

SOUTHEND CENTRAL AREA ACTION PLAN (SCAAP)

Additional Document 13

Client: Turnstone Southend Ltd

Date: 15 June 2017

SOUTHEND CENTRAL AREA ACTION PLAN (SCAAP) REVISED PROPOSED SUBMISSION 2016

TURNSTONE SOUTHEND LTD

Introduction

1. This statement has been prepared by Carter Jonas LLP on behalf of Turnstone Southend Ltd (TSL) in respect of the ongoing examination of the proposed Southend Central Area Action Plan.
2. These representations relate to Opportunity Site 'CS1.2: Seaways' as contained within Policy CS1: Central Seafront Policy Area Development Principles.
3. Following the closure of the examination hearings the Inspector has provided a list of additional documents requested during the examination hearings (Exhibit ref. EXSCAAP032).
4. The specific information requested is a statement explaining '*the likely number, provision and management of car parking spaces at Seaways car park – at opportunity site CS1.2.*'

The likely number, provision and management of car parking spaces at Seaways car park – at opportunity site CS1.2

5. It will be necessary for TSL to carry out a detailed Transport Assessment to support the forthcoming planning application. This will necessarily need to have due regard to:
 - The requirement to encourage sustainable forms of transport opportunities for further mode shift through the travel plan process
 - adopted parking standards
 - consideration of the extent to which linked/combined trips and opportunities for further mode shift through the travel plan process will reduce the need for additional publicly available car parking spaces and having full regard to the use profile of the existing car park and that of the projected parking demand for the proposed development
 - availability of parking within the area south of the railway line as defined during the examination and any net change to the level of visitor parking provision in this area, and
 - Viability

6. At this stage and having regard to the matters set out above, TSL consider that they can provide between circa 525 - 740 car parking spaces on the site as part of the development proposals that are being progressed.
7. Such provision would be achieved by a combination of means; in part by way of a surface level car park which would provide a subordinate portion of the overall quantum of parking spaces and a multi-storey car park which would provide the majority of spaces.
8. The car park would be privately owned, but would be operated as a public car park e.g. would provide general parking for all, not just for visitors to the development scheme. An appropriate payment mechanism would be in place.
9. The car park will be capable of 24hour use subject of course to this being judged appropriate through the planning process and having regard to demand and viability.