



Hall Highway Services Ltd

PARKING REPORT

For

EASTERNROSE LTD

At

**46 Holyrood Walk, Corby
NN18 9JE**

MAY 2021

1. Introduction

- 1.1 Hall Highway Services Ltd has been commissioned by Easternrose Ltd to carry out a parking beat survey on Kenilworth which is adjacent to a proposed development at 46 Holyrood Walk, Corby, NN18 9JE.



Site Location

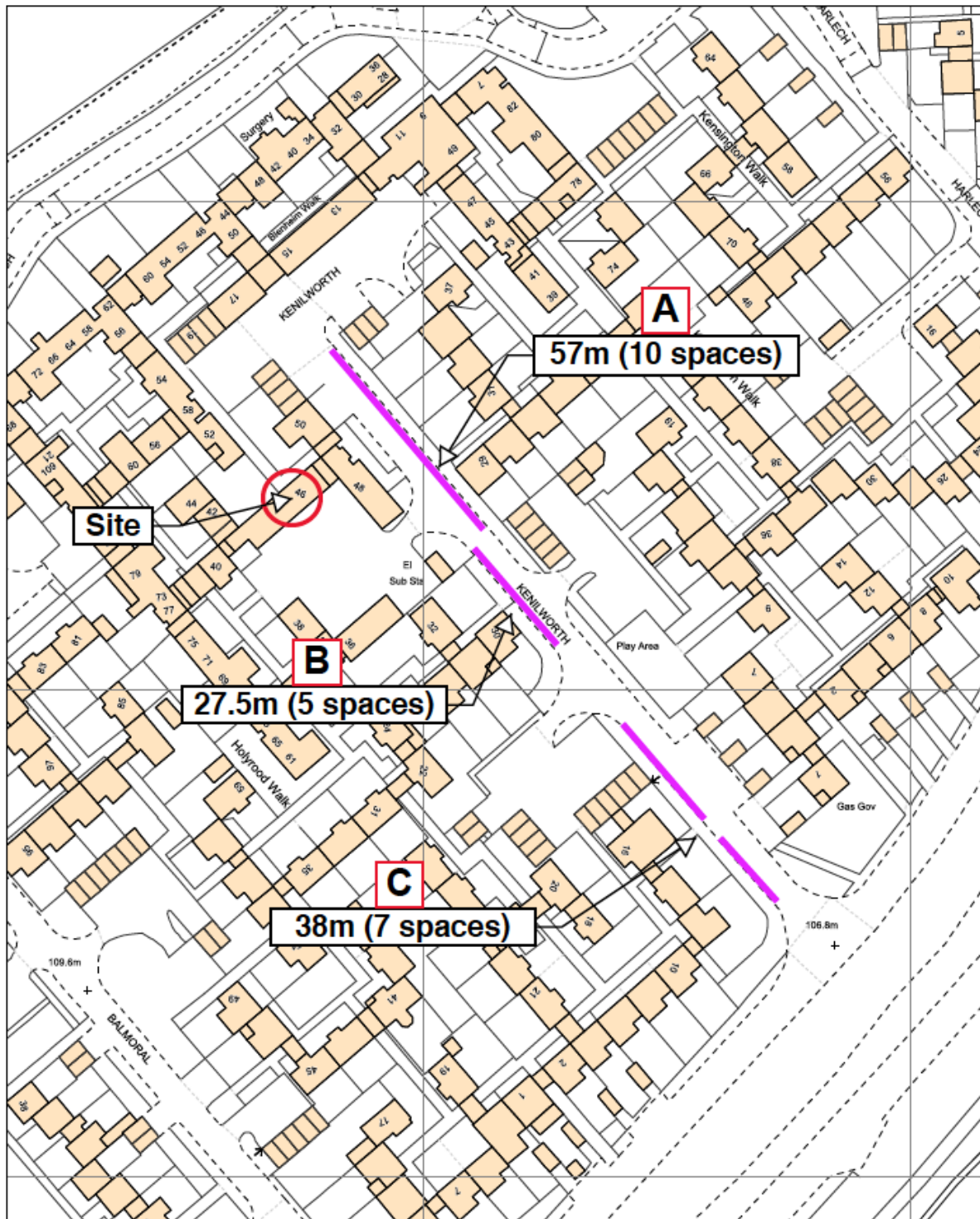
- 1.2 Kenilworth is an adopted highway connecting to Dunedin Road and then Sower Leys Road to Oakley Road, Corby. 46 Holyrood Walk is accessible by car via private parking court and on foot via Holyrood Walk which runs directly past the site.
- 1.3 This parking report is provided in support of a planning application for a change of use of 46 Holyrood Walk. The proposal is to convert three unused garages into a one bedroomed flat.
- 1.4 Parking for the proposed one bedroomed flat will be provided to the front of the converted garages on private land with one adjacent parking space retained for the existing two bedroomed flat above the garages.
- 1.5 The need for this parking survey is to assess the availability of on-street car parking spaces on the nearest adoptable highway to meet local requirements.
- 1.6 To comply with published parking standards from the local highway authority (LHA) a two bedroomed flat is required to provide two car parking spaces plus one visitor space and a one bedroomed flat should have one space plus one for visitors.

- 1.7 The development proposes to provide two spaces to the front of the site, one serving the existing two bedroomed flat and one for the proposed one bedroomed flat.
- 1.8 This leaves a further three spaces to be accommodated elsewhere – two visitor spaces and the second space for the two bedroomed flat.
- 1.9 As these cannot be provided on-plot, the local streets are required to be assessed for parking capacity within a reasonable distance from the development to determine if suitable parking spaces are available for the occupants and their visitors.
- 1.10 The parking beat survey will assess the current level of parking space occupation along lengths of kerbside carriageway of the adopted highway Kenilworth.
- 1.11 The current survey extent is shown in section 2 below.
- 1.12 Further to this, an assessment of local transport options will show that the site is well located in terms of sustainable travel and is highly accessible.

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2. Survey Area

Site and Immediate Surroundings



Plan 1 – Parking beat survey areas (max. 130m to SE end of Area C)

- 2.1 The surveys were undertaken to determine if any car parking spaces are available within 130m of the site, which is the distance to the southern end of Kenilworth.
- 2.2 From on-site observation there are no residents' permit areas within the survey area.

- 2.3 The current level of parking stress has been assessed by way of night-time manual parking beat surveys carried out in accordance with the *Lambeth Methodology* as a snapshot in time within a maximum distance of 130m along Kenilworth.
- 2.4 The two parking surveys were carried out at the following times:
- Survey 1: Thursday 6 May 2021 between 04:39 and 04:46
 - Survey 2: Sunday 9 May 2021 between 04:40 and 04:47
- 2.5 The dates chosen are within neutral periods where schools in the area are not broken up for holidays and the weekend was not a bank holiday weekend.
- 2.6 Spaces were only counted where they were at least 5.5m in length
- 2.7 Spaces were only counted where they were not in front of dropped kerbs or within 5m of a junction. Any vehicles parked in such locations were not included in the results.
- 2.8 The full version of the extract shown as Plan 1 is included at Appendix 1.

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3. Survey Results – Parking Spaces on *Kenilworth*

Table 1 – Thursday 6 May 2021 04:39 to 04:46

Reference	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Free capacity (spaces)	Photo reference
A	57	10	6	3-4*	1,2
B	27.5	5	3	2	3,4
C	38	7	6	1	5
Total		22	15	7	-

Table 2 – Sunday 9 May 2021 04:40 to 04:47

Reference	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Free capacity (spaces)	Photo reference
A	57	10	6	2-3*	6,7
B	27.5	5	3	2	8,9
C	38	7	6	2^	10,11
Total		22	15	7	-

* Area A would have had 4 and 3 spaces available respectively if cars were better spaced

^ Area C had 2 spaces available on Sunday despite 6 cars being parked

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3 (cont.) Photographic Evidence

Thursday 6 May



Photo 1: Area A – 57m / 10 spaces / 1 free



Photo 2: Area A – 57m / 10 spaces / 2 free

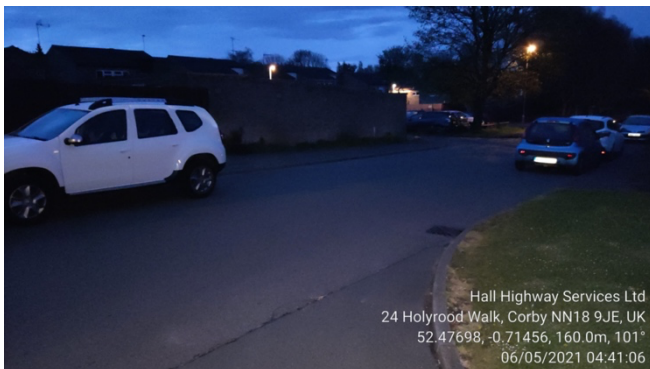


Photo 3: Area B – 27.5m / 5 spaces / 1 free

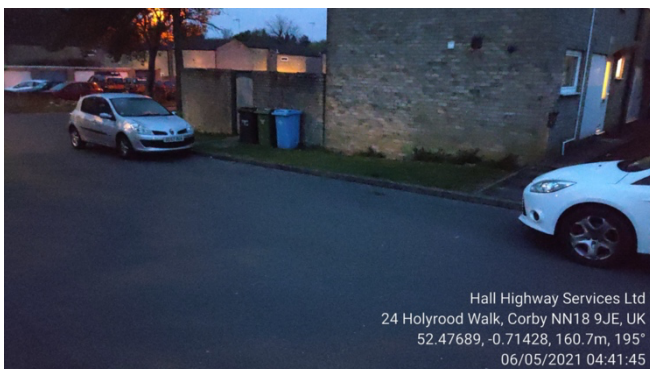


Photo 4: Area B – 27.5m / 5 spaces / 1 free

Sunday 9 May



Photo 6: Area A – 57m / 10 spaces / 2 free



Photo 7: Area A – 57m / 10 spaces / 1 free



Photo 8: Area B – 27.5m / 5 spaces / 1 free



Photo 9: Area B – 27.5m / 5 spaces / 1 free



Photo 5: Area C – 38m / 6 spaces / 1 free

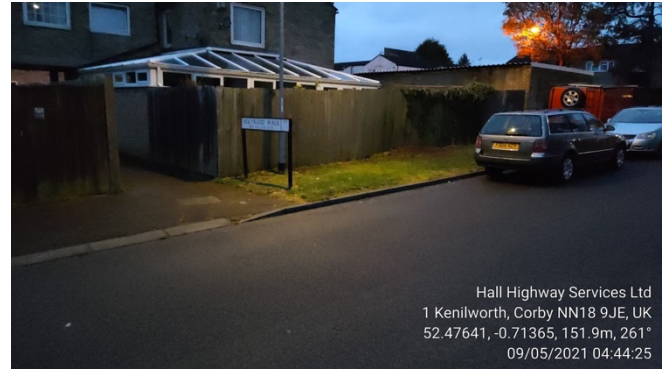


Photo 10: Area C – 38m / 6 spaces / 1 free



Photo 11: Area C – 38m / 6 spaces / 1 free

4. Analysis – On-street Parking Capacity

- 4.1 The parking beat survey was carried out in the adopted carriageway of Kenilworth between its junction with Dunedin Road and the start of the hammerhead at the northern end. Within the survey area, the furthest walking distance from the site would be 130m from the south.
- 4.2 The survey extent is shorter than the 200m referenced in the LHA's guidance but focussing on the immediate area of the site is a more realistic approach given that most drivers would prefer to park much nearer than 200m away from their property. Even so, the results show that plenty of capacity exists.
- 4.3 From the parking beat surveys, the results show that there were 7 out of a potential 22 freely available on-street car parking spaces along Kenilworth on both survey days. Ample free space appears to be available from observations carried out in accordance with the LHA's requirements.
- 4.4 The conclusion drawn from this exercise is that the proposed development would not cause undue parking pressure on the existing road network and would not result in cars being parked in inappropriate or potentially unsafe locations.

5. Analysis of Parking Demand and Availability

- 5.1 Vehicles tend to be parked on both sides of Kenilworth along its length, sometimes almost opposite one another. Even without these examples, the assessed lengths of kerbside parking spaces included in the survey still provides enough capacity to allow a further 7 vehicles to park safely.

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- 5.2 If vehicles were displaced from the private parking area these 7 available spaces on Kenilworth are available to absorb the three required parking spaces not provided within the development.
- 5.3 There are, therefore, no reasons related to parking capacity or highway safety which could be used to refuse the application.

6. Sustainable Transport

- 6.1 The site is located in area with excellent public transport and good walking & cycling links.
- 6.2 Bus stops serving various parts of Corby are located around the site, generally within 300m. Early morning service destinations include the Town Centre (05:24), Kettering (05:01), Earlstrees Industry (05:19), Danesholme (05:10), Lloyds (06:58) and Weldon Industry (08:00).
- 6.3 A high-quality shared use footway/cycletrack exists on Oakley Road which is easily accessible by pedestrians and cyclists from the site via connections on Dunedin Road.
- 6.4 This shows that it would be possible for occupants to easily use non-car modes of transport for many work and other journeys.

7. Conclusion

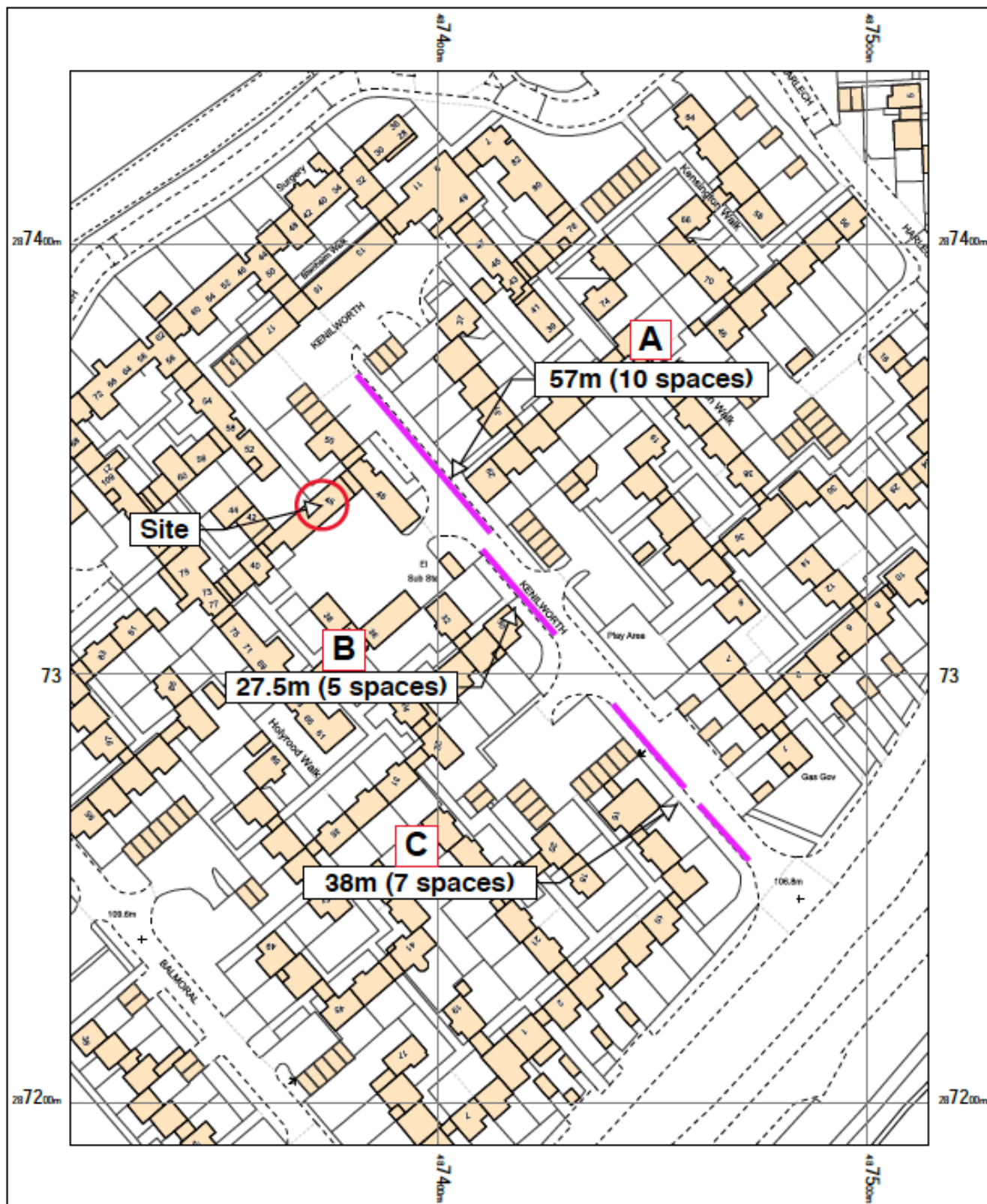
- 7.1 The planning application proposes to convert three unused garages into a one bedroomed flat at 46 Holyrood Walk, Corby. The existing residential property, a two bedroomed flat is unaffected by the development but with one parking space to remain.
- 7.2 If the new occupants choose to keep a car at the property, provision will exist for it to be parked to the front of the converted garages. The two bedroomed flat is required to have two parking spaces plus one for visitors. One space is to be provided in front of the ground floor flat. Visitor parking and space for the second parking space for the two bedroomed flat is available on Kenilworth.
- 7.3 The survey has demonstrated that Kenilworth possesses sufficient capacity to accommodate up to 7 additional vehicles because only 15 of the possible 22 car parking spaces were occupied during the survey periods, which were undertaken in compliance with local authority guidance.
- 7.4 The available capacity in the immediate vicinity of the site means that the development will have no significant car parking impact on the local streets and will not result in any detrimental impact on highway safety.

List of Appendices

Appendix 1 – Parking Survey Zones Plan

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Parking Survey - Holyrood Walk



KEY

Lengths of kerbside car parking

