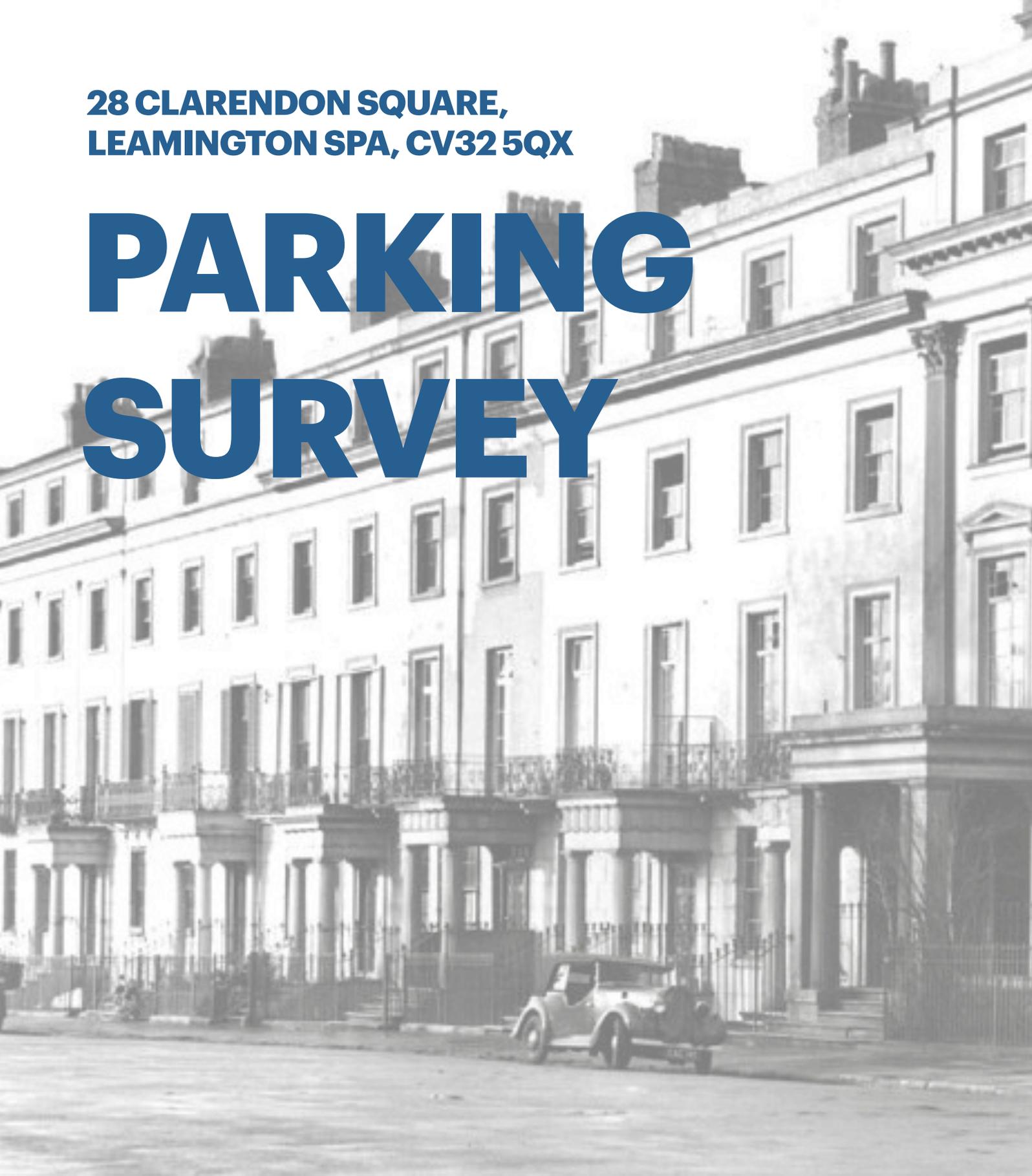


24 MAY 2022

**28 CLARENDON SQUARE,
LEAMINGTON SPA, CV32 5QX**

PARKING SURVEY



Introduction & Methodology

PRODUCED IN ACCORDANCE WITH LAMBETH METHODOLOGY

Planning approval is sought for alterations to existing basement accommodation at 28 Clarendon Square in Leamington Spa, and the formation of a single 2-bedroom residential dwelling.

The development, on the northern side of Clarendon Square, would include amendments to and refurbishment of the derelict former staff accommodation, in order to return the space into a habitable self-contained dwelling. Pedestrian access to the application site is already available from Clarendon Square, and this would be retained. Currently, there is no on-site car parking available, and none would be provided.

The following four dwellings already exist within the application site; one 1-bedroom apartment, two 2-bedroom apartments and one 3-bedroom apartments. It is understood that these four apartments are all granted parking permits under the local resident parking scheme, managed by NSL. From communications with NSL we have ascertained that each existing apartment is most likely entitled to four parking permits in total, three resident parking permits and one visitor parking permit. In this case, the four existing dwellings at 28 Clarendon Square have access to sixteen on-street parking permits.

From Warwick District Council's Parking Standards we can determine that seven of the sixteen permits available parking spaces are required for the current dwellings. The proposed planning application would increase the parking requirements to nine parking spaces in total, still only a 56% usage of the sixteen parking permits available.

In accordance with Local Authority requirements, this parking survey document has been produced to demonstrate that local on-street parking will not be unreasonably affected and that there is appropriate parking capacity within close proximity of the site to support approval of the proposed planning application.

In compliance with Warwick District Council's Parking Standards, published June 2018, the following methodology has been adhered to:

"Extent of the survey

The parking survey should cover the area in which residents of a proposed development may want to park. The criteria set out below should demonstrably inform the extent of the survey area. However, common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included with the survey information submitted. If inadequate justification is provided for a survey area, then amendments may be required or a recommendation made accordingly.

- Any area of a street which lies within 200m walking distance (approximately a 2 minute walk) of the site. Note that this distance should be measured along the street(s) up to a point of 200m from the site, and NOT illustrated as a 200m isochrone (circle) radiating from the site.*
- In addition to the above, where a distance of 200m would be part way along a street, the survey should be extended to the nearest junction, or other appropriate location along the street. This is in recognition of the fact that people are unlikely to stop part way along a street at an imaginary 200m line.*
- Any off street or public car parks as appropriate within 200m walking distance of the site.*

Exclusions from the survey

- If the site is in a Residential Parking Zone (RPZ), any parking bays in adjoining RPZs should be excluded as future residents would not be eligible to park/apply to park in these.*
- If the site lies adjacent to, but not in, a RPZ, then all streets within that RPZ must be excluded, as residents would not be eligible to park in them.*
- Locations where residents are unlikely to be able to/want to park. For example where access may be restricted, or where actual or perceived safety concerns exist."*

Survey Times

As per the Lambeth Methodology, two snapshot residential parking surveys were carried out on separate occasions. The survey dates and times were:

- Survey one: The night of Thursday 18th November 2021 (00:30 to 01:30 on 19.11.21).
- Survey two: The night of Monday 22nd November 2021 (00:30 to 01:30 on 23.11.21).

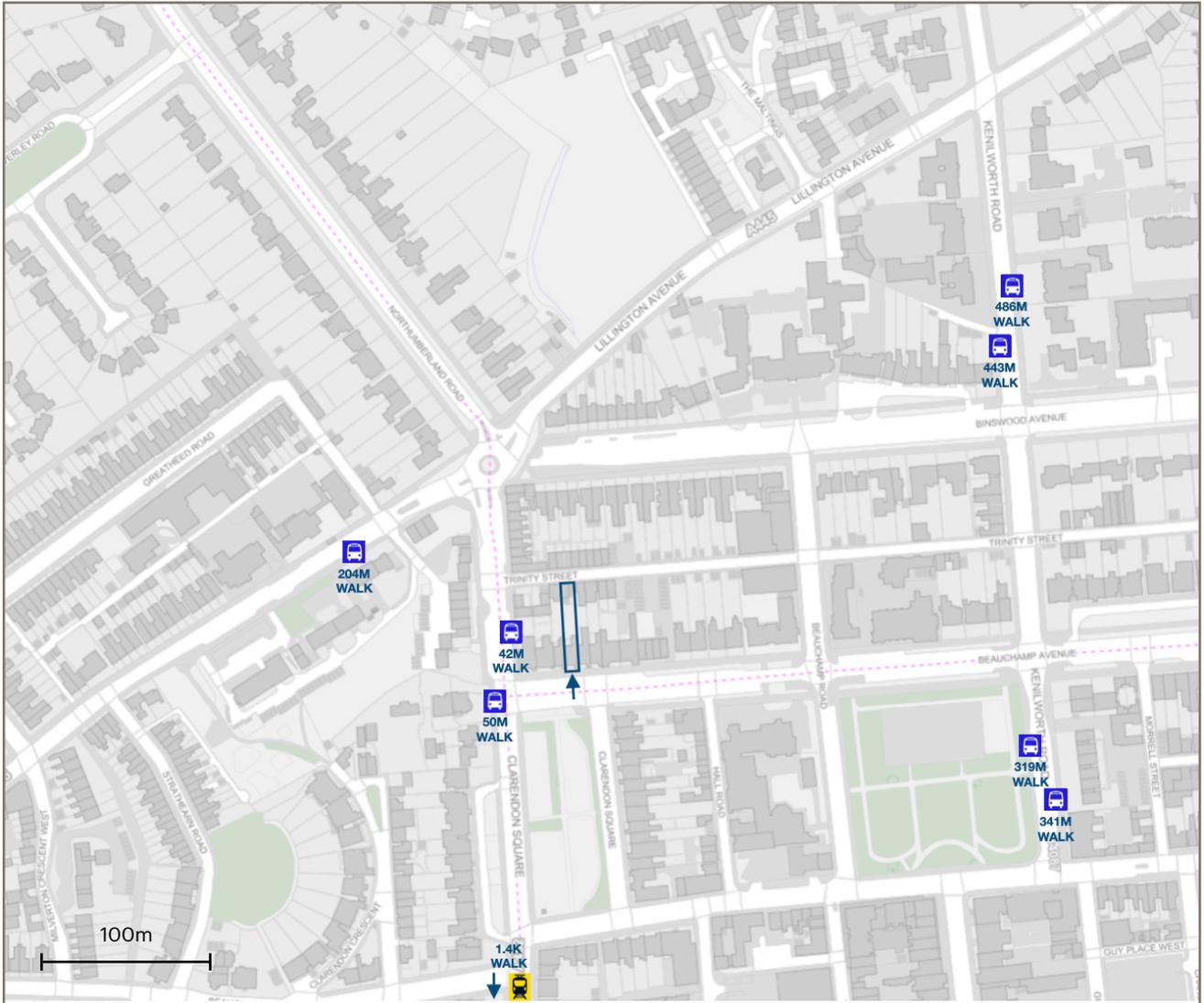
“Residential parking surveys should be undertaken when the highest numbers of residents are at home; generally late night during the week” and “should be undertaken between the hours 00:30 – 05:30”.

Each snapshot survey was undertaken during Higher Education term-time, allowing surveys to include any increased parking stresses that may be associated with university/college students or staff. In the week of both surveys, and the weeks preceding/following, there were no public holidays, schools holidays or local events.

As a result, the findings of both snapshot surveys should be considered a fair reflection of the local parking environment.

Further Information

- The site location is within a residential area, falling within the Clarendon parish ward and Leamington Clarendon electoral ward.
- There were no unusual observations identified (e.g. road works or presence of skips etc) during either parking survey.
- The nearest bus stop is located 42 metres from the application site.
- The nearest railway station is located 1.4 kilometres from the application site.



	Total Length (M) of Kerb Space	Total Length (M) of Permit Spaces	Number of Permit Spaces	Total Length (M) of Non-Permit Spaces	Number of Non-Permit Spaces	Number of Permit Bays	Number of Non-Permit Bays	Number of 'Overnight' Spaces (9.11.21, 9.2)	Sum Total of Spaces	Number of Parked Cars (Survey 1 - 18.11.21)	Number of Parked Cars (Survey 2 - 22.11.21)	Average Number of Parked Cars (Survey 1 & 2)	Parking Stress Within Core 200m Walk Only (%)	Parking Stress in Extension to Nearest Junction (%)	Parking Stress Average (%)
Northumberland Road (to No. 3)	54	0	0	15	2	0	0	0	2	0	0	0	0	-	8
Northumberland Road (No. 3 to No. 35)	528	0	0	288	48	0	0	0	48	8	7	8	-	16	
Rugby Road (to No. 1)	121	0	0	0	0	0	0	0	0	0	0	0	0	-	0
Rugby Road (to No. 1)	121	0	0	0	0	0	0	0	0	0	0	0	-	0	
Lillingdon Avenue (to Elec Sub Stn)	56	0	0	0	0	0	0	0	0	0	0	0	0	-	4
Lillingdon Avenue (Sub Stn to Milings Jet)	423	0	0	279	46	0	0	0	46	3	5	4	-	9	
Binswood Avenue (to No. 3)	58	0	0	0	0	12	0	0	12	7	10	9	71	-	55
Binswood Avenue (No. 3 to No. 38)	241	0	0	0	0	80	13	0	93	37	37	37	-	40	
Binswood Street (full length)	147	46	7	18	3	19	0	0	29	5	4	5	16	-	16
Binswood Street (full length)	147	46	7	18	3	19	0	0	29	5	4	5	-	16	
Trinity Street (to No. 105)	224	113	18	30	5	0	0	0	23	14	15	15	63	-	67
Trinity Street (No. 105 to Bchmp Rd)	136	0	0	72	12	0	0	0	12	7	10	9	-	71	
Beauchamp Road (Ty St to Bch Ave)	136	0	0	80	13	0	0	0	13	8	8	8	62	-	62
Beauchamp Road (Ty St to Bch Ave)	136	0	0	80	13	0	0	0	13	8	8	8	-	62	
Clarendon Square (west side)	292	0	0	181	30	0	0	0	30	13	13	13	43	-	43
Clarendon Square (west side)	292	0	0	181	30	0	0	0	30	13	13	13	-	43	
Clarendon Square (north side)	100	0	0	0	0	24	0	0	24	13	19	16	67	-	67
Clarendon Square (north side)	100	0	0	0	0	24	0	0	24	13	19	16	-	67	
Clarendon Square (east side)	250	0	0	0	0	42	0	0	42	38	37	38	89	-	89
Clarendon Square (east side)	250	0	0	0	0	42	0	0	42	38	37	38	-	89	
Beauchamp Avenue (Clair Sq to Hall Rd)	128	37	6	0	0	25	0	0	31	17	16	17	53	-	45
Beauchamp Avenue (Hall Rd to Bchmp Rd)	116	16	2	0	0	6	0	0	8	4	2	3	-	38	
Beauchamp Avenue (Bchmp Rd to church)	108	0	0	0	0	0	26	0	26	5	6	6	21	-	26
Beauchamp Avenue (church to Ken Rd)	142	29	4	0	0	0	17	0	21	7	6	7	-	31	
Hall Road (full length)	246	0	0	0	0	0	0	32	32	7	5	6	19	-	19
Hall Road (full length)	246	0	0	0	0	0	0	32	32	7	5	6	-	19	
Beauchamp Road (Bchmp Ave to park ent)	142	0	0	0	0	0	0	22	22	1	0	1	2	-	4
Beauchamp Road (park ent to Clair Ave)	106	0	0	0	0	0	0	17	17	2	0	1	-	6	
Clarendon Square (No. 10 to No. 9)	44	12	2	0	0	0	0	0	2	2	2	2	100	-	90
Clarendon Square (No. 9 to No. 1)	152	127	21	0	0	0	0	0	21	17	17	17	-	81	
Russell Street (No. 1 to No. 2)	26	0	0	0	0	0	0	0	0	0	0	0	0	-	50
Russell Street (No. 2 to No. 5)	44	0	0	0	0	0	0	3	3	3	3	3	-	100	
												Average	38	43	40

Survey Results

KEY FINDINGS EXTRACTED FROM RAW DATA

- There is a **total capacity of 557** spaces identified within all areas surveyed, calculated in accordance to the Lambeth Methodology for variations of parking type.
- A total of **225 spaces were unavailable** as they were occupied by a parked vehicle.
- A total of **332 spaces were available** to be parked in.
- The resulting **parking stress is calculated as 40%**.
- In line with Local Authority standards for a 2-bedroom dwelling, an additional two cars parked within the surveyed area would reduce parking availability from 332 spaces to 330 spaces. **This is a reduction in parking availability of only 0.60%, leaving 99.40% of all available parking unaffected.**

The survey results clearly show, using quantifiable data, that there is significant on-street parking availability within the local area. **Local Authority approval of the proposed planning application will not have an adverse affect on local parking.**

Additional Survey Information

SUPPLEMENTARY ANALYSIS OF DAYTIME PARKING AVAILABILITY

As per Warwick District Council's Parking Standards, when a proposed development would be located close to land uses which may increase parking demand at certain times, additional surveys may be required.

The site sits within relatively close proximity to 'regular specific uses' and could be considered a 'town centre location'. Further surveys have been carried out to establish any variation and significance of parking demands during the associated hours of operation.

The observed 'regular specific uses' applicable to the site's parking survey include;

- Binswood Street shops (Binswood Laundrette, Hair & Beauty, Leamington Drinks, Binswood Convenience Store and Stonemonkey)
- Healthy Approach Nutritional Therapy (corner of Trinity Street and Binswood Street)
- Hankook Masters car garage (corner of Trinity Street and Beauchamp Road)
- Trinity Tiles and Cladding Components (Trinity Street)
- Arden House Care Home (Clarendon Square)
- Just Tyres tyre garage (corner of Beauchamp Avenue and Hall Road)
- Kingsley School (mainly Hall Road, Beauchamp Road and Beauchamp Avenue)
- The White Horse pub (Clarendon Avenue)
- Boston Tea Party cafe (corner of Hall Road and Clarendon Road)
- Holy Trinity CofE Church (Trinity Street and Beauchamp Avenue)

Additional surveys have been carried out during normal operating hours of the above.

Additional Survey Times

Using the same Lambeth Methodology, two additional snapshot surveys were carried out on separate occasions. The survey dates and times were:

- Survey one: The day of Monday 23rd May 2022 (12:00 to 13:00 on 23.05.22).
- Survey two: The day of Tuesday 24th May 2022 (12:00 to 13:00 on 24.05.22).

Each survey was undertaken during Higher Education term-time, allowing surveys to include any increased parking stresses that may be associated with university/college students or staff. In the week of both surveys there were no public holidays, schools holidays or local events.

As a result, the findings of both additional surveys should be considered a fair reflection of the local parking environment.

Additional Survey Results

- There is a **total capacity of 557** spaces identified within all areas surveyed, calculated in accordance to the Lambeth Methodology for variations of parking type.
- A total of **186 spaces were unavailable** as they were occupied by a parked vehicle.
- A total of **371 spaces were available** to be parked in.
- The resulting **parking stress is calculated as 33%**.
- In line with Local Authority standards for a 2-bedroom dwelling, an additional two cars parked within the surveyed area would reduce parking availability from 371 spaces to 369 spaces. **This is a reduction in parking availability of only 0.54%, leaving 99.61% of all available parking unaffected.**

The survey results clearly show, using quantifiable data, that there is significant on-street parking availability within the local area. **Local Authority approval of the proposed planning application will not have an adverse affect on local parking.**

Total Length (M) of Kerb Space	Total Length (M) of Permit Spaces	Number of Permit Spaces	Total Length (M) of Non-Permit Spaces	Number of Non-Permit Spaces	Number of Permit Bays	Number of Non-Permit Bays	Number of 'Overnight' Spaces (S/L/HL/PL/AL)	Sum Total of Spaces	Number of Parked Cars (Survey 1 - 23.05.22)	Number of Parked Cars (Survey 2 - 24.05.22)	Average Number of Parked Cars (Survey 1 & 2)	Parking Stress Within Core 200m Walk Only (%)	Parking Stress in Extension to Nearest Junction (%)	Parking Stress Average (%)
54	0	0	15	2	0	0	0	2	0	0	0	0	-	3
528	0	0	288	48	0	0	0	48	3	3	3	-	6	
121	0	0	0	0	0	0	0	0	0	0	0	0	-	0
121	0	0	0	0	0	0	0	0	0	0	0	-	0	
56	0	0	0	0	0	0	0	0	0	2	1	0	-	5
423	0	0	279	46.5	0	0	0	46	4	5	5	-	10	
58	0	0	0	0	12	0	0	12	5	7	6	50	-	46
241	0	0	0	0	80	13	0	93	49	29	39	-	42	
147	46	7	18	3	19	0	0	29	7	9	8	28	-	28
147	46	7	18	3	19	0	0	29	7	9	8	-	28	
224	113	18	30	5	0	0	0	23	14	15	15	63	-	57
136	0	0	72	12	0	0	0	12	4	8	6	-	50	
136	0	0	80	13	0	0	0	13	6	5	6	42	-	42
136	0	0	80	13	0	0	0	13	6	5	6	-	42	
292	0	0	181	30	0	0	0	30	9	9	9	30	-	30
292	0	0	181	30	0	0	0	30	9	9	9	-	30	
100	0	0	0	0	24	0	0	24	10	12	11	46	-	46
100	0	0	0	0	24	0	0	24	10	12	11	-	46	
250	0	0	0	0	42	0	0	42	31	25	28	67	-	67
250	0	0	0	0	42	0	0	42	31	25	28	-	67	
128	37	6	0	0	25	0	0	31	19	17	18	58	-	48
116	16	2	0	0	6	0	0	8	4	2	3	-	38	
108	0	0	0	0	0	26	0	26	5	6	6	21	-	26
142	29	4	0	0	0	17	0	21	7	6	7	-	31	
246	0	0	0	0	0	0	32	32	3	2	3	8	-	9
246	0	0	0	0	0	0	32	32	4	2	3	-	9	
142	0	0	0	0	0	0	22	22	1	0	1	2	-	4
106	0	0	0	0	0	0	17	17	2	0	1	-	6	
44	12	2	0	0	0	0	0	2	2	2	2	100	-	85
152	127	21	0	0	0	0	0	21	12	17	15	-	69	
26	0	0	0	0	0	0	0	0	0	0	0	0	-	42
44	0	0	0	0	0	0	3	3	2	3	3	-	83	
Average												32	35	33