

## **Objection to parking arrangements**

From what I can gather from the developer planning documentation that has been submitted, the Salisbury Square car park is to be demolished and new car parking spaces built with permits offered to the owners/occupiers of the newly developed buildings. Although the exact arrangements are still TBC, as per my comments submitted on 18/01/22 for this planning application.

My concerns are as follows:

1. By essentially privatising the Salisbury Square car park, there will be insufficient parking for visitors that travel from further afield. With the previous parking arrangements, this was not an issue. Why are the public spaces being removed and being replaced by private spaces, therefore reducing the overall parking availability for everyone else?

**Existing Salisbury Square car park parking restrictions - Mon-Fri: 10am - 6.30pm, 2 hours max stay with parking being unrestricted outside of these hours.**

2. All of the other council owned car parks are quite far away from Salisbury Square, which is not suitable for the elderly or the disabled.
3. The private station car park is an unaffordable/unreasonably priced alternative.
4. Everyone who currently parks in the Salisbury Square car park will now park at the nearest on street parking. This will artificially overcrowd/narrow these streets increasing the likelihood that accidents will occur.
5. It is unrealistic to make the area "car-free". Visitors coming from further afield will often have to drive, as the logistics and cost via public transport are not comparable to those offered by driving (car already owned by visitor). The disabled and elderly need to drive to get to places, as they would be physically unable to do so via public transport. It is unreasonable to expect people to carry their weekly shopping, which depending on the size of the household may be very heavy, back home via walking or public transport. The increase in time taken and cost to carry out day to day errands via public transport is disruptive. The logistics and cost of visiting friends and family via public transport are not comparable to those offered by driving. At the end of the day we are an isolated small town, not a big interconnected city and we currently lack the necessary infrastructure to make convenient, reliable and affordable "car-free" travel a reality.

- 6. My flat was part of a development that turned a restaurant into 4 flats. As part of the planning approval process for this development, it was determined that the development be “car-free”, so as not to increase the parking burden on the community. Therefore the property is ineligible for council issued residents parking permits. This planning logic works on the premise that an increase in population density will cause an increase in parking burden and this is negated via a permit system that the new developments causing this increase in population density cannot enter into. This logic is not being maintained with the current development proposal, as the owners/occupiers of the newly developed buildings will be given the option to buy a permit for the new parking spaces. It is highly likely that the owner/occupiers will purchase these permits, which will mean any owners/visitors of “car-free” developments will have to park elsewhere causing a net increase in on-street parking burden.**