

APPENDIX 5

Discounted Sites

Site Name	Description	Pros	Constraints	Reason for Discounting Site
Campion Hills	Development of a 165 spaces Park and Ride facility for public use	<ul style="list-style-type: none"> Site is reasonably located for a range of users wanting to access Leamington town centre access. 	<ul style="list-style-type: none"> Distance from town centre would require a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride. High revenue costs for operating Park and Ride service Site is within the Green Belt. 	The option was considered too high a risk to justify the necessary investment. The location of the site requires a Park and Ride facility and the results of the Car Park users survey raised significant concerns that displaced users may not use this facility.
Victoria Park central grassed area	Provision of public car parking for c.150 cars for the duration of the displacement period. Bowls	<ul style="list-style-type: none"> Site is reasonably located for pedestrian access into Leamington town centre. 	<ul style="list-style-type: none"> This area is currently used for temporary parking during August for visitors to the National Bowls Championships and no alternative provision would be available to meet 	This option was discounted as there are considered to be better value options for parking development and because of the need to retain a site for temporary parking during the National Bowls Championships.

			<p>this demand.</p> <ul style="list-style-type: none"> • Local Plan Policy HS2 of the Local Plan applies – development/change of use of open spaces and sports facilities will not be permitted unless: <ul style="list-style-type: none"> a) And alternative can be provided in terms of size, quality, accessibility, usefulness and attractiveness. b) There is a robust assessment demonstrating a lack of need for the asset currently or in the future. • Local Plan policy NE1 also applies – The Council will protect, restore and enhance green infrastructure assets and strive for a healthy integrated network for the benefit of nature, 	
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			<p>people, and the economy.</p> <ul style="list-style-type: none"> • High development and operating costs due to need to make it an all-weather option if anything other than temporary parking for a month were to be provided 	
Chiltern Railway new car park off Old Warwick Road	Substantial private parking area with access into town by foot.	<ul style="list-style-type: none"> • No development costs. 	<ul style="list-style-type: none"> • Privately owned. • Expensive parking rates. • Long walk for town centre. • Chiltern's parking strategy is to supply parking for their customers first. However it is a public car park at premium parking rates so could be utilised by town centre users should they wish. 	The location and charges for parking at site meant it was not considered to be a viable alternative option for displaced town centre users.
Newbold Comyn car park (nearside)	Substantial parking at the end of an already well used commuter parking road.	<ul style="list-style-type: none"> • Low development costs 	<ul style="list-style-type: none"> • Limited capacity due to existing parking demand from leisure centre and pub. • Distance from town centre would require 	The option was considered too high a risk to justify investment. The location of the site would require a Park

			<p>a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride at this the location.</p> <ul style="list-style-type: none"> • Free parking is available on Newbold Terrace East 	<p>and Ride facility and there were similar concerns to Campion Hills that displaced users may not use this facility.</p>
Newbold Comyn car park (farside)	Provision of 165 space car park suitable for all year usage.	<ul style="list-style-type: none"> • Existing hard standing available for Autumn and Winter use 	<ul style="list-style-type: none"> • Seasonal demand for open space means additional parking would need to be developed. • Distance from town centre would require a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride at this the location. • In the Green Belt – NPPF para 90 	<p>The option was considered too high risk to justify investment. The location of the site would require a Park and Ride facility and there were concerns that displaced users may not use this facility.</p>

			suggests that some forms of development “may not be inappropriate in the green belt, provided they preserve the openness of the green belt, and do not conflict with the purposes of the green belt.” This includes (3 rd bullet) “local transport infrastructure which can demonstrate a requirement for a green belt location.”	
Grassed Area adjacent to Newbold Road which runs up to the Leisure Centre (Newbold Terrace East)	A designated nature reserve unsuitable for parking.	<ul style="list-style-type: none"> • Within reasonable walking distance from town centre. 	Unavailable due to protected status.	This site is protected so cannot be developed for parking.
Pump Room Gardens	Prominent Green space area, used in Summer for numerous events. Not considered suitable due to the recent Heritage lottery bid to improve the site.	<ul style="list-style-type: none"> • Well located for town centre 	<ul style="list-style-type: none"> • Key town centre open space which is used for major events • Usage would conflict with the requirements of the 	This site was discounted as it was considered its use would be incompatible with the ongoing HLF funded project to restore and improve

			<p>HLF funding for improvements to the park.</p> <ul style="list-style-type: none"> • In conservation area meaning Policy HS2 of the Local Plan applies – development/change of use of open spaces and sports facilities will not be permitted unless: <ul style="list-style-type: none"> a) And alternative can be provided in terms of size, quality, accessibility, usefulness and attractiveness. b) There is a robust assessment demonstrating a lack of need for the asset currently or in the future. • Local Plan policy NE1 also applies – The Council will protect, restore and enhance green infrastructure 	the park.
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			assets and strive for a healthy integrated network for the benefit of nature, people, and the economy.	
Portobello Site – Off Greville Road	Provision of c 150 parking spaces	<ul style="list-style-type: none"> Existing large open space with limited amenity value 	<ul style="list-style-type: none"> Site is on a flood plain. Distance from town centre would require a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride at this the location. 	The option was considered too high risk to justify investment. The location of the site would require a Park and Ride facility and there are concerns that displaced users may not use this facility.
Fords Foundry	Privately owned site that could provide c 150 parking spaces.	<ul style="list-style-type: none"> Low development costs 	<ul style="list-style-type: none"> Privately owned site Designated for employment use within the Local Plan Site in process of being sold with anticipated early submission of development proposal. 	This site was discounted as the landowner was in the process of selling the site and would not respond to requests for a discussion.

			<ul style="list-style-type: none"> Highway Authority concerns over access 	
Edmonscote Field	Amenity space currently used occasionally throughout the year as overflow parking for the athletics track with capacity to accommodate parking for c. 150 vehicles.	<ul style="list-style-type: none"> Existing amenity space. 	<ul style="list-style-type: none"> Single track access in and out of the site for vehicles. Potential Highway Authority concerns over access from public highway Distance from town centre would require a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride at this the location. 	The option was considered too high risk to justify investment. The location of the site would require a Park and Ride facility and there are concerns that displaced users may not use this facility.
Adelaide Bridge Car Park	Provision of an additional deck to the existing surface car park.	<ul style="list-style-type: none"> Reasonably located for the town centre 	<ul style="list-style-type: none"> High capital cost of providing decking. Currently a low yield car park with no guarantee of return on investment. Located within Flood zone (zones 2 and 3). 	This option was discounted as there are considered to be better value options for parking development available.

			<ul style="list-style-type: none"> Located within a conservation area, and adjacent to listed buildings. 	
Court Street Car Park	Provision of an additional deck to existing surface car park.	<ul style="list-style-type: none"> Reasonably located for long stay users of the town centre 	<ul style="list-style-type: none"> High capital cost of providing decking. Currently a low yield car park with no guarantee of return on investment. Adjacent to Conservation Area Option agreement over the land 	This option was discounted as there are considered to be better value options for parking development available.
Chandos Street Car Park	Provision of an additional deck to existing surface car park.	<ul style="list-style-type: none"> Well located for town centre. High use, high yield site 	<ul style="list-style-type: none"> High capital cost of providing decking. Site covered by Policy TC4 in the Local Plan – to provide a major town centre development proposal including retail and other appropriate main town centre uses. 	This option was discounted as there are considered to be better value options for parking development available..
Morrison's Car Park	Provision of a Park and Ride Service operating from the car park of Morrison's supermarket	<ul style="list-style-type: none"> Minimal development costs No new planning permission 	<ul style="list-style-type: none"> Private owner only prepared to make 30 permits available 	The option was considered too costly given the revenue costs of running a Park and Ride facility which would be

		required		proportionately expensive for the number of users.
Upper Grove Street	Privately owned public use car park of 26 spaces	<ul style="list-style-type: none"> • No development costs. • Currently low cost all day parking. • Well located for commuter use. 	<ul style="list-style-type: none"> • Limited parking capacity. • In private ownership 	This site was discounted as the landowner did not respond to requests to discuss the site.
The Asps Park and Ride	Proposed 500 space public Park and Ride facility located of Europa Way, Leamington	<ul style="list-style-type: none"> • Capacity for a large number of displaced long-stay parking users 	<ul style="list-style-type: none"> • Not anticipated to be completed within the current scheduled closure of Covent Garden car park 	The site was discounted as it was unlikely to be available when required.
Park and Ride on Europa Way	Development of a 400+ Park and Ride on land acquired Europa Way to accommodate long-stay users and staff	<ul style="list-style-type: none"> • Capacity for a large number of displaced long-stay parking users 	<ul style="list-style-type: none"> • High risk investment as might be little used by public. • Potential Highway constraints given proposals to begin dualling of Europa Way which could disrupt a Park and Ride service and discourage usage • Uncertainty over 	The option was considered too high risk to justify investment. The location of the site would require a Park and Ride facility and there are concerns that displaced users may not use this facility.

			timing of land purchase	
Park and Ride from Leamington Rugby Club/Old Leamingtonians Rugby Club	Existing private surface parking from which to operate a Park and Ride schemes	<ul style="list-style-type: none"> Minimal development required 	<ul style="list-style-type: none"> Seasonal fluctuations in availability of parking due to the other use. In privately ownership Distance from town centre would require a Park and Ride service. Due to high capital and revenue costs Park and Ride is considered a risk as there is a lack of certainty over the level of demand for Park and Ride at this the location. 	The option was considered too high risk to justify investment. The location of the site would require a Park and Ride facility and there are concerns that displaced users may not use this facility.
Lease of parking spaces at Warwickshire College (c. 500 spaces in total)	Existing private surface car parking from which to operate a staff/commuter car park	<ul style="list-style-type: none"> Minimal development required 	<ul style="list-style-type: none"> Long walking distance from town centre Owner only likely to able to offer max 50 spaces and number of available spaces likely to fluctuate through the year. 	This option was discounted due to the limited availability and distance from town centre