditions – given that CP6 is situated on parkland, it is important to monitor conditions and manage parking in a way that reduces damage during wet conditions, and also provides capacity for areas to recover from any damage or wear.
- With some of the Championships activities shifting to the grounds east of Church Road, some staff and media parking will need to be accommodated in Car Park 6.

2.2.7 The analysis that follows thus considers Car Park 4 and 6 jointly, but does account for the following constraints:

- Blue Badge / Mobility Issues / Other Visitors with accessibility requirements. Parking will be increased from a peak demand of 155 spaces in 2023 to a minimum of 250 spaces to account for the increase in the grounds capacity from 42,000 currently to 50,000, as well as improving the accessibility of the grounds.
- The number of parking spaces for staff and media will be reduced to 420 in total as described in the previous material submitted with the planning application. The bulk of this will be accommodated in the existing Car Park 4 outside the planning application site, with a relatively small proportion using Car Park 6 – less than 20% - to service the eastern part of the site. Car Park 6 will not act as an overspill car park to Car Park 4, as staff and media parking on-site would be limited to 420 spaces. Staff and media are given a pass in advance so that they can park in a location that best serves their requirements, and to reduce the number of car trips on the local streets.
- 24-hr operation on-site during The Championships, particularly with global media broadcasters working throughout the night and travelling during hours when public transport is not available.
- AELTC has current contractual commitments to provide a limited amount of parking to Debenture Holders as well as Sponsors and event Partners. The planning application will mean that these contracts are not renewed in the coming years with this form of parking being removed following the 2035 Championships. Therefore shortly after WPP becomes operational, there will be no general public parking in CP6, beyond blue badge and visitors with accessibility requirements. To account for this it is proposed that the capacity of CP6 is reduced to 275 spaces once the parking allocation for Debenture Holders, Sponsors and event Partners is removed – and this will remain the position from 2036 onwards.
- As guest parking is phased out in CP6, it will be necessary to safeguard sufficient space to accommodate drop-off and pick-up of guests in Car Park 6 to reduce waiting on the local residential streets. Parking for all other user groups will be removed by opening year. This equates to total reduction of 2,250 spaces / 80% referenced previously.

2.2.8 The proposed parking provision for Blue Badge / Mobility Issue / Other visitors with accessibility requirements at AELTC is considered a minimum. In their experience, AELTC does get a number of requests for parking related to people that do not necessarily automatically qualify for a Blue Badge, but have issues with their mobility that limit their ability to access the grounds by means other than car. This can for example include people with that have temporary mobility issues as a consequence of injuries, or recent operations that limit their ability to walk long distances, pregnancy, disabled people that have travelled internationally, older people that have mobility, but cannot walk far. This is coupled with an increasing emphasis on supporting guests with visible and invisible disabilities and other Equality, Diversity and Inclusion requirements, all of which is best practice for international sporting events and something AELTC would continue to do.

- 2.2.9 It is furthermore noted that 2023 Office of National Statistics data shows that 4.6% of England’s population are Blue Badge holders. Applying this to the proposed 50,000 spectators generates 2,300 Blue Badge holders. Therefore the proposed provision for Blue Badge / Mobility Issue / Other visitors with accessibility requirements is considered appropriate for a nationally important event that attracts spectators from across the country and from abroad.
- 2.2.10 In addition, if parking spaces are limited to Blue Badge only, this would encourage people with mobility issues to be dropped off or picked up, generating a double trip each time, and using the local streets for this purpose. This could potentially be exacerbated by the challenging topography surrounding the AELTC site, making the use of alternative modes difficult. Whilst not having statutory regulatory powers, AELTC as a responsible host of The Championships does apply a reasonable degree of care and diligence to control spaces allocated for people with mobility issues.
- 2.2.11 Figure 2.3 demonstrates the impact of the proposals on parking throughout the Championships fortnight. Note – this is based on data obtained during the 2023 Championships. This data has been provided to inform the refinement of the existing strategy rather than to establish a new baseline.

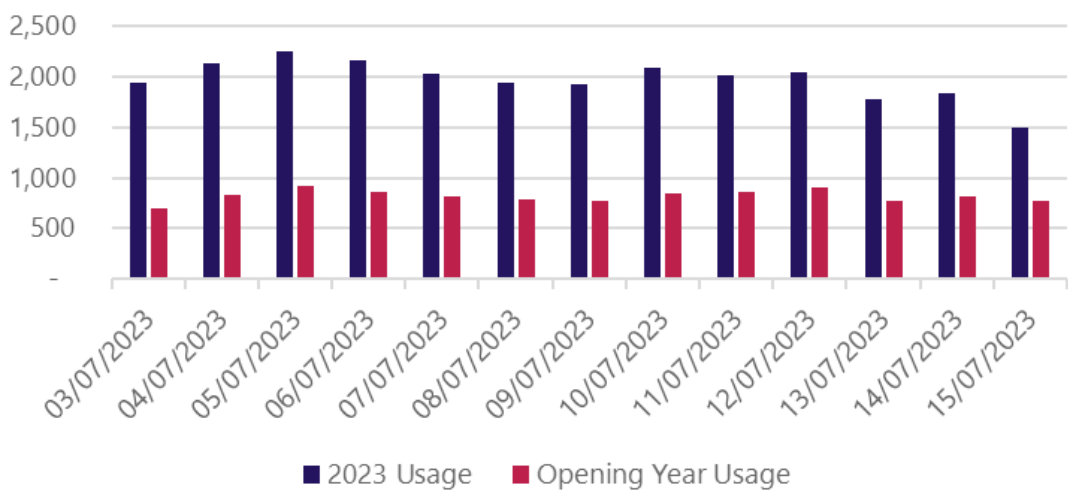


Figure 2.3 2023 Parking Usage vs Opening Year Usage – Championships Fortnight

- 2.2.12 In terms of how Car Park 6 will be used at opening year of the WPP, it is anticipated that the following limits would apply:

Table 2.2 Car Park 6 2033 and 2036 Allocation

User Group	Capacity from earliest completion date (anticipated 2033)	2036 Parking Allocation
Blue Badge / Mobility Issues	250 (maximum)	Up to 250 (maximum)
Staff / Media	100 (maximum)	100 (maximum)
Debentures / Hospitality	300 (maximum)	-
Total	550 (maximum)*	275 (maximum)*

Note*: This is the maximum number that would be accommodated in CP6, and is not to combined total for the 3 user groups.

Future Management of Car Park 6

- 2.2.13 Following the removal of general public parking spaces, Car Park 6 will remain operational with a maximum capacity of 275 spaces from 2036. It is likely that the layout of Car Park 6 will change every year, but keeping within the boundary of the area highlighted in Figure 2.2 and delivering no more than 275 spaces. This flexibility is important to allow for the management of the ground conditions and environmental protection requirements, as well as unforeseen issues such as weather that may affect local ground conditions.
- 2.2.14 It is proposed that the form and layout of CP6 will be agreed annually as part of the operational management plan, which will be conditioned. It is also important to remember that Car Park 6 will be marshalled by AELTC event staff and will not have a formal parking layout (or painted lines). This will mean that marshals can cater for individual requirements (i.e. where mobility restricted parking is provided) and also manage ground conditions.
- 2.2.15 All parking within Car Park 6 will be pre-booked with the AELTC's Championship team – with permits being issued ahead of The Championships. Permits will need to be displayed to enable access into Car park 6. Guests will not be able to turn up 'on the day' and request on-site parking.
- 2.2.16 The AELTC Championships team will be responsible for determining whether guests qualify for a blue badge and other restricted mobility parking space and allocating a permit to park accordingly. Other restricted mobility qualifications will be defined within the S.106 Agreement, but will include a person who is, in the reasonable judgment of the AELTC's Championships team, permanently or temporarily unable to move freely without the aid of assistance of, for instance, chaperones, walking sticks, wheelchairs, crutches or canes and/or is unable to move freely because of a physical or mental disability, pregnancy, handicap or restriction or other condition.
- 2.2.17 The AELTC is a diverse and inclusive organisation and may make reasonable adjustments to this definition from time to time to ensure, so far as practicable, individuals' specific needs can be met when accessing the grounds.
- 2.2.18 Figure 2.4 shows an indicative area that could be used for parking from 2036. For the reasons described above, it is likely that the area used for parking would be reviewed year by year with the AELTC's landscape and ecological teams.



Figure 2.4 Indicative Area That Could be Used for Car Parking from 2036

Construction Phase

2.2.19 As noted in the 2022 Car Park Management Plan Addendum, public car parking for the Championships will be reduced in a phased manner during the construction of the project. How this reduction will be managed will be detailed in the Construction Management Plan (CMP). The following principles will need to be considered in the preparation of the CMP:

- The car parks outside the planning boundary will continue to operate in their current form.
- Whilst the intention is to remove CP10, it will remain in use until the new CP6 is available for use.
- CP8 will be decommissioned in an incremental way during the construction the northern courts and parkland.
- CP6 will be decommissioned in an incremental way during the construction the southern courts and parkland.
- CP5 should be decommissioned prior to the completion of the development and the first 'full' operational year of the entire development (likely to be the completion and first use of the Parkland Show Court).

3 Clarifications

3.1 Introduction

- 3.1.1 This section provides clarity on parking matters raised by the GLA during recent discussions.

3.2 Car Parking During the Qualifying Event

- 3.2.1 It is clarified that as per paragraph 4.10.3 of the 2021 TA, during the Qualifying event, on-site car parking availability will be much reduced compared to The Championships, with parking only provided for a limited number of staff and spectator accessible parking.
- 3.2.2 It is confirmed that Car Park 6 would not be used during the Qualifying Event. It is expected that Car Park 4 would be used to provide staff parking for the Qualifying event. It is proposed that accessible parking spaces for spectators during the Qualifying event would be provided within the Wimbledon Park Golf Club Car Park.

3.3 Electric Vehicle Provision

- 3.3.1 Section 3.12 of the TA confirms that the retained parking in the Home Park Road golf clubhouse shall be provided with active charging infrastructure. In addition, the proposed bays close to the Parkland Show Court and Tea Lawns would be provided with electric vehicle charging points. Paragraph 3.13.6 of the TA confirms that electric tow tractors, forklifts or electric load carrier buggies would operate throughout the site. Therefore appropriate charging facilities would be provided for these work vehicles.
- 3.3.2 With regards to EV Charging during The Championships, the proposed planning conditions include details of an Event Car and Cycle Management Plan. The plan would describe a strategy for electric vehicles. The Plan would be produced annually before each Championships and would consider the appropriate level of EV charging to be provided. An appropriate provision would be influenced the general uptake in EVs among car drivers and the evolution in charging technology. However, this would be balanced against the desire to discourage car use where feasible and to promote public transport or active travel.

4 Conclusion

- 4.1.1 This CPMPA has been prepared by Buro Happold on behalf of the All-England Lawn Tennis Ground PLC (AELTG, “the Applicant”) in support of a hybrid planning application relating to Wimbledon Park Golf Course, Home Park Road, London, SW19 7HR (‘the Site’).
- 4.1.2 The CPMPA also provides further clarity on the parking strategy for the WPP application, particularly surrounding the allocation of parking in Car Park 6. Opportunities have been explored for further supporting sustainable travel for the opening year and beyond without compromising the operational requirements for running The Championships. It is intended that parking for Debenture Holders as well as Sponsors and Event Partners are phased out over time with it being removed entirely by 2036.
- 4.1.3 Clarifications have also been provided on the proposed car parking arrangements during the Qualifying Event, with no parking provided on open land. Clarifications have also been made on the EV provision year round and during The Championships.

Richard Evans
Buro Happold Company
17 Newman Street
London
W1T 1PD
UK

T: +44 (0)207 927 9700

F: +44 (0)870 787 4145

Email: richard.evans@burohappold.com