

ANNEXE 2

Summary of representations

No	Sender	Comments	WBC Response
1.	HS	<p>I have just received a letter re. Parking, in Wey Hill. Where I appreciate that the car park needs to be resurfaced and upgraded and that this has to be paid for somehow I am totally against charging for car parking in the shopper side of the car park.</p> <p>Wey Hill, as I am sure you are aware, already suffers from many empty shops and the consequent lack of footfall. If parking is to be paid for it will only serve to discourage shoppers further and many more businesses will suffer – probably to the point where they will have to give up. Improvements to soft landscaping: this is likely only to increase upkeep costs. I am against spending any money on the facility unnecessarily. Keep the surrounding trees/shrubs in trim and that will suffice.</p> <p>There is currently a restriction on parking length in the car park – I believe 4 hours. Where exactly do you expect traders to park? I understand that surrounding streets are likely to have residents parking permits further reducing the parking opportunities up this end of town.</p> <p>If the proposals continue (as I fear they will despite opposition from local traders and the community generally) is there any chance that traders can be issued with permits to allow them to park all day if necessary, and at a reduced cost. Finally, you have headed this the “fairgroundcarpark” ... which is exactly what it is. I thought that this area was common land and as such belonged to</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>At that time, the tariff structure would be specifically designed to take into account the potential impact on the economic viability of the area, with the space being managed to ensure that shoppers can find a space. Consideration would also be given at that time to the introduction of a special employee permit.</p> <p>Proposals to improve the soft landscaping around the site will not increase maintenance costs.</p> <p>There is no intention to prevent the site from being used for any of the purposes it is currently used for- including the charter fair.</p> <p>Detailed plans of the scheme, including costs and timings have not yet been developed, but can certainly be shared with interested parties once they have been drafted.</p>

		<p>the people. How come Waverley can now proceed to charge for the parking and also, I assume, therefore prevent the fairground from ever visiting Haslemere again?</p> <p>Thank you for the opportunity to respond to these proposals. I do; however, feel that the letter is not a full and fair description of what is planned ... it needs to give timing of the work to be carried out, costs, and proper plans. On top of that it needs to give proposed parking charges and also details of what other parking restrictions are planned in the area. What other changes to car parks are to happen (e.g. the commuter car park at the foot of Weydown Road)? Is the Station still unlikely to provide better parking themselves for commuters?</p>	<p>There are currently no plans to change the charging arrangements at Weydown Road Car Park.</p> <p>The question of the station providing a better parking facility for commuters is still a 'live' issue, and the council is working hard to support Network Rail to make this proposal a reality</p>
2.	IB	<p>I'm a resident of St Christopher's road and obviously have an interest in the consultation and its outcomes. Whilst I think the car park itself is in need of improvement I'm not clear how the proposals relate to the wider area and what changes are, or are not, being taken forward. Until I understand what is more widely proposed I will not be clear on understanding the wider impacts and as such my overall feeling about the proposals. Specifically: How does this impact on the proposals to introduce charged/parking permits on St Christopher's Road? My understanding is that this was not going to go ahead but if there is charging in the car park it will result in increased pressure on the road. Will the Saturday morning mobile amenity tip/refuse collection still take place in the car park? If we cannot access this the nearest amenity tip is very far and inconvenient. Are there any plans to improve the lighting and paving</p>	<p>The Council is working closely with the Highway Authority, Surrey County Council (who are responsibly for managing on-street parking), to ensure as far as possible that an holistic approach is taken to parking in the area.</p> <p>This project will not prevent the Saturday morning mobile amenity tip from operating at Wey Hill. The refurbishment should therefore have no bearing on any decisions regarding its future.</p> <p>The improved lighting concerns only the land at Wey Hill Fairground car park.</p> <p>Surrey County Council has been discussing the possibility of providing an additional pedestrian crossing in the area. Access between the car park and pavement for pedestrians will be</p>

		<p>on Kings road behind the car park? Given the likely spread of parking to different areas it would be very beneficial if the area next to the foot bridge could be properly lit. The flow of pedestrians from the station to the car park at peak times - crossing Wey Hill - can be rather dangerous - especially when dark.</p> <p>Would there be any scope for an additional pedestrian crossing near the entrance to the car park? Other than the volume of pedestrian traffic the way a number of drivers exit the car park is rather dangerous and a pedestrian crossing would significantly help local residents.</p>	improved.
3.	AB	<p>As a business owner and employer located in Weyhill, please can you tell me what you are proposing to do about charges for 'workers' without whom no business could function? As you are well aware, there is no where else to park in and around the area with commuters monopolising any spaces on streets. I am appalled that at this time and amidst the worst recession which has businesses on their knees you are proposing to further contribute to their demise. At a time when wages are being cut employees simply won't be able to afford these additional charges and shoppers will think twice about visiting Wey Hill. I would urge you to reconsider such works until such a time those local businesses are more stable and there are some positive signs of recovery. It is so short-sighted to impose charges at this time. Therefore, my objection is more about the timings of this and not the principal</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>At that time, the tariff structure would be specifically designed to take into account the potential impact on the economic viability of the area, with the space being managed to ensure that shoppers can find a space. Consideration would also be given at that time to the introduction of a special employee permit.</p>
4.	PM	<p>I am writing to comment on the proposals to resurface and introduce</p>	<p>The County Council has recently consulted on proposals to introduce</p>

	<p>charging to the Weyhill fairground car park in Haslemere. I am a resident of Haslemere, I am also an occasional user of this car park, on Saturdays to use the refuse disposal arrangements with the visiting refuse trucks, and from time to time to use the recycling facilities or to park to use Weyhill shops or the Shahanaz restaurant take-away.</p> <p>Generally I am in qualified support of the introduction of car parking charges, in particular for long-stay parkers who will be predominantly commuters from Haslemere station. All “free” parking available in the town acts as a disincentive to South West Trains to develop a larger, multi-storey car park at the station to resolve the town’s commuter parking problem properly, hence I would also like to see the County Council introduce charging for on-street parking on a similar basis. It is also not really “free”, it is just that someone else has to pay – for the parking enforcement, maintenance, capital cost and opportunity cost of the assets utilised etc. At the moment that person is me – the council taxpayer.</p> <p>My specific observations are as follows (some phrased as rhetorical questions): In your environmental assessment, have you considered the drainage/flooding implications of covering a surface which is currently permeable with a material which will be impermeable to rain? This summer has illustrated the extent to which we may in future see monsoon conditions in this country What arrangements will be made for visiting to deposit refuse on Saturday mornings? Will users of this service have to pay for parking while they are there?</p>	<p>on-street parking restrictions and Residents’ Parking Zones in the area, and will be considering their ‘next steps’ in January 2013.</p> <p>The scheme is intended to involve the installation of a porous, free-draining surface. Flooding issues should therefore not arise as a result of the project.</p> <p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>The Council is actively looking, as a separate exercise, at what forms of ‘cashless payment’ systems it might introduce across its car parks over the coming years.</p>
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		<p>What means of payment do you propose for the parking charges? Most car park operators have now arrived in the 21st century and offer convenient alternatives to coin-op machines. Examples include SW Trains which uses two forms of mobile-phone payment at its station car parks including at Haslemere. There are also vouchers, "Oyster" style rechargeable cards and other techniques. To date, Waverley seems firmly stuck in the early 20th century in offering only coin-op which imposes the need to have the right change</p> <p>The Weyhill area appears to have a fairly fragile economy, and parking charges, especially if they are inconvenient to pay (coin-op) could deter customers from local businesses. While I have no objection to motorists having to pay for parking it would seem appropriate to provide for discounted daily/season rates for retailers and possibly a first-hour-free basis for customers</p> <p>Presumably there will be a time limit (for non-retailers) to prevent commuters taking over all the spaces?</p>	
5.	PB	<p>I would like to support the surfacing of the car parking and the charging of commuters. What is not made clear is whether there will be charging at weekends. Please could this be clarified?</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>However, based on current practice elsewhere in the borough it is likely, if and when charging is introduced, that it</p>

			would apply between 8am-7pm on weekdays, and on Saturdays.
6.	MP	<p>While I do appreciate the need for local government to consider how it may improve revenue streams I do consider on balance that I need to object to the proposals.</p> <p>The non-personal reason I have for raising an objection is the impact on the shops in Shottermill which I expect to suffer as a result. You may consider that I am scaremongering when I observe this; however I have seen other small shopping centres essentially killed off by the introduction of paid for parking - this is due to the increased cost to shoppers who feel (as I often do in that situation) that if they are going to pay for their parking (and mess about with small change in a society where using cash continues to be on the decrease) they may as well go somewhere larger where there is more choice.</p> <p>The more personal reason is the impact on commuters. Commuting into London from Haslemere is not cheap. If I have to start paying parking charges then I shall need to review whether it is more economical for me to travel into London from another station other than Haslemere (or indeed economical at all). I am already aware of a faster option. I expect a number of my fellow commuters shall need to make a similar decision.</p> <p>Finally I have an observation or two on the proposed work. I can't comment on any need for improved community safety on the site - although I have never felt at risk there myself; however, all of the work appears to me to be 'nice to have'</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>

		<p>rather than necessary. The piece of work that is closest to necessary is having a level surface there - but to be honest it is still a 'want' rather than a 'need'. In this time of austerity and financial cut backs can you really justify spending this money for a return on investment that will - assuming the £100k revenue stream quoted in the minutes provided on your webpage is correct and local businesses in Shottermill survive to pay their business rates - break even in no less than about four years once the impact of inflation is taken into account.</p>	
7.	IN	<p>I would like to register my objection to the plans to formalise the parking on the Common Land opposite St Christopher's Green on the following grounds.</p> <p>Firstly, as a local resident of Weysprings, I have seen no published evidence to indicate that charging for parking on the Common Land, combined with current plans to impose resident's only parking in neighbouring roads, will not displace significant numbers of commuters, unwilling to pay, onto our street. Weysprings is heavily used, and already somewhat chaotic, twice daily for drop-off parking for the two schools on Lion Lane and I fear displaced commuter parking will force parents to park in places which would significantly inconvenience residents and damage the verges.</p> <p>Secondly, there are groups of town residents at the moment preparing plans under the Localism Act 2011 which include the Common Land in question and it is my belief that these groups should be allowed time to prepare submissions with potential alternative uses for this site.</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>This informal consultation seeks to invite views from all groups. When Waverley submits its application to surface the car park, a formal process will give groups a further opportunity to put forward their views.</p>

		<p>Thirdly, given the cost of the scheme and as noted in the download of Waverley's Executive meeting on 4 September 2012, the business case for the proposals, which were approved by Council in December 2011 should be published to enable local residents to assess the future benefits to the local area as part of this consultation. Without this information it is impossible to make a properly formed judgement.</p>	
8.	PR	<p>I understand that there is an exploratory consultation on refurbishing the car park on Weyhill Road, Haslemere.</p> <p>While I understand the desire to refurbish this car park I do not think these proposals are beneficial to local residents or traders, and see it as a simple and blatant revenue raising activity that will damage the local area and passing trade.</p> <p>In the absence of this car park there is no free parking near the local shops and many are already struggling to get trade in the current environment. Charging for parking will simply encourage shoppers to go to nearby Haslemere, as Weyhill's advantage is removed so there is no additional incentive to shop here making trading conditions for local traders even more difficult.</p> <p>No doubt with the refurbishment the car park will be more clearly delineated with parking spaces, which will reduce the number of cars able to park in this area. This will force people to park on nearby local roads, particularly during the week, causing additional traffic problems as well as problems for local residents who already have to park on the road as</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>It is the Council's intention to ensure, as it develops the design, that the capacity of the car park is maximised in order to minimise any issues of displacement.</p> <p>The proposed installation of lamp columns should not have an adverse impact on local residents; it is proposed to install low-carbon, LED lighting with a limited 'light spread' and thus improve on the current situation.</p>

		<p>many do not have garages. The intention to charge will also encourage this as people will be forced to park on local roads - if they continue to park in this area at all.</p> <p>The proposed installation of lamps will also create additional night time light pollution for those residents who overlook or live in close proximity to the car park.</p> <p>As I say, I understand why this proposal is being considered. However, the council should consider more ways to save money rather than implement schemes that raise revenue for the council but take it out of the pocket of local traders, shoppers and visitors to the area.</p>	
9.	PE	<p>Over many years the Haslemere Fairground car park has been a disgrace to the Haslemere ward in my view and has lost many pounds to the local area and I feel the area should provide paid parking for all visitors (commuters and locals) and not to be split 60%_40%. This can be controlled by price. I am sure the area will be designed to its maximum capacity. The removal of the Bring Site as all recycled waste (blue) is total commingled and collected from the homes in the Waverley area and this will keep the area clear of fly tipping and give extra spaces for parking thus giving an extra income. The removal of the weekly green waste collection and the weekly rubbish collection as this material is a - £ income. (green waste gate fee and the rubbish landfill tax this is increased each year). This service should be removed ASAP because the new updated site at Milford has been open for a few months and should be taking this material. I do</p>	<p>The future of the bring site and Saturday mobile amenity vehicles are not within the scope of this project, but will be looked at as part of the Council's wider waste and recycling strategy.</p>

		<p>not like paying twice for a service.</p> <p>4. As Surrey is providing parking permits for Haslemere and more yellow lines I feel this project should go through at the up most speed this will reduce congestion and pollution even at the railway station and the surrounding area.</p> <p>5. I hope these remarks are valid and are helpful to this project.</p>	
10	DW	<p>I would like to raise my strong objections to the current plans for the fairground car park on the following basis:</p> <ul style="list-style-type: none"> • This land is common land and should be used for the good of the Haslemere community. Using valuable public land to provide car parking for what are likely to be people coming into Haslemere from other areas is not the way forward. This land, should it be redeveloped should be used to enhance the overall area and provide benefits to local people and businesses. • The implementation of this car parking will be the final nail in the coffin for any additional car parking at Haslemere station. This means that effectively local tax payers are subsidizing the profits of South West Trains who have the advantage of customers using their services without having to invest in the infrastructure required to service those customers • The move to pay and display in this area will have a severely detrimental impact on local shops in the Wey hill area which are already suffering due to the current economic conditions. This, coupled with the current parking plans from Surrey will 	<p>This site has been used for informal parking for over 50 years. This has not prevented its use for community events as required- and these proposals will not change that situation.</p> <p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>

		have a fatal impact on many businesses.	
11.	DS	<p>Anyone can see that Waverley council tax payers are being taken for fools. I'm sure most of the people who drive in and park at Weyhill live outside the borough. Waverley is losing thousands of pounds of income and to make matters worse the car park costs money every year just to keep the pot holes from becoming dangerous. This area has always been a car park and will always be a car park. Stop wasting time and money and get on with the job of making it look nicer and safer, and start getting some income in. Why should this car park be any different from all the other car parks in the borough?</p>	
12.	MH	<p>I would like to register our deep objection to the proposals of new parking meters in Haslemere... You are taking no account of the welfare of the already struggling shops... As it is we pay a premium for shopping locally and the alternative will be more shop closure the gradual closure of the town. You appear to take no account of local people. I do hope you will reconsider before it is too late.</p>	<p>This consultation is not about charging for car parking at Wey Hill (Fairground) Car Park. The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>
13.	BM	<p>At a time when Waverley are facing having to make cuts to services due to a reduction in government funding, it seems obvious that in Weyhill car park they could put themselves in a win, win situation. Spend some money to improve the site, both in terms of appearance and the safety of the users, and by charging commuters to use it there will be a guaranteed income for the council for evermore.</p> <p>If you were to ask all the residents in</p>	

		<p>Waverley if they think the council should continue to offer free parking to 100 odd commuters in Haslemere, then I think that 99% would vote to charge and they would all ask why on earth charges haven't been levied well before now.</p> <p>Do the sums:- 100 X £4 a day = £400 X 5 = £2000 a week or around £100,000 a year in tickets sales alone before any penalty charge income. Regarding the shoppers car park, I think a token charge of 10p an hour with a 4 hour limit would not put people off using the shops in Weyhill. At least they will be able to park without risking serious damage to their car from one of the many pot holes that appear on a regular basis. I'm guessing that at the moment the council is having to repair this car park without receiving any income – a situation which cannot go on any longer.</p>	
14.	DH&KC	<p>We welcome the proposals to improve this area which has for a very long time had a dilapidated and uncared for image. We use it most Saturday's to bring our garden waste to the visiting trucks and this is a greatly appreciated service. We are assuming the proposals will allow for this to continue and that those bringing their rubbish will be able to do so without incurring parking charges.</p>	<p>The future of the bring site and Saturday mobile amenity vehicles are not within the scope of this project, but will be looked at as part of the Council's wider waste and recycling strategy.</p>
15.	RE	<p>It is welcome that WBC has reopened consultation on the proposed development of this area of common land.</p> <p>I note that WBC will make an application to the Secretary of State for Environment, Food and Rural Affairs for construction of a surfaced car park.</p> <p>It is highly regrettable that WBC is only seriously considering the future of this area in terms of continuing to use it for parking, and is not seriously giving</p>	<p>The Council recognises the pressure on available parking space in the Weyhill area, and it is for this reason that no options are currently being explored that remove the current provision of approximately 150 off-street parking spaces in the Fairground car park.</p> <p>However, any future proposals coming forward from the local community, either before or after the refurbishment of this site, will be viewed with an open mind.</p>

	<p>consideration to any alternative use that would give Haslemere additional open space for informal recreation, and would provide access on foot unencumbered by parked vehicles. Such an alternative area would substantially improve the appearance of the fairground site.</p> <p>There is an opportunity here to substantially improve the appearance of this area to provide for informal recreation and to match the green space on the other side of Weyhill which as you know is attractively dominated by St Christopher's church, one of the most important Arts and Crafts Churches in the country. A surfaced car park with standardised lighting, bay marking and coin-in-the-slot machines would only serve to further degrade this common.</p> <p>The letter in the <i>Haslemere Herald</i> on 7 March 2012 from Mr David Obrien and reproduced on the website: haslemereparking.com (see below) would seem to provide an excellent, imaginative and community based approach- Sir</p> <p>I understand Waverley has set aside money and is consulting on its proposal to carry out resurfacing works to the Fairground Common Land in Weyhill.</p> <p>Is it Waverley Borough Council's intention to seek, through this consultation process to pave over this land and establish this space as a Waverley car park and to remove any existing or future claims to rights to local community usage over this land, including prevention of the fair taking place? Is it also the council's intention to charge for parking on this land in the</p>	<p>It is certainly not Waverley's intention to remove any existing or future claims to rights to local community usage over this land; the design will be carefully developed to ensure that the charter fair, and any other community uses can continue into the future. Waverley has never prevented the fair from using the site, and does not intend to do so into the future.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>It is important to be clear that the Fairground car park, despite being a Registered Common <u>is</u> in fact owned by Waverley Borough Council</p>
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	<p>future?</p> <p>I understand that the fair has been prevented from taking place in the last few years here because the cost of the licence charged by Waverley Borough Council makes it unprofitable. The Saturday recycling service has been very successfully taken up on the fairground land. However, would it be fair to conclude that by preventing other uses of the site, Waverley's policy is to seek to appropriate the space permanently for commuter car parking and raise revenue from car park charges?</p> <p>I note that the council, in its recent order regarding changes to car parking charges in Waverley, which came into effect 1st February 2012, refers to the Fairground Common Land as a 'Waverley car park'. The fairground land is not owned by Waverley and therefore it is questionable whether Waverley council has any exclusive jurisdiction or entitlement over its use. I believe it would be entirely reasonable for Haslemere Town Council or indeed any local community group to manage and utilise this land for local community use under the localism agenda. Any proposed resurfacing works could be subject to legal challenge.</p> <p>I grew up in Haslemere and locally this land has always been known as the fairground. The fair might not be everybody's cup of tea, but it is disappointing that young people and families living in Haslemere and the surrounding Parishes are unable to enjoy the fair that until recently has taken place regularly every year, and in my recollection, since the early 1960s. I am</p>	
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	<p>certainly not resistant to change and recognise that there is an ongoing debate regarding car parking in Haslemere, but I believe turning the fairground into a commuter car park would irrevocably prevent Weyhill from benefiting from any future natural growth and inward investment in an area which is still in need of positive regeneration.</p> <p>I believe the Fairground Common Land needs to be considered and promoted for a range of broader, more imaginative and sustainable uses which support and are supported by the local community. It is not difficult to envisage this space being used for local markets, continuation as a fairground, allotments, fetes, and community events. The site may well be potentially pivotal as a means of regenerating Weyhill as a thriving community considering its location and proximity to the shops, restaurants and community facilities such as the Weycentre and library. It could for example become a local square in developed in partnership with businesses, investors and community groups complimenting the streetscape and St. Christopher's Green.</p> <p>Up and down the country, communities and councils are evaluating their assets and seeking to plug the gap in grants which have been cut by central government. Those councils with strength of vision and a sense of future prosperity, which hopefully we can all look forward to, are working in partnership to develop land sustainably and with imagination.</p> <p>A more strategic and visionary appraisal</p>	
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		<p>of the fairground common land as is required in the context of a wider urban design vision. I earnestly urge WBC Councillor Carole King, who has special responsibility for car parking as well as Councillors Steven Mulliner, Steven Renshaw and Jim Edwards who sit on the joint planning committee and the Leader of Waverley Borough Council Robert Knowles to consider the site's broader potential. I feel certain, local residents do not want to see this space, which lies opposite St. Christopher's, one of the finest arts and crafts churches in the country, and a space which has such potential for regeneration, demoted in perpetuity to the status of a bleak commuter car park with all its soulless tarmac and visually detracting mast lighting and signage?</p>	
16.	SM	<p>I would have the following comments with regards to your proposals:</p> <ul style="list-style-type: none"> - the car park has long been used by commuters (including me) and its main function should continue to be serving commuters. I think the proposed 40/60 split for shoppers/commuters is wrong and this ratio should be altered to 20/80 maximum. - commuters are always assumed to add less than shoppers in terms of local economics, however their indirect impact should not be underestimated. For example, my family spends a lot locally at the shops in Haslemere which wouldn't be possible if I didn't commute into London for work. Indeed we wouldn't even live here were it not for the good train (and parking) links into London. - as a commuter I have very few other options. I would love to park up by the station but there is a ten plus year waiting list for a space and the land 	<p>The proposed ratio of 40/60 is intended to reflect current usage- but can certainly be revisited as the scheme is developed- and the final split would not be 'set in stone' even once the project were implemented.</p> <p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State. However, the Council will continue to work to support Network Rail's bid for more parking at the station.</p> <p>.</p>

		<p>around the station was (in my view stupidly) sold off many years ago without adequate provision for parking. Please don't compound this error by reducing commuter parking even further.</p> <p>- have you considered building a multiple storey car park on the site. Personally I wouldn't mind paying for parking (within reason) if there was plenty of it. This is an opportunity for the council to rectify the parking situation once and for all. Please do not underestimate the indirect benefit of commuters... We are not the enemy and should be supported! I would be grateful if you could keep me updated of developments on this site. Thank you for your consideration</p>	
17.	PL	<p>It is absolutely essential that we have multi-storey parking near to the station, charging an all day price which is reasonable and fair for the ever-growing number of commuters, before anything else is done. Surely NCP would be willing to invest for their business, or even Haslemere residents might buy shares in a public company.</p> <p>Regarding Wey Hill. If Midhurst can give 2 hours free parking to all comers, with charges thereafter, why cannot SCC do the same? A car park there would encourage shopping in Wey Hill and could be a pleasantly landscaped feature with some public amenities.</p>	<p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State. However, the Council will continue to work to support Network Rail's bid for more parking at the station.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>

18	JP	<p>I wish to confirm that I do not agree with the views expressed in the email from the Haslemere Society. I do support the development of the Weyhill Car Park and I very much support the proposals to implement on street parking in various roads near to Haslemere station. I do think that SCC has taken a holistic and measured view when putting forward the proposals.</p>	
19.	RM	<p>Disgusting misuse of Common Land. Councillor Gurton spent many years fighting this travesty. A few years and it starts all over again. Not wanted. Hands off</p>	
20.	IBJ	<p>I do understand that land in town centres is a valuable resource and, much as I dislike paying parking fees like everyone else, I don't think that car drivers should have it made available free just for their use..</p> <p>There is a general understanding in Haslemere that there is simply not enough car parking for the large and ever increasing number of commuters. I would like the Fairground Car Park to be tidied up but what I believe is really required is a proposal that would actually increase the parking places there e.g. by an additional storey or stories. Also reasonable provision should be made for people employed in the town centre businesses and not on high salaries, such as shop assistants, to park locally at very modest rates. Such local workers supply a valuable service to the town.</p>	<p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State. However, the Council will continue to work to support Network Rail's bid for more parking at the station.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
21.	FQ	<p>This car park is recognised as being an eyesore. There was an undertaking to consider the options for its future use as a better facility for Haslemere. This has</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking</p>

		<p>not happened and now I understand that Surrey County Council has published its intention to turn it into a Pay and Display Car Park. In other words the intention appears to be just to make money from it. As a resident of a nearby street I am concerned that the result will be merely to encourage drivers to park in residential areas without any enhancement of the facilities available for the town. Please record my concern about both the intention and the process.</p>	<p>consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>
22.	PH	<p>I consider that Waverley Borough Council should not be imposing the purely revenue-raising proposals for the Wey Hill Car Park. If implemented, the proposals will result in more commuter cars parking in the roads beyond the yellow line restrictions - and also have a detrimental effect on the economy and livelihood of Wey Hill. Waverley Borough Council should conduct a comprehensive planning exercise to consider all possibilities for the site which would benefit local residents and businesses, before coming to a development/enhancement decision.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>
23.	MO	<p>The proposals do not add any further parking spaces to Haslemere. Haslemere is in need of parking spaces to accommodate the commuters that use the railway station. The railway came to Haslemere in 1855. A time when the impact of the motor car was minimal. Council's have done very little to provide extra spaces for the escalation in motor vehicle use. The proposed scheme will enable the Council to increase its revenue income from parking with the minimum capital outlay. The scheme is short sighted and does little to ease the parking problem</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other</p>

		<p>for commuters. Waverley should be more progressive in their provision of additional parking spaces. Consideration must be given to commuters that have made this Town wealthy.</p> <p>Why not consider a ground floor and first floor design? If cost is a factor why not invite private investment?</p> <p>As this is common land the Secretary of State needs to grant consent. The issue that he needs to consider is that historically this was a community asset with an annual fairground event. The proposals need to take account of this historic public use.</p> <p>Has the Local Volunteer Community been consulted? They may want assurances as to future community use for events such as markets, car boot sales, Haslemere Festival etc.</p> <p>Please take this note as my objection to the proposals.</p>	<p>building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State. However, the Council will continue to work to support Network Rail's bid for more parking at the station.</p> <p>The design of the car park is intended to ensure that future community use of the site can continue.</p>
24.	FF	<p>I write to express my extreme disquiet about your proposal to apply to the Secretary of State for consent to carry our works on Wey Hill Car Park, Haslemere.</p> <p>You will be well aware of the current problems over SCC's proposals to introduce commuter and residents' parking in the areas surrounding the station. You will also know that, with South West Trains scheme for a multi-storey park at the station in <u>temporary</u> abeyance, they are now speaking of releasing around 80 car parking spaces on land at the back of the station, probably in spring 2013.</p> <p>Your present proposals therefore completely jump the gun and could jeopardise the future plans of SW Trains</p>	<p>The Council is working closely with both SCC and Network Rail to ensure a joined-up approach to parking in Haslemere.</p> <p>However, the re-development of Fairground Car Park has been 'in abeyance' since the original Secretary of State Consent was granted in 1994 and is now long overdue. Therefore, whilst acknowledging the need to work closely with partners, there is also a need to make progress on this issue.</p>

		<p>by making their scheme unviable. It seems crazy that Waverley isn't in multi negotiations with SCC, SW Trains and Haslemere Town Council to look at all the proposals in the round, rather than going off on a tangent and doing your down thing.</p> <p>I would beg you to reconsider your premature plans and at least wait until spring 2013 when we know how many spaces are available at the north side of the station. We have this one opportunity to work together and get what is right for Haslemere and it would be a tragedy if Waverley, taking the short-term view, prevent us from getting the scheme which is best for the town in the long run.</p>	
25.	DM	<p>I read with interest in the Haslemere Herald your proposals for the fairground car park with which I fully agree. For many years I have felt that the parking situation in Haslemere should be made fairer. Residents have to pay to park in the towns car parks because rails commuters clog up the streets all day free of charges. The fairground car park provides free all day car parking and the short stay area is also taken up by commuters – not fair!</p> <p>Hopefully the short term car park will be free for 2 or 3 hours which will enable local shoppers to park in safety in the car park. I trust you will find this letter of help in getting your proposals passed.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>
26	BC	<p>While broadly in favour of anything that begins to control/organise the parking in Haslemere...and thus the plans for the car park on the old fairground, I would like the latter to be followed up quickly with the organising of the parking on the surrounding streets...eg Weydown road etc. It is becoming chaotic and</p>	<p>The Council has, and will continue to, work closely with SCC to ensure a joined-up approach to on and off-street parking in the vicinity of Haslemere Station, and it is acknowledged that the improvement of parking at Fairground car park should be coupled with further restrictions on the nearby roads- which</p>

		<p>dangerous. I think there has been enough consultation which is becoming rather circular in nature.</p>	<p>has been the subject of a recent, separate consultation by SCC.</p>
27	PB	<p>Contrary to the view of the Chair of Weysprings Residents' Association I do not believe this is a fair reflection of the position and is a thinly veiled attempt to put things on hold again. They are not the elected representatives and do not consult with their views but expect the Council to jump to their tune. Please press ahead and improve the car park.</p>	
28.	PA	<p>I object to the proposal to convert the Wey Hill car park into a pay and display car park. I use this car park very frequently and am a resident of Haslemere so I consider that my views should be fully taken into account. The fact is that the residents do not require a pay and display car park – this is just a revenue raising proposal by the council and it is not a proper use of common land. The proposal would result in more people parking on local roads and the council does not have a coherent policy for dealing with this issue in the interest of all parties, including residents and commuters.</p> <p>The council is kidding itself that the proposal contributes to its "Understanding Peoples' Needs" priority. The fact is that if the council understood peoples' need, it would not bring forward such an ill-conceived proposal. The council should not proceed with the proposal against local residents interests and, if it does, I trust that the Planning Inspectorate would see through this money-making venture which is not in residents' interests and is not an appropriate use of common land.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>

29.	CS	<p>I am writing to complain at the proposal to make Weyhill Car Park a Pay and Display car park. I have three reasons:</p> <p>The Informal Consultation required by the 2006 Common Land Act has not been properly carried out. A single notice in the Haslemere Herald can not be described as a consultation of the whole town, or even a majority of it.</p> <p>After the debacle earlier this year over Surrey County Council's on street parking proposals it was agreed that future proposals would try to be holistic and should involve both Waverley Council and the SCC, together with stakeholders and interested parties in Haslemere. This has not happened.</p> <p>Everyone, except Waverley Council agrees that Haslemere needs one or more multi storey car parks for commuters. One car park could be at the station, and would have been built had not there been a financial crisis. It is likely that it will be built in the future.</p> <p>The obvious place for a multi storey park is Wey Hill car park but Waverley Council have ruled this out, presumably on cost grounds. Has there been any attempt to lease the area to a commercial company (eg NCP), which would develop it and provide a regular cash flow to the Council and solve much of the on street parking problem? <u>I would like an answer to this question please.</u></p>	<p>The consultation was carried out robustly. Notices in both the Haslemere Herald and Surrey Advertiser were backed-up by on-site notices and letters to known local stakeholders, including nearby traders and residents, Haslemere Town Council and the Haslemere Society.</p> <p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State. However, the Council will continue to work to support Network Rail's bid for more parking at the station.</p>
30.	MS	<p>You have not done enough to draw the attention of the public to your latest proposals, which are in any case inadequate</p> <p>Something certainly needs to be done but It is not appropriate to introduce these proposals without looking at all the</p>	<p>The consultation was carried out robustly. Notices in both the Haslemere Herald and Surrey Advertiser were backed-up by on-site notices and letters to known local stakeholders, including nearby traders and residents, Haslemere Town Council and the</p>

		<p>possibilities for the site which is widely used at present by local residents and businesses.</p> <p>Any proposals should be tied in with other parking proposals in Haslemere being pursued by Surrey County Council and the timing of the introduction of new measures should be coordinated too. That appears not to be the case at present.</p>	<p>Haslemere Society.</p> <p>The status of the site as a Registered Common means that the construction of a Multi-Storey Car Park (or any other building) on site (which would inevitably encumber free access and restrict other community uses) would be unlikely to be considered favourably by the Secretary of State.</p> <p>Furthermore, any future proposals coming forward from the local community, either before or after the refurbishment of this site, will be viewed with an open mind.</p>
31	RJ	<p>I wish to register my disapproval to the make up of the fairground at Wey Hill as far as I can remember it is and was common land. I have lived in Haslemere for over 80 years and remember having 2 fair days a year, don't remember having any say about the cancellation of that. If Waveley wants to do something locally, pot holes still want doing, flooded roads, etc. even the ones repaired didn't work. This should be more supervised instead of warming office seats. An old resident of Haslemere</p>	<p>It is certainly not Waverley's intention to remove any existing or future claims to rights to local community usage over this land; the design will be carefully developed to ensure that the charter fair, and any other community uses can continue into the future. Waverley has never prevented the fair from using the site, and does not intend to do so into the future.</p>
32.	Haslemere and District Chamber of Commerce	<p>On behalf of my members I wish to register our strong objection to the proposal to refurbish the 'Fairground' car park at Wey Hill, for the following reasons:</p> <ul style="list-style-type: none"> The issue of parking displacement has not been addressed and will only compound the problem that will be caused by the proposals currently being considered by Surrey County Council. The Fairground parking must be considered as part of the holistic strategy for parking in Haslemere 	<p>The Council has, and will continue to, work closely with SCC to ensure a joined-up approach to on and off-street parking in the vicinity of Haslemere Station, and it is acknowledged that the improvement of parking at Fairground car park should be coupled with further restrictions on the nearby roads- which has been the subject of a recent, separate consultation by SCC.</p> <p>Any future proposals coming forward from the local community, either before or after the refurbishment of this site, will be viewed with an open</p>

		<p>already promised by Mr David Hodge, the leader of Surrey County Council. Waverley should be working in close co-operation with SCC to solve this problem not make matters worse.</p> <ul style="list-style-type: none">• While the Fairground is largely used by commuters, it provides a vital service for local residents without their own off-road parking space, low paid shop workers and shoppers. It is a vital amenity for the local shops in this severe economic climate.• We believe that unless and until a multi-storey car park can be secured for Haslemere station no radical changes should be made to parking arrangement in Haslemere. This will enable the 'Fairground' car park to be developed in a sympathetic way that regenerates Wey Hill and provides a focus for community activities, rather than simply becoming a revenue stream for Waverley Borough Council.• The future of the Wey Hill Fairground will be one of the key items to be considered by the recently formed Neighbourhood Planning Forum. Therefore any attempt by WBC to refurbish the Fairground and thereby pre-determine its future use is premature and contrary to the spirit, if not the letter, of the Localism Act (2011).• I can assure you that the Council	mind.
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		<p>will receive a large number of letters of objection to this proposal. I urge the Council to ensure that these views are fully considered individually, rather than being grouped together as chain letters, especially those from busy small business owners who simply do not have the time to search through the website for the relevant facts and fully appraise themselves of the legal issues.</p> <ul style="list-style-type: none">• It is essential that the Council withdraws this proposal to allow the future of the Fairground to be decided by Haslemere residents as part of a holistic parking plan and as part of the Neighbourhood Planning Forum.	
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33.	DS	<p>I write to object both to the Surrey CC parking proposals and to the Waverley BC 'Pay and Display' proposals for the Wey Hill fairground.</p> <p>Neither of these proposals reflects the need to take a holistic view of the parking problems in Haslemere, which are caused by the lack of suitable alternative parking for commuters. The proposals merely serve to tax the residents, traders and visitors to Haslemere and as such are an unacceptable impediment to the vitality of the town.</p> <p>First, the proposed residents' only parking or other controlled parking restrictions, which reduce the number of parking spaces available for commuters, will merely shift the problem to other roads and create the same problems elsewhere. If Surrey CC is to take parking revenue from the imposition of new controls then it should be obliged first to invest in new parking provision so as to resolve rather than exacerbate the problem.</p> <p>Secondly, both schemes should be withdrawn until additional alternative commuter parking provision is available on a commercial basis. At this point, there will be a sound rationale for introducing parking restrictions so as to free residential roads from parking blight. To proceed with restrictions before a solution is available is breathtakingly myopic and is inviting unintended adverse consequences.</p> <p>Thirdly, a Neighbourhood Planning Forum has been formed in Haslemere and formally registered by the Haslemere Town Council under the provisions of the Localism Act (2011). Through widespread community consultation, the Forum intends to develop a plan, which will reflect how the residents of Haslemere and surrounding districts wish the public assets of the community to be used. The future of the Wey Hill Fairground is likely to form a pivotal part of this plan and, if the plan is passed in a community referendum, it will bind Waverley Borough Council. Therefore, any attempt by WBC to refurbish the Fairground and thereby pre-determine its future use is premature and contrary to the spirit, if not the letter, of the Act.</p>	<p>The Council has, and will continue to, work closely with SCC to ensure a joined-up approach to on and off-street parking in the vicinity of Haslemere Station, and it is acknowledged that the improvement of parking at Fairground car park should be coupled with further restrictions on the nearby roads- which has been the subject of a recent, separate consultation by SCC.</p> <p>Any future proposals coming forward from the local community, either before or after the refurbishment of this site, will be viewed with an open mind.</p>
34.	CM	<p>I am writing to object to the plans you have for altering the parking arrangements at the Wey Hill Fairground site.</p> <p>I fail to see how the council can claim to be acting in the best interests of the residents of Haslemere when you have clearly not thought through the proposals in respect of the wider implications it is going to have on the town as a whole. Clearly you have ignored the wishes of the local populace and as a result it is clear you have failed in your statutory powers to consult properly and as widely as possible.</p> <p>What has been proposed will only result</p>	<p>The consultation was carried out robustly. Notices in both the Haslemere Herald and Surrey Advertiser were backed-up by on-site notices and letters to known local stakeholders, including nearby traders and residents, Haslemere Town Council and the Haslemere Society.</p> <p>This is only phase 1 of a two-phase consultation process about the refurbishment of the site- with a third consultation necessary before any proposals to charge could be implemented.</p> <p>The Council is aware of the existence of the Neighbourhood Planning Forum,</p>

	<p>in the commuters and others moving to surrounding streets to park and, therefore, replicate the problem you are seeking to resolve now. This is going to be exacerbated if the proposals put forward by Surrey CC are implemented in their current form. The term 'quart into a pint pot' springs to mind as this is the scenario you are likely to end up with. Many cars looking to park in ever decreasing spaces. This will lead to even bigger problems causing distress to both residents and commuters and ever increasing traffic problems.</p> <p>I believe, also, that if you do carry out your proposal for the above the council could be charged with acting 'ultra vires' in respect of their powers and what it is allowed to do in respect of the land. It is not, and never should be, just an exercise to raise income for the council. This is not the primary role of the council.</p> <p>It is clear that there are proposals on the horizon that could well solve the parking problem currently experienced in Haslemere. I mention the extra deck for the station car park and spare land around the train station which has already been brought to your attention by others.</p> <p>You may not be aware that a Local Planning Forum is in the course of being set up in Haslemere. Its membership is made of up of concerned, intelligent and highly experienced people in such matters. I urge the council to suspend their proposal for the above property and consult with the Forum to bring about a solution that best meets the interest of the local people that the</p>	<p>and any future proposals coming forward from the local community, either before or after the refurbishment of this site, will be viewed with an open mind.</p>
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		<p>council is there to represent and whose desires and wishes it should reflect. These wider and more extensive consultations should enable the council to take a more holistic approach and return with an appropriate solution more acceptable to all sides.</p> <p>At that stage I must say you are not serving in the best interests of either the townsfolk of central Haslemere nor those of the surrounding area, many of whom will be Waverley ratepayers and in that respect failed in your statutory and moral duty of operating in the best interests of such people.</p>	
35	TA	<p>One of the major reasons that Haslemere is still a thriving town despite the downturn in the economy is largely due to the income brought into the town by commuters. The ease of travel into London has attracted commuters for many years and their contribution to the local economy should not be underestimated. This and the wider off street car parking proposals would dissuade many people from moving to the area and therefore the local shops and the local economy would suffer.</p> <p>Those remaining will shop at the out of town supermarkets driving custom away from the many independent shops to be found in Haslemere and in Wey Hill, shops that not only lend character to the area but also provide much needed local jobs.</p> <p>If the Council wishes to reduce the amount of parking in residential streets, then, rather than reducing the free car parking in and around the area it should be increasing efforts to provide greater off road free parking for commuters,</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>

		<p>shoppers and people employed in the area.</p> <p>Equally, if the intent is to drive the commuter and shopper off the road then the Council should consider the lack of public transport between the outlying villages and Haslemere. Perhaps if this was addressed then more people would be inclined to leave the car at home.</p> <p>This is an ill thought through strategy. If the council wants to address the issues of parking seriously then there are far more sensible and creative ways of doing this.</p>	
36.	JP	<p>I am extremely perturbed by your proposals, firstly this whole procedure seems very underhand, to say there was a noise polluting situation from the exit, is utterly ridiculous, as it was manned in an 8.30 to 18.00 basis , the only noise pollution could only have come from the Wey centre, which as this is, a youth group, expanding there musical talents, and generally having fun, and are not on the streets, causing havoc! I feel your actions have been very (as I said before) underhand!</p> <p>The situation in Weyhill, for shop owners, is very worrying, I at the moment have customers not knowing we're to park, as there's no space in the car park! Which is only a matter of time before they go elsewhere.</p> <p>You have not made it clear, how this pay and display is going to work, does everyone get the first 4 hours Free.</p> <p>The one thing that has not been addressed at all is that the fairground car park was a gift to the people of Haslemere!</p> <p>What I do understand, there is a massive growing problem with parking in</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>

		<p>Haslemere, for various reasons, have you thought about a park and ride on the south side, especially with all the new housing to the south? It also would encourage quite a substantial amount of commuters away from the town? I feel what ever happens it should be to the south as psychologically you need to offer something, that going to cut there journey, also I feel it should be, free or a nominal fee?</p>	
37.	MW	<p>I think that resurfacing the car park is a good idea but provision must be made for shoppers to have free parking for, say, two or three hours. The revenue lost by not charging shoppers could be regained by increasing the fees for longer term parking for commuters etc.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p>
38	ML	<p>I am a regular user of the Weyhill shopper's car park. I like to park in the car park rather than on the street as it is much easier to park and much safer. My only complaint is the state of the car park surface. Even if you manage to avoid the large pot holes, you are then left with the prospect of walking on the muddy surface which prevails after any recent rainfall. From my point of view resurfacing the car park would be a big plus.</p> <p>I see you are proposing to install pay and display machines. If there was a choice between paying a small sum and getting a decent car park or leaving things as they are, then I would prefer to pay. I have to pay to park everywhere else in Waverley, so I can't see why Weyhill should be any different.</p>	

<p>39</p>	<p>KC</p>	<p>Parking in almost every town in the country is an emotive issue that brings out the best and worst of all sides. It affects virtually everybody in one way or another. Here in Haslemere it has become a huge issue. For my part I don't believe councillors representing our town have supported us to the very best of their ability. It appears to me that some may even have a death wish on the town and the significance of their position has brought self-opinionated grandeur to their actions.</p> <p>We all know the issues. There are simply too many cars and insufficient spaces. Even today, on a truly grotty wet, foggy, nasty day my customers are complaining how dreadful it has been finding a parking space. Coupled with traffic jams caused by action in Lower Street it is easy to think that all businesses in Haslemere should admit defeat and give up. The town is not busy with lots of people today. It's just that there are not enough spaces for those who are here, to park.</p> <p>You are very welcome to come and see my sales receipts, but just looking through this week I can demonstrate customers from Midhurst, Cornwall, Cocking, Steadham, Horsham, Farnborough, Godalming, Plaistow, Burgess Hill, Lodsworth, Woking, New Zealand, Loxwood, Alton... as well as of course Haslemere, Chiddingfold, Witley, Liphook & Hindhead. Virtually all of these people will have driven to the town. They come here because the retailers work hard to create a great shopping environment and fortunately our visitors increase our footfall & spend, making business in the town practical</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>If and when a decision is made to introduce charging, this will be the subject of a separate formal consultation exercise as required under The Road Traffic Regulation Act 1984.</p> <p>At that time, the tariff structure would be specifically designed to take into account the potential impact on the economic viability of the area, with the space being managed to ensure that shoppers can find a space. Consideration would also be given at that time to the introduction of a special employee permit.</p> <p>We are also looking at maximising the number of spaces available in the car park as part of the refurbishment project.</p>
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where otherwise with the low local population it would not be. They have a great shopping experience.

Our councillors, if they don't do much else should be supporting the commercial aspect of our town. Without that support, particularly in these really tough business times, the vitality of our town will die.

Having explained all that, I wish to complain about your current proposal of reducing further the parking spaces available in the town. We cannot afford to lose just one space, let alone the 65 that I understand it is proposed we should lose. Until such time that proper provision is made to accommodate (train) commuter parking by building multi-deck parking on station ground, no action should be taken elsewhere in the town. Please just leave us alone. I do understand and sympathise greatly with those in Kings Road & Longdene Road and absolutely believe that action must be taken now to help these residents, but by creating spaces elsewhere for commuters.

I can see no good reason to alter parking arrangements in Beech Road. I am not sure if this is a proposed selfish act by a resident councillor, or if there is some other motive. Whatever it is we cannot get away from the fact that visitors to the Health Centre & Hospital have to park somewhere, inconvenient & untidy as it may be if it is outside your own house.

In addition, for all sorts of reasons many of the 'shop-workers' in the town have to commute here. It's a simple fact that working in a shop is not terribly highly

paid and coupled with high local housing costs it means that for example my own staff commute from Bordon, Whitehill, Alton & Fernhurst. Whilst all would be pleased to use public transport, timings and other activities make it totally impractical for all of them. These workers have to drive & park. Our town car-park is not big enough for everyone so they park in the local streets. Many will not earn enough sufficient to pay (much) for parking. I have estimated that if my staff paid to park each day in the Tanners Lane car park I would need to add at least £12,000 to my annual turnover just to increase their salary sufficiently to cover this. My staff numbers are pretty average for shops in the town. Say there are 100 shops & businesses in the town (there are more than 200 Chamber of Commerce members); that means the towns businesses would have to increase our joint turnover by £1.2 million just to cover staff parking, no mean feat when most of us are 'struggling'.

So, to summarize, please just leave us alone right now. Wait until a sensible solution has been created to deal with station commuter parking. Deal as soon as possible with Kings & Longdene Roads by finding commuter parking elsewhere. Take account of the fact that there will be more cars arriving in Haslemere as each week/year goes by. Come up with sensible solutions that suit all our needs. Don't charge excessively, treating the town as a 'cash-cow'. Think seriously about the fantastic & well-respected businesses that shop-keepers have created in the town, making us quite different from most towns. Give thought to the 2 hours free parking or 20p per

		<p>hour charge in other local towns car-parks. Consider that residents & businesses should not be penalised by 'train commuter parking'. Think outside the box.... What about a new commuter station with plenty of free parking being built say between Grayswood & Brook (ridiculous I know, it would never get past environmentalists but from crazy ideas like that you might get something that works!). What about talking to BT about using their 'unused' parking spaces' at the exchange? Someone, somewhere, somehow must be able to do something about decked parking for commuters. Leave the fairground car park alone, the current proposals also reduce spaces. (Actually as far as this space is concerned I reckon commuters should pay a bit to park...why not have a 'person' stand and collect say £3 per day between 6.30am & 9am. Anyone who arrives outside those times parks free.... full of impracticalities I know, but another crazy idea that could be worked on). Demonstrate that you want to help us and not that as you are based on the 'other side of the County' you consider we don't matter!</p> <p>Just do nothing physical right now</p>	
40	FL	<p>I believe this proposal should only be considered in the context of the overall car parking issues, including double yellow lines, and the effects they have on both Haslemere and Weyhill in respect of shopping and on the other central issue of the rail station and commuter parking.</p> <p>Proposals appear to be piecemeal and disjointed leading only to frustration and confusion between the objectives of Surrey County Council, Waverley and most importantly, the whole Haslemere</p>	<p>The Council is working closely with both SCC and Network Rail to ensure a joined-up approach to parking in Haslemere.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>

		<p>community.</p> <p>The impression given is that the objective of both councils is to generate a revenue source from car parking irrespective of the likely short and long term effects on the town and surrounding area. In my view, current arrangements should be left as they are, including free parking at Weyhill and surrounding roads. This can be monitored by a small working party of local and council representatives over a period of one or two years to see if a definitive solution can be found. This will ensure that only minimum expenditure will be required and will be a far more effective cap on spending during these harsh economic times than employing capital and other resources on plans which could prove unhelpful.</p>	
41.	JE	<p>In the current economic recession it is totally unacceptable to spend money on this car park. It is also unacceptable to start charging users of the car park if they are shopping. The only part that should be chargeable is the part for commuters. The part for shoppers should be shut off to commuters until the current time (although I note you are currently failing to enforce that). You have managed to badly affect shopping Haslemere already this year by continuing the parking ban on West Street. Do not further ruin Wey Hill which is also suffering in the recession. I hope that you will listen to the majority of respondents whatever they may say but do not go against the majority.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
42.	AW	<p>I understand that Waverley is intending to apply to the Government to convert the common land in Weyhill for a pay and display parking revenue raising asset but before doing so you should consult</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve</p>

		<p>with the public. I have not seen any details as to this public consultation and strongly object to your intentions for the Weyhill car park which will only enhance the existing car parking problems in the area. This is common land given to the people for their free use not for a council to see a money making project for their own purse with no thought for the local people. I have no doubt that you are aware any public consultation will be firmly against this proposal.</p>	<p>the car park.</p>
<p>43</p>	<p>D&MK</p>	<p>We are writing to express our dismay and anger at the above proposals for the car park, which during the week is filled to capacity with commuters using Haslemere station.</p> <p>You must be aware that such a change would unleash about 100 commuters on to the roads of Haslemere, to the considerable detriment of the town. Any Councillors who vote for such a move cannot have the best interest of the town at heart. Perhaps as a <i>District Council</i>, you are not aware of the difficulties already faced in Haslemere owing to non-residents parking all day on residential roads.</p> <p>In Bunch Lane in Haslemere, which is a narrow, winding lane without a footpath for much of its length, we have been supported by Surrey County Council in proposals to curb irresponsible all-day parking. Additional drivers looking for free parking within walking distance of the station will only exacerbate current problems and render SCC's proposals obsolete.</p> <p>We do not imagine that many commuters currently parking all day in the Fairground car park will be willing to</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>

		<p>pay about £100 / month taxed income for parking, however congenial the refurbished car park. The nearby Weydown Road (P & D) car park is rarely filled to capacity, as I noted at 8.40 am last Tuesday morning. Instead, cars were streaming up Weydown Road to park for free there.</p> <p>Even now, commuters are demonstrating that they are prepared to walk considerable distances in all weathers to avoid incurring charges for parking. Whether they have a right to park for free is not the point: they will endeavour to do so, at a cost to the local community.</p>	
44.	M&PE	<p>We are against this proposal to change the use of our community land by charging for parking there. This would not be good or helpful for retailers or residents alike.</p> <p>A new purpose built car park for Haslemere is desirable before any further parking restrictions are imposed. At the same time we have yet to discover the effects of parking restrictions proposed by our County Council if they go ahead.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
45.	Surrey County Council	<p>The County Council has no specific issues with your proposal. However, if the introduction of charges results in significant displacement on-street this may cause concern. We would ask that you monitor any impact and, if appropriate, make suitable adjustments.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
46	MF	<p>I am writing to object to Waverley Borough Council taking over the common land called the fairground car park at Wey Hill. By doing all the work proposed then charging for use of it is going to push 150 cars I have counted them on to surrounding areas. Just what</p>	<p>The Fairground car park is owned by Waverley Borough Council. There is no intention to materially change its current use. Rather</p>

		we all need in the Wey Hill area, we can't park properly now.	
47	LB	<p>I wish to object to the proposals for the fairground car park for the following reasons:</p> <p>1) The fairground car park is common ground, so proper consultation should have taken place with the residents of Haslemere before the current refurbishment proposals were made.</p> <p>2) Plans for the fairground car park need to be considered in conjunction with the effects of the current proposals to considerably reduce free parking in many of the roads surrounding the car park (e.g. St Christopher's Rd, Bunch Lane, Kings Rd, Derby Rd). It is my understanding that many Haslemere residents were not consulted before Surrey County Council made the proposals that will affect parking throughout the town and this includes many of the roads surrounding the fairground car park.</p> <p>3) Free parking should not be reduced in Haslemere because many low income families cannot afford to pay for parking.</p> <p>4) The introduction of pay and display charges in the common fairground car park is likely to have a detrimental effect on traders in the Weyhill area. Parking charges will discourage people from stopping in the Weyhill area to visit shops and businesses. Many businesses are already struggling under difficult economic conditions. Haslemere is a small country town and free parking is needed to encourage passers-by to stop and use the town's shops and businesses.</p>	<p>This is only phase 1 of a two-phase consultation process about the refurbishment of the site- with a third consultation necessary before any proposals to charge could be implemented.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
48.	KB	I work for Surrey County Council based at The Wey Centre in Haslemere. I have a couple of requests/concerns about the	In light of these comments we will look at how the car parking spaces at the Wey Centre can be protected.

		<p>proposed car park refurbishment:</p> <p>Already we have members of the public pinching our car park spaces at the side of our building and I am concerned this will happen even more when it becomes a charging car park. As part of the work would it be possible to help us out here with some signage stating clearly it is not for public use?</p> <p>The access to our building is by way of the slip road off St Christopher's Road, it is currently horrendous for driving due to the massive pot holes - will this entrance also be re-done as part of the project?</p>	<p>We can also confirm that it is our intention, as part of the refurbishment, to improve the slip road of St Christopher's Road.</p>
49.	AT	<p>Ourselves and the majority of the public in Haslemere are against all these proposals of parking limits & charges S.C.C intend to impose. Now Waverley Borough Council propose to make Weyhill Fairground Free car park into a pay & display. This will displace many residents who live in flats in & around Weyhill & above shops who have nowhere to park except the fairground. Also shop assistants & customers. In time it will drive the public away from shopping here so we need to keep it Free. We know it will cost approx £ 50,000 to resurface & well over £300,000 to refurbish. Myself & I am sure the public will be very interested to know how or where W. B.C. Have acquired this amount of money when you keep cutting back on vital resources.</p> <p>I have counted in total over 152 Vehicles parked most days on the fairground. If you provided less spaces where do you propose the others park? This parking problem will never ever go away with the constant increase of new houses being built in & around this area, & commuters who need to travel by</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>We are seeking to maximise the number of spaces on site when we refurbish it, in order to avoid any displacement onto nearby roads.</p> <p>The Council is working with Network Rail in support of their bid to increase car parking provision at the station.</p>

		<p>train to work. Haslemere desperately need a Multi-story car park Weydown Road being a good option. This should not be impossible to build with modern technology. The Committee do not look at the picture with a clear vision.</p>	
50.	Haslemere Society	<p>The Haslemere Society is totally opposed to implementing these proposals for numerous reasons as follows :-</p> <p>1) Surrey C C and Waverley BC announced in 2011 that they would work closely and cooperate on parking matters. SCC's proposals for introducing street Pay & Display and other parking restrictions including the extensive painting of yellow line restrictions without adequate consultation was quickly followed by Waverley BC announcing their intention to establish charging on the Wey Hill car park. The yellow lineage would reduce the displacement parking from the Wey hill car park and thus assist W B C. Surrey C C's retraction of their proposals put a hold on Waverley going ahead with their proposals. Subsequently and without the degree of consultation and a holistic assessment of transport and parking in the town promised by SCC they have now publicly announced their intention to carry out extensive yellow lining and restrict parking (causing even more parking displacement) to assist W B C to achieve their ambitions to raise revenue from the Wey Hill car park. Hence this follow up notification by W B C.</p> <p>2) In Appendix J, 4 September Executive Meeting it is suggested that the implementation of these works has been deferred until April 2013 because of disruption to traffic flow and street parking due to gas works in summer</p>	<p>WBC continues to work closely with SCC to ensure an holistic approach is taken to on and off-street parking in the vicinity of the station.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>The status of Weyhill (Fairground) car park as Registered Common Land makes the prospect of obtaining consent to construct any building on the site extremely unlikely- as such a building would inevitably impede public access and prevent future use of the area for public events. The proposals being put forward by WBC ensure that the land remains an 'open space' and is able to be used as such whenever the need arises.</p> <p>Furthermore, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site need not be ruled-out even after the proposals have been implemented.</p>

	<p>2012. As these works were in Lower Street some considerable distance away and where there is no street parking and the considerable time required to process approvals, not to mention time for detailed design and tendering the credibility of this deferral is very questionable.</p> <p>3) It is made clear that this informal consultation is a precursor to a formal proposal and certain Councillors from both Councils are determined to press ahead with their objectives without adequate holistic planning and ignoring Haslemere residents requirements and wishes. This is not democracy or in the spirit of the Localism Act.</p> <p>4) The proposals are driven by WBC's singular intention to derive revenue from a Haslemere asset without carrying out a comprehensive planning exercise to consider all options. W B C has operated as a council for many decades without deriving revenue from this car park so any development of this local asset should be carried out to satisfy local needs.</p> <p>5) Finding enough space to park the growing numbers of commuters' cars is an overriding problem and these proposals do nothing to help solve this major problem. Instead they will increase the problem of street commuter and local employee parking by creating displacement parking in the streets.</p> <p>6) Until a multi storey car park is constructed these proposals by W B C must be put on hold. As the prospect of getting a multi storey car park at the station (given planning approval in 2009) recedes the only alternative is to build one on WBC owned land and this site must be considered. WBC must</p>	
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		<p>recognise Haslemere's role as a rail hub and face up to solving its serious commuter parking problem as Guildford BC and Woking BC have. This would provide significant revenue.</p> <p>7) The Wey Hill car park is an eyesore and its enhancement has been overdue for a long time. There are many competing ideas, proposals and requirements which need to be considered before any work is contemplated.</p> <p>A comprehensive planning exercise is required to consider all possibilities and requirements and to prioritise these for the maximum benefit of the town and its people. The Haslemere Society lists some of these as follows :-</p> <ul style="list-style-type: none">-use the development of the site to bring together the two parts of the town separated by the railway.-help the economic revival and continuance of this part of the town-provide free parking for shoppers and low paid employees-look at and rectify the causes of the severe congestion on the Wey Hill (B2131) through route from the town centre to the A3.-Haslemere is referred to as a market town but it does not have a market square. Here is an ideal opportunity to provide one which would also be a town meeting and outdoor function area.-consider the best location and design of the currently inadequate recycling facilities-determine what youth facilities are required and their location (ie the future of the existing Wey Centre)-consider whether a multi-storey commuter park will be built at the station in the near future or whether one should be provided on part of this site	
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		<p>flanking the railway in conjunction with other provisions in front.</p> <p>-design of an attractive landscaping scheme to the front part of the site retaining attractive mature oaks, removing untidy vegetation and possibly incorporating a small park, to compliment St Christopher's Green opposite.</p> <p>8) After a planning assessment a physical proposals scheme should be prepared and exhibited for the public's comments/approval.</p> <p>9) So incensed were local people when WBC first intimated these proposals that a Wey Hill Planning Forum was established and met to discuss how to identify and achieve a desired development of this part of Wey Hill. The Haslemere Neighbourhood Planning Forum has since been established with much local enthusiasm and Town Council involvement. The improvement and development of this site is on its agenda and it is hoped that Waverley BC will cooperate and help to achieve these objectives for the benefit of the Town and its population.</p>	
51.	AH	<p>I strongly object to your plans to refurbish the Wey Hill car park and introduce Pay & Display parking as advertised in your Public Notice in The Haslemere Herald, dated 19th October 2012.</p> <p>Haslemere is a market town that is separated in two by the train station, with Wey Hill being less attractive than the main town centre and economically struggling. The town has a high speed link to London. Commuters travel to Haslemere from across the three counties of Surrey, Hampshire and Sussex in order to start/end a train journey in Haslemere. Regarding car</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>

		<p>usage and parking:</p> <ul style="list-style-type: none">• There are inadequate bus connections and non-existent park & ride services. This means car users have no choice but to rely heavily on all-day parking provision in the town to use the train station.• According to WBC, the majority of commuters using the Wey Hill car park travel from Liphook which has its own train station. They do this as South West Trains changed their timetable to offer a more frequent train service from Haslemere than from Liphook.• Car dependency will further increase due to residential developments in Fernhurst, the King Edward Hospital site Midhurst, Eco town development in Borden and in Haslemere itself. This means there is an urgent to address the problem of car parking capacity in the town.• There are considerable objections to the current SCC proposals for yellow line parking restrictions. Their proposals exacerbate current problems for local residents by reducing car parking capacity in Haslemere. <p>Accommodating a growing number of commuters travelling by car is a growing problem and these WBC proposals do nothing to solve this.</p> <p>In May 2012 the Leader of Surrey County Council, David Hodge, announced that he was setting up a transport group (http://news.surreycc.gov.uk/2012/05/21/group-set-up-to-look-into-transport-</p>	
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	<p>issues/). This group recognises there are transport issues in Haslemere that need to be addressed, including parking, and we have been promised a long term holistic solution with full and open consultation. In addition, a Neighbourhood Planning Forum in Haslemere is being set up under the provisions of the Localism Act. It would be premature and wrong to proceed with these Wey Hill proposals before both of these developments have had the chance to make a holistic assessment of the current and future parking issues and a Neighbourhood plan has been drawn up for this site.</p> <p>If WBC proceeds to formal consultation and submits an application to develop common land for the refurbishment and introduction of Pay & Display on the Wey Hill car park, it will fail to recognise the extraordinary timing of these two events and it will undermine the goodwill, drive, commitment and resources of Haslemere residents who are passionate about creatively and sensitively regenerating this area of town.</p> <p>Until stakeholders from Surrey County Council, Waverley Borough Council, The Chamber of Trade, The Town Council, The Parish Council, resident groups, commuters, the Neighbourhood Planning Forum, The Haslemere Society, The Wey Centre and Wey Hill businesses meet and undertake a comprehensive transport plan for Haslemere, no decision should be made about resurfacing the Wey Hill fairground car park. No decision should be made without analysing the far reaching impact on the town. Indeed, I would</p>	
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suggest that if Waverley Borough Council goes ahead with their fairground car park refurbishment, they irretrievably hamper the planning of a holistic transport plan for Haslemere. It would also harmfully and irrevocably reduce the scope of the Neighbourhood Planning Forum to help regenerate the Wey Hill area of Haslemere.

The car park site offers many opportunities. Some examples include:

- Planning of the site to assist the economic regeneration of the Wey Hill area.
- Evaluation of the site's potential to accommodate a multi-storey commuter park with other provisions in front.
- Linking the Wey Hill car park site with the Wey Youth Centre that borders the site.
- Provision of free parking for shoppers to encourage footfall and for low paid employees who are faced with the high cost of car ownership due to inadequate public transport.
- Haslemere is a small market town with no market square. Here is an ideal opportunity to provide one which would also be an outside meeting place.
- Development of beautiful landscaping at the front.

I urge you to withdraw these proposals and to allow the future of the Wey Hill car park to be decided with full consultation as part of the Neighbourhood Planning process and in collaboration with SCC's promise of a

		holistic solution for Haslemere.	
52	SC	<p>I was born and bred in Haslemere and now live in Beacon -Hill. The fairground is common land and should remain so. I object strongly to it becoming a pay and display car park under Waverley's authority. We have already lost our twice yearly fair, which my parents attended, followed by me, then my children and finally my grandchildren; we do not need to lose the use of it altogether.</p> <p>It could be used for the community, open-air fetes and even the monthly farmers market. The commuters have proved that they won't pay to park (hence our clogged up streets) and the traders in Wey Hill will suffer if we have to pay to park to go shopping-OR everyone will park in Tesco's car park and clog that up!</p> <p>I appreciate that a solution needs to be found for the off-street parking but this is not it!</p> <p>I have to admit that when I worked in Haslemere, I also wouldn't pay the parking fees and found places to park in the surrounding streets. Most shop workers don't earn a fortune and to continually pay the increasing car park fees, took a huge chunk of my pay. Working in a shop also means you don't lock up and go home dead on 5 or 5.30 so busses were always a problem.</p> <p>Please keep our fairground, however rutted and bumpy it is- for everyone's use.</p>	<p>The Fairground will remain common land after the scheme is implemented- and can continue to be used for community events in the same way as it has historically.</p> <p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>
53.	DO	I refer to Waverley Borough Council's intention to apply for consent from the Planning Inspectorate to resurface the	As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-

	<p>Wey Hill Fairground Site.</p> <p>The Wey Hill Neighbourhood Planning Forum is in the process of developing a public realm and regeneration strategy for Wey Hill as part of a wider visioning exercise which is being undertaken in association with The Haslemere Neighbourhood Planning Forum, which we hope will bring about a series of community led projects leading to the renaissance of Wey Hill.</p> <p>You may be aware that the Fairground site is a key part of Wey Hill's spatial infrastructure currently providing car parking for commuters and for local shops and community facilities in Wey Hill. However, it is an important strategic piece of open space and a critical component of plans to regenerate the area on behalf of the community.</p> <p>I am very concerned that WBC's intention to resurface and ultimately install infrastructure, lighting masts and machines to allow charging would have an irreversible and adverse visual impact on a sensitive location close to a village green and St. Christopher's Church, which is considered to be one of the finest arts and crafts churches in the country. The proposals would also preclude future development on the site which would be beneficial to the community.</p> <p>Though WBC may be the current legal owner of the Fairground site it has always been understood that the site is held in trust by WBC on behalf of Haslemere as common land and was transferred at no cost to WBC when the</p>	<p>cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>
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		<p>old Haslemere District Council ceased to exist as part of the then local government reorganisation.</p> <p>In relation to commuter parking provision in the town, the strategic aim is to provide a transport interchange at Haslemere station, which will include a multi-story car park, cycle parking and other facilities which will act as a positive gateway to the town. This will provide more than sufficient commuter parking capacity. Planning consent has already been obtained. A Community Interest Company (CIC) has been formed and a business plan has been developed to progress this project. The Fairground site will therefore not be required in the long term for commuter car parking allowing this site it to be considered for more sustainable use determined by the community.</p> <p>My own professional experience as a landscape architect is that the site could be made safe, in terms of any health and safety concerns WBC may have regarding the condition of the surface for a fraction of the £300k which has been set aside by WBC for the works using a low cost interim surface treatment until the long term use of the site is determined. This would represent a considerable saving to you as a council looking to conserve precious resources. Meanwhile we would like in the near future to enter into a dialogue with you and your colleagues to develop the community's long term vision for this important site.</p>	
54	SB	<p>I refer to your Notification of Informal Consultation regarding the Proposed Refurbishment of Wey Hill Car Park, Haslemere dated 19th October 2012.</p>	<p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site</p>

	<p>I wish to register most strongly my view that the proposals to refurbish the Wey Hill (Fairground) Car Park and to introduce pay and display parking amount to the wrong solution at the wrong time:</p> <p>It is acknowledged that there is a clear case for the eventual improvement/development of the Fairground site but no changes to the site should be implemented until a holistic set of measures to address Haslemere's wider parking problems, both on and off street, have been agreed after adequate consultation with local residents. This is likely to involve, at the very least, the provision of increased off street parking elsewhere in the town. Until such additional off street parking is provided the implementation of your proposals will simply exacerbate parking problems elsewhere. The Fairground car park is used mainly for commuter parking, because there is insufficient parking at Haslemere Station, and the introduction of pay-and-display will displace commuters onto surrounding streets, thus increasing the misery of local residents.</p> <p>With respect to timing you will, I hope, be aware that Haslemere Town Council has applied to Waverley Borough Council to designate the area that falls within the Town Council's administrative boundary as a neighbourhood area for the purpose of developing a Neighbourhood Plan for Haslemere under the provisions of the Localism Act. A community forum is currently being set up in Haslemere to which the Haslemere Town Council will delegate the preparation of the Neighbourhood Plan. The intent is that,</p>	<p>(including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>
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through widespread community consultation, the forum will develop a plan which will reflect how the residents of Haslemere wish their town to develop. Given its location, the development of the Wey Hill Fairground will almost certainly be a pivotal part of the plan and it is clear from early consultation that a number of alternative development options for the site should be considered, taking into account not just parking issues but also other traffic and transport issues, the regeneration of Wey Hill, green and public space issues etc before any substantial investment is made.

As it happens I am chairman of the Organising Group that is working with the Town Council to set up the forum. We are on track to launch the forum and the planning process in March or April 2013 and to complete the plan within twelve to eighteen months from then. The residents of Haslemere have lived with the Fairground Car Park in its present state for years. It would seem particularly unfortunate to commit this key site, which lies at the geographical heart of the community, to one very limited use just at the point when the community is launching the holistic planning process that will allow local residents to form a coherent and considered view as to its future.

Finally, it is my understanding that any health and safety concerns regarding the condition of the surface of the car park could be remedied for a fraction of the cost of your proposals without limiting the options for future development of the site, a saving that I imagine would be welcome in the current economic

		<p>environment!</p> <p>I therefore urge you to withdraw these proposals and to allow the future of the Fairground to be decided, as it should be, by Haslemere residents as part of the wider Neighbourhood Planning process.</p>	
55.	GLA	<p>I strongly object to your plans to refurbish the Wey Hill car park and introduce Pay & Display parking as advertised in your Public Notice in The Haslemere Herald, dated 19th October 2012.</p> <p>Haslemere is a market town that is separated in two by the train station, with Wey Hill being less attractive than the main town centre and economically struggling. The town has a high speed link to London. Commuters travel to Haslemere from across the three counties of Surrey, Hampshire and Sussex in order to start/end a train journey in Haslemere. Regarding car usage and parking:</p> <ul style="list-style-type: none"> • There are inadequate bus connections and non-existent park & ride services. This means car users have no choice but to rely heavily on all-day parking provision in the town to use the train station. • According to WBC, the majority of commuters using the Wey Hill car park travel from Liphook (which has its own train station). They do this as South West Trains changed their timetable to offer a more frequent train service from Haslemere than from Liphook. • Car dependency will further increase due to residential developments in Fernhurst, the King Edward Hospital site 	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>

		<p>Midhurst, eco-town development in Borden and in Haslemere itself. This means there is an urgent need to address the problem of car parking capacity in the town.</p> <ul style="list-style-type: none">• There are considerable objections to the current SCC proposals for yellow line parking restrictions. Their proposals exacerbate current problems for local residents by reducing car parking capacity in Haslemere. <p>Accommodating a growing number of commuters travelling by car is a growing problem and these WBC proposals do nothing to solve this.</p> <p>In May 2012 the Leader of Surrey County Council, David Hodge, announced that he was setting up a transport group (http://news.surreycc.gov.uk/2012/05/21/group-set-up-to-look-into-transport-issues/). This group recognises there are transport issues in Haslemere that need to be addressed, including parking, and we have been promised a long term holistic solution with full and open consultation. In addition, a Neighbourhood Planning Forum in Haslemere is being set up under the provisions of the Localism Act. It would be premature and wrong to proceed with these Wey Hill proposals before both of these developments have had the chance to make a holistic assessment of the current and future parking issues and a Neighbourhood plan has been drawn up for this site.</p> <p>If WBC proceeds to formal consultation and submits an application to develop common land for the refurbishment and introduction of Pay & Display on the Wey Hill car park, it will fail to recognise the extraordinary timing of these two events</p>	
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	<p>and it will undermine the goodwill, drive, commitment and resources of Haslemere residents who are passionate about creatively and sensitively regenerating this area of town.</p> <p>Until stakeholders from Surrey County Council, Waverley Borough Council, The Chamber of Trade, The Town Council, The Parish Council, resident groups, commuters, the Neighbourhood Planning Forum, The Haslemere Society, The Wey Centre and Wey Hill businesses meet and undertake a comprehensive transport plan for Haslemere, no decision should be made about resurfacing the Wey Hill fairground car park. No decision should be made without analysing the far reaching impact on the town. Indeed, I would suggest that if Waverley Borough Council goes ahead with their fairground car park refurbishment, they irretrievably hamper the planning of a holistic transport plan for Haslemere. It would also harmfully and irrevocably reduce the scope of the Neighbourhood Planning Forum to help regenerate the Wey Hill area of Haslemere.</p> <p>The car park site offers many opportunities. Some examples include:</p> <ul style="list-style-type: none">• Planning of the site to assist the economic regeneration of the Wey Hill area.• Evaluation of the site's potential to accommodate a multi-storey commuter park with other provisions in front.• Linking the Wey Hill car park site with the Wey Youth Centre that borders the site.• Provision of free parking for shoppers to encourage footfall and for low paid employees who	
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		<p>are faced with the high cost of car ownership due to inadequate public transport.</p> <ul style="list-style-type: none"> • Haslemere is a small market town with no market square. Here is an ideal opportunity to provide one which would also be an outside meeting place. • Development of beautiful landscaping at the front. <p>I urge you to withdraw these proposals and to allow the future of the Wey Hill car park to be decided with full consultation as part of the Neighbourhood Planning process and in collaboration with SCC's promise of a holistic solution for Haslemere.</p>	
56	MB	<p>I wish to object strongly to the proposal to refurbish the car park at Wey Hill, commonly known as the Fairground, and to introduce pay and display parking, for the following reasons:</p> <ol style="list-style-type: none"> 1. The car park is currently used mainly for commuter overflow parking because there is insufficient parking at Haslemere station. Introduction of pay-and-display at the Fairground will displace commuters onto surrounding streets and exacerbate the widely reported problems that local residents experience. The Fairground parking must be considered as part of the holistic strategy for parking in Haslemere that Mr David Hodge, the leader of Surrey County Council, has committed to develop in partnership with local residents. 2. If a multi-storey car park can be secured for Haslemere station the demand for overflow parking at the Fairground will disappear. This will 	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>

enable the site to be developed in a sympathetic way that regenerates Wey Hill and provides a focus for community activities, rather than a revenue stream for Waverley Borough Council. (For information, a multi-storey car park at the station is an increasingly realistic proposition. Though obstacles remain, it is likely that these can be overcome and the finance obtained to construct the facility, taking advantage of the planning permission which was granted by Waverley some years ago, but which could be renewed.)

3. A Neighbourhood Planning Forum has been formed in Haslemere and formally registered by Haslemere Town Council under the provisions of the Localism Act (2011). Through widespread community consultation, the Forum will develop a plan which will reflect how the residents of Haslemere and surrounding districts wish the public assets of the community to be used. The future of the Wey Hill Fairground is likely to form a pivotal part of this plan and, if the plan is passed in a community referendum, it becomes a material consideration for Waverley Borough Council. Therefore, any attempt by WBC to refurbish the Fairground and thereby pre-determine its future use is premature and contrary to the spirit, if not the letter, of the Act.

Parking has become a very emotive issue in Haslemere so it is likely that the Council will receive a large number of letters of objection to this proposal. I ask that the Council ensure that these views are fully considered individually, as required by law, rather than being grouped together as chain letters. Councillors must also take great care to

		<p>accurately reflect the number of objections raised. Had local government officers and elected representatives taken greater care in the past to reflect the views of the community, parking would not have become such a divisive issue and residents would not have had to resort to protest and threatening legal recourse.</p> <p>I urge the Council to withdraw this proposal and to allow the future of the Fairground to be decided by Haslemere residents as part of a holistic parking plan developed by the Neighbourhood Planning Forum and the Town Council.</p>	
57.	VL	<p>strongly object to the proposal to refurbish the car park at Wey Hill, commonly known as the Fairground, and to introduce pay and display parking for the following reasons:</p> <p>A Neighbourhood Planning Forum has been formed in Haslemere and formally registered by the Haslemere Town Council under the provisions of the Localism Act (2011). Through widespread community consultation, the Forum will develop a plan which will reflect how the residents of Haslemere and surrounding districts wish the public assets of the community to be used. The future of the Wey Hill Fairground is likely to form a pivotal part of this plan and, if the plan is passed in a community referendum, it will bind Waverley Borough Council. Therefore, any attempt by WBC to refurbish the Fairground and thereby pre-determine its future use is premature and contrary to the spirit, if not the letter, of the Act.</p> <p>If a multi-storey car park can be secured for Haslemere station the demand for</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>

	<p>overflow parking at the Fairground will disappear. This will enable the site to be developed in a sympathetic way that regenerates Wey Hill and provides a focus for community activities, rather than a revenue stream for Waverley Borough Council.</p> <p>The car park is currently used mainly for commuter overflow parking because there is insufficient parking at Haslemere station. Introduction of pay-and-display at the Fairground will displace commuters onto surrounding streets and exacerbate the widely reported problems that local residents experience. The Fairground parking must be considered as part of the holistic strategy for parking in Haslemere that Mr David Hodge, the leader of Surrey County Council, has committed to develop in partnership with local residents.</p> <p>I urge the Council to withdraw this proposal and to allow the future of the Fairground to be decided by Haslemere residents as part of a holistic parking plan and as part of the Neighbourhood Planning Forum.</p> <p>Parking has become a very emotive issue in Haslemere so it is likely that the Council will receive a large number of letters of objection to this proposal. I urge the Council to ensure that these views are fully considered individually, rather than being grouped together as chain letters. Councillors must also take great care to accurately reflect the number of objections raised. Had local government officers and elected representatives taken greater care in the past to reflect the views of the community, parking would not have become such a divisive issue and</p>	
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		<p>residents would not have felt forced to take civil action and threaten legal recourse.</p>	
58	JL	<p>I object to the proposal to refurbish the car park at Wey Hill and to introduce pay and display parking for the following reason:</p> <p>The car park is currently used mainly for commuter overflow parking because there is insufficient parking at Haslemere station. Introduction of pay-and-display at the Fairground will displace commuters onto surrounding streets and exacerbate the widely reported problems that local residents experience. The Fairground parking must be considered as part of the holistic strategy for parking in Haslemere that Mr David Hodge, the leader of Surrey County Council, has committed to develop in partnership with local residents.</p> <p>I urge the Council to withdraw this proposal and to allow the future of the Fairground to be decided by Haslemere residents as part of a holistic parking plan and as part of the Neighbourhood Planning Forum.</p> <p>A Neighbourhood Planning Forum has been formed in Haslemere and formally registered by the Haslemere Town Council under the provisions of the Localism Act (2011). Through widespread community consultation, the Forum will develop a plan which will reflect how the residents of Haslemere and surrounding districts wish the public assets of the community to be used. The future of the Wey Hill Fairground is likely to form a pivotal part of this plan and, if the plan is passed in a community referendum, it will bind Waverley Borough Council.</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p> <p>As previously stated, the implementation of this relatively 'lightly engineered' and comparatively low-cost scheme would mean that alternative future uses for the site (including any proposed by the Local Planning Forum) need not be ruled-out even after the proposals have been implemented.</p>

		<p>Therefore, any attempt by WBC to refurbish the Fairground and thereby pre-determine its future use is premature and contrary to the spirit, if not the letter, of the Act.</p> <p>If a multi-storey car park can be secured for Haslemere station the demand for overflow parking at the Fairground will disappear. This will enable the site to be developed in a sympathetic way that regenerates Wey Hill and provides a focus for community activities, rather than a revenue stream for Waverley Borough Council.</p> <p>Parking has become a very emotive issue in Haslemere so it is likely that the Council will receive a large number of letters of objection to this proposal. I urge the Council to ensure that these views are fully considered individually, rather than being grouped together as chain letters. Councillors must also take great care to accurately reflect the number of objections raised. Had local government officers and elected representatives taken greater care in the past to reflect the views of the community, parking would not have become such a divisive issue and residents would not have felt forced to take civil action and threaten legal recourse.</p>	
59	AB	<p>I strongly object to the proposed resurfacing of the fairground car park in Weyhill in advance of a proper plan to meet the current and future transport & infrastructure needs of Weyhill and Haslemere. I have used the area to park many times both to travel into London and in order to trade with local shops in Weyhill. It would discourage me greatly from shopping in Weyhill if charging</p>	<p>The issue of charging, as previously stated is not relevant to this consultation- The application to the Secretary of State is purely seeking consent to carry out works to improve the car park.</p>

		<p>were introduced and as the only other free parking is at Tesco's it would drive even more business away from the down and toward them to the detriment of local businesses.</p> <p>A through and comprehensive review is urgently needed to assess the current and future needs of the community and commuters covering the Haslemere township and Weyhill area, before, any ad hoc capital works are carried out with the only obvious aim being to raise revenue for the council and private sector companies that enforce parking regulations in the area.</p> <p>A thriving and vibrant township will benefit all of us, this requires more free or low cost parking <i>not less</i>. There are ample brownfield sites around the area that could be redeveloped to provide urgently needed parking, accommodation and retail space. The business community, commuters and residents deserve a well thought out and comprehensive approach which the council to date have failed to deliver.</p>	
60.	Haslemere Town Council	<p>Haslemere Town Council has discussed WBC's proposal to seek s.38 consent from the Planning Inspectorate to resurface the site and erect lighting and parking meters around the periphery.</p> <p>While we recognise that a resurfaced car park would be an improvement over the current state of affairs, we recognise two concerns widely expressed by Haslemere residents.</p> <p>The first concern is that introducing charging will be likely to displace some of the current commuter parkers from the site into the surrounding streets and</p>	<p>The application for Common Land Consent is purely about the refurbishment of the site and has nothing to do with charging. Any proposals to charge on site at any point in the future would be subject to a further period of statutory consultation as required under the Road Traffic Regulation Act 1984.</p> <p>Obtaining consent from the Secretary of State to proceed with the refurbishment project does not automatically mean that charging will be implemented immediately, and any decision to introduce charging will, as</p>

	<p>thus cause further congestion.</p> <p>With reference to this, is WBC willing to undertake (a) to conduct a separate public consultation before introducing charging and (b) to delay introducing charging until displacement is no longer an issue, typically by the creation of adequate additional parking capacity near the station in the form of a Multi-Storey Car Park?</p> <p>If WBC is able to give these two undertakings, HTC will feel able to respond positively to the proposal when it responds to the formal post-application consultation.</p> <p>The second concern is that the introduction of charging will mean that alternative community-designed uses of the site will be permanently prevented. We are aware that you will have received several objections making this point, particularly from Stewart Brown, the current chairman of the Haslemere Forum. The Haslemere Forum is already under way informally and will be formally launched early in 2013. It will be working in partnership with HTC to develop a Neighbourhood development Plan as well as examining other aspects of Haslemere life and services. An important workstream will focus on alternative uses for the Wey Hill/Fairground site. It is appreciated that a range of possibilities have already been described and it may take much work and some time before a suitable consensus exists which can be formalised as a Neighbourhood Development Order and put to a local referendum. However, WBC is asked to recognise that this is a serious intention of the town and this is why the second concern has been</p>	<p>discussed above, be the subject of further public consultation.</p> <p>The refurbishment of the car park now is a comparatively modestly priced and lightly engineered solution and therefore does not rule out any alternative uses of the land in future. If proposals come forward in the future to change the use of the site (be that to construct a MSCP, or for any range of other community uses), and the business case can be made, then there is no reason why the WBC car park refurbishment project should stand in the way of those projects.</p>
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		<p>expressed.</p> <p>It would be helpful if WBC was able to confirm that the possibility of other community-led uses for the site will not be prevented by the resurfacing and/or charging of the site which can be regarded as essentially temporary measures until a long-term plan for the site is agreed.</p>	
61.	RSDS	<p>We write to object to the proposed works at the above mentioned site. Our reasons for objecting include the following:</p> <p>The proposal is ill-timed given the recent establishment of a Neighbourhood Planning Forum which it is hoped will bring about a series of community led projects leading to the revitalisation of Wey Hill. The site is a key part of Wey Hill's infrastructure and to spend a large amount of public money on a rather pointless project to tidy the place up – after 38 years of WBC ownership – seems strange. The whole subject of parking provision is a political ‘hot potato’ at the moment and until SCC has decided on its plans there is little point in pre-empting one of the options by embarking on this project at this time.</p> <p>There is little enough parking availability as it is, to reduce it yet further by the proposed works is unhelpful.</p> <p>The Common Land status remains but clearly your plans put that in jeopardy. What proposals have you to replace the Common? Without a CPZ in place what assurance do you have that motorists will not simply resort to on street parking in order to avoid paying your charges? Are your proposals not simply going to compound an already fairly dire problem</p>	<p>The proposals for the car park represent a comparatively modestly priced and lightly engineered solution and therefore do not rule out any alternative uses of the land in future. If proposals come forward in the future to change the use of the site (be that to construct a MSCP, or for any range of other community uses), and the business case can be made, then there is no reason why the WBC car park refurbishment project should stand in the way of those projects.</p> <p>The Fairground (which has been used for informal parking for over 50 years) will remain common land after the scheme is implemented- and can continue to be used for community events in the same way as it has historically.</p>

		of inadequate parking provision? When you make your submission to the Secretary Of State please make reference to all the objections that you have received.	
62.	LB	<p>I write to formally object to WBC's proposed works to the Wey Hill Fairground/car park/common land.</p> <p>To proceed with such works would be a waste of very precious council resources, in excess of £300,000. The existing pot holes and other health and safety issues could be solved at a fraction of this cost. These maintenance issues also could and should be dealt with as part of the Councils cyclical maintenance programme.</p> <p>The proposals would also reduce the existing car parking capacity which will upset a working situation at present and have an adverse impact on local residents. With cars moving in to adjoining streets.</p> <p>A more holistic vision and wider consideration is required which is the aim of the established Neighbourhood Planning Forums. These see the Wey Hill site as key to the regeneration of this area and WBC's proposed works could well be removed in a few year's time. These funds could be used for far more pressing issues in the locality of more concern to residents.</p> <p>There has been wide spread opposition to these WBC proposals as demonstrated by the various letters to the press etc. WBC have an opportunity to show that they understand and can take more strategic decisions by dropping these proposals. By dropping the proposals WBC would also be demonstrating their</p>	<p>The Weyhill Car Park is almost uniquely placed in Waverley as a free parking area. This means that, unlike all other car parks, it represents a net cost to the Waverley Council Tax payer.</p> <p>The proposals are being developed to ensure maximum use is made of the available space, to avoid any issues of displacement.</p> <p>The proposals for the car park now represent a comparatively modestly priced and lightly engineered solution and therefore do not rule out any alternative uses of the land in future. If proposals come forward in the future to change the use of the site (be that to construct a MSCP, or for any range of other community uses), and the business case can be made, then there is no reason why the WBC car park refurbishment project should stand in the way of those projects.</p>

		<p>embracement of localism and working collaboratively with the established Neighbourhood Planning Forums, Haslemere Society and other representative groups that see this Common land as a key site for the regeneration of the Wey Hill area, for the benefit of residents, businesses and the local economy as well as addressing commuter parking demands.</p> <p>This part of Haslemere would be further blighted by reinforcing the solely parking use when so much more could be provided for economic, environmental and social enhancement. The disciplines of urban design and master planning have developed to address such issues of how to create and enhance existing towns and cities. I work in this field and can see so much potential for this area and many examples Councillors could look to see how Councils and communities have developed and implemented proposals in a win win and life enhancing way.</p> <p>Finally this land was transferred to WBC from Haslemere Urban District council to act as custodians for the people of Haslemere and it is their duty to work with the community to develop proposals to enhance this area of Haslemere not blight it further by reinforcing the solely parking use predominantly for commuters, rather than the benefit of local people.</p> <p>I urge the respective Councillors to consider very hard the adverse impact of such proposals to the environment and community partnership working. I feel sure WBC and the local groups can work together to find far better solutions.</p>	
63	DC	I am writing to formally object to the	The proposals for the car park

		<p>proposed refurbishment of the Weyhill Fairground car park/common land. This land is a prime candidate for consideration for a designated public space for the town so any monies spent on it now would be money wasted. I am also concerned about the displacement of vehicles which would inevitably seek to find free parking as they are able to today. Once parking charges are introduced there will be a massive displacement of commuter vehicles, especially to roads in close proximity to the station. Any improvements/changes to parking in Haslemere must be done as a holistic study to understand the long term effects, this single change cannot be allowed to continue without understanding the full effects.</p>	<p>represent a comparatively modestly priced and lightly engineered solution and therefore do not rule out any alternative uses of the land in future. If proposals come forward in the future to change the use of the site, and the business case can be made, then there is no reason why the WBC car park refurbishment project should stand in the way of those projects.</p> <p>The application for Common Land Consent is purely about the refurbishment of the site and has nothing to do with charging. Any proposals to charge on site at any point in the future would be subject to a further period of statutory consultation as required under the Road Traffic Regulation Act 1984.</p>
64	CM	<p>Who is the car park for? Commuters? Shoppers? It's a bit far from the town for shoppers so let's hope it's for commuters – at least until SW Trains does its duty and builds a proper station car park!</p>	<p>The current proposals are for a split-use car park to cater for both commuters and shoppers, as well as local traders and workers.</p>