

ACCOMPANYING INFORMATION

IN RESPECT OF

**PLANNING APPLICATION
FOR**

**ROOF REPAIRS, REFURBISHMENT
AND CAR PARK EXTENSION**

AT

**PLOT 1300
COVENTRY BUSINESS PARK
HERALD AVENUE
COVENTRY
CV5 6UB**

NOVEMBER 2019



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1.0 INTRODUCTION

- 1.1 This Accompanying Information has been prepared by Checkley and Co LLP in support of the proposal to extend the car park at Plot 1300, Coventry Business Park, Herald Avenue, Coventry CV5 6UB.
- 1.2 Please also refer to drawing ref. no. 19123-21 External Works – Car Parking Rev. A.
- 1.3 Some supporting information contained in this document obtained from ‘Metric Handbook – Planning and Design Data’.

2.0 EXISTING PARKING PROVISION

- 2.1 Current car parking capacity on site is 17 No. head-on spaces, to the front elevation and adjacent to the site carriageway.
- 2.2 This provision includes 1 No. DDA space to the left-hand side of the building.

3.0 JUSTIFICATION FOR NEW SPACES

- 3.1 Although temporarily unoccupied due to safety concerns, the building is used as a veterinary clinic which employs in the region of 10-15 people including clinicians, nurses and support staff.
- 3.2 This means that on any given day, and depending on travel arrangements, the current car parking allowance is typically up to 75% full just from employee parking, before any customers arrive on site to visit the clinic.
- 3.3 As a result, when the clinic is open, and even more so during busy periods, the current car parking capacity is insufficient.
- 3.4 This leads to a number of issues:
- Double parking behind cars already in parking spaces which can lead to employees/customers being blocked in.
 - This can also lead to the site carriageway being partially blocked which restricts access to others' car parking areas.
 - Additionally this reduces visibility, and also forces passengers to alight from vehicles in the carriageway itself, both situations which raise safety concerns.
 - Customers who are not disabled use the DDA parking space when the site is very busy, meaning it may not be available to those customers who need it and the overall accessibility of the building is reduced.
 - During busy times customers and staff are forced to use other site occupiers' parking spaces in adjacent parking areas, which impacts on the other occupiers' operations and access.
 - All of these issues give rise to safety concerns and a general lack of access and utility for customers, employees and other site users who are unable to park safely and conveniently at their place of work or when otherwise attending the clinic.
- 3.5 To try to mitigate this situation the current tenant has in the past made their own arrangements to rent car parking spaces from neighbouring occupiers in order that they can provide some additional capacity for their staff and customers. However, this is at best only a short-term solution and is not feasible on a long-term basis for the tenant.

4.0 PROPOSED PARKING PROVISION

- 4.1 4 No. additional car parking spaces are proposed as a long-term solution to mitigate the above described issues.
- 4.2 As shown on drawing ref. no. 19123-21 Rev. A, it is proposed that the existing spaces to the front elevation remain in place.
- 4.3 The only change to this area is altering the orientation of the disabled space, to facilitate vehicle access to the left-hand side of the building.
- 4.4 Otherwise to the left-hand side of the building, we propose resurfacing the currently landscaped area in order to provide the 4 No. additional car parking spaces.
- 4.5 As shown on drawing ref. no. 19123-21 Rev. A this will allow 4 No. 'in-line' car parking spaces to be provided. These spaces are standard width at 2.5m, but are longer than usual at 6m, in order to allow easier access to each space. Please also note that on the latest revision of the proposal these spaces have been moved forwards towards the front of the site to facilitate entering and exiting the parking spaces in the forwards direction.
- 4.6 Moving the spaces in this manner creates an approximately 2.2m clear space to extreme rear of the spaces, as shown. This arrangement allows for a car parked in the rearmost space to exit in a forwards direction and carry out a 90 degree turn into the turning circle, assuming a typical turning circle radius of 6m for a private car.
- 4.7 This new arrangement still allows for the provision of a 3m wide carriageway to allow access to these spaces.