

PARKING ASSESSMENT - 261 Tile Hill Lane, Coventry

A site plan below shows the available parking within 2m and 6 metres of the site with 10 parking spaces shared among all shops as existing.

There are currently waiting restrictions (no waiting at any time and customers only for 2hours) with dropped kerbs over a length of 4 metres and 5meters; these lengths of road are excluded from the availability of current on-site car parking.

Existing and Proposed Parking Spaces.

The site currently provides 10 parking spaces at the front of the shop which is shared amongst all 3 shops. It is estimated that approximately 2 to 4 cars will visit the proposed shop at any one time. The applicant and owner of the entire building currently owns a private carpark with over 70 spaces which is approximately 100m from the site just at the rear of Barclays Bank as shown on the aerial site plan. Provisions will be put in place by the proposed shop to direct customers to this parking spaces in the event that multiple cars overwhelm the shop.

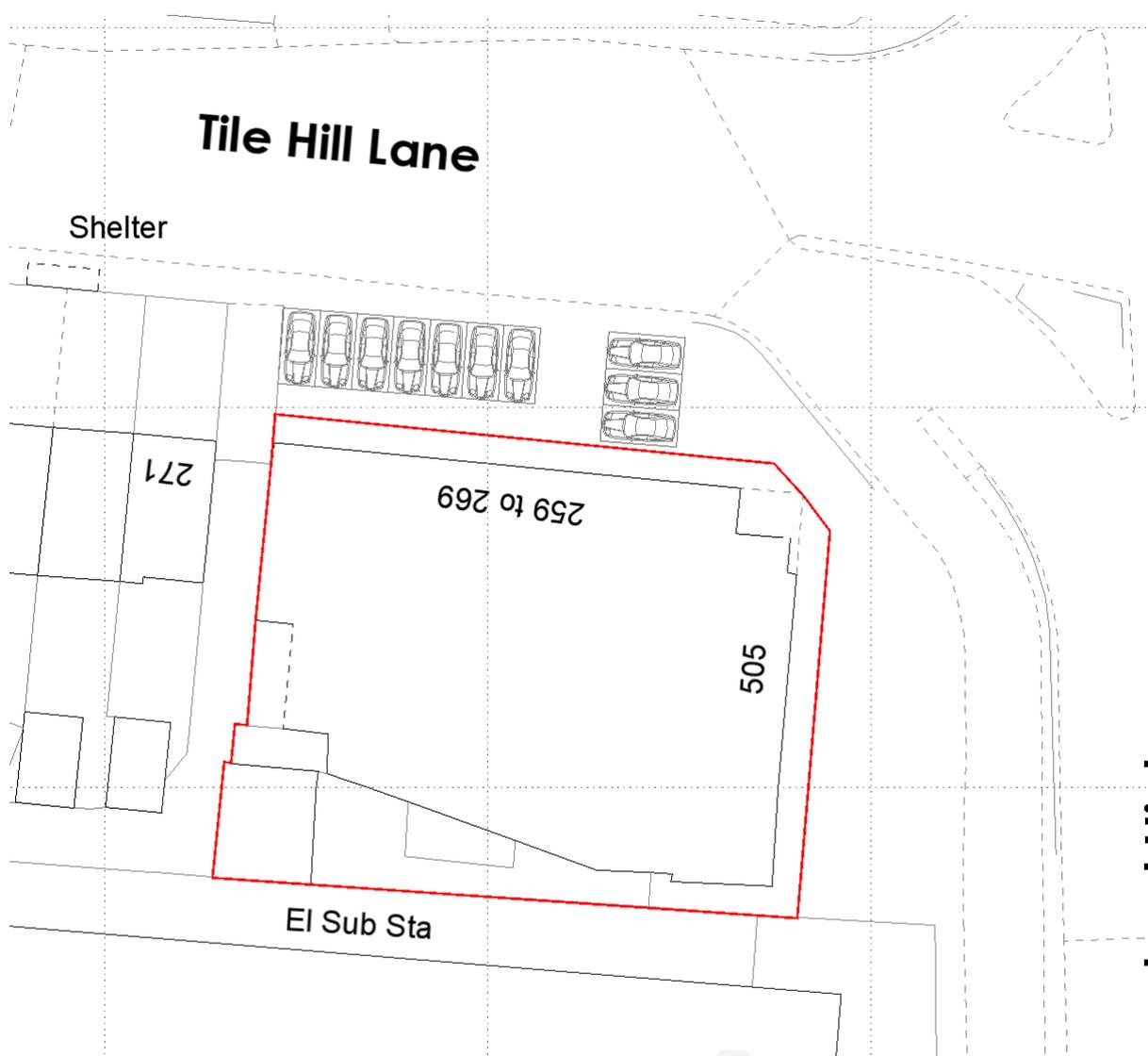


Figure 1: Existing parking spaces at the front of proposed shop.

The proposed use is such that customers are more likely to order meals through online portals thereby reducing the number of vehicle journeys to the site. The proposal has been assessed in regards to parking supply and demand within the site. It is reasonable to conclude that the shop is within a “Town Centre” location to provide sufficient parking to meet demand generated on the site, without unduly encouraging high levels of private vehicle trips and congestion within the side roads. The current use of the site would have attracted the same level of parking proposed by the shop.



Figure 2: Location of the private marked in blue which is owned by the applicant who also currently owns the main application site.

Waste Collection

Waste collection will be undertaken within the existing loading area, which is of sufficient dimensions to accommodate all typical waste collection vehicles by a private waste contractors.

The operation of deliveries and waste collection for the proposed scheme can be managed under a Plan of Management and can be detailed as part of the consent conditions if required by Council.

Conclusion

The highest daily traffic generation is expected to be between 20 and 30 vehicle trips overall, with this typically occurring during late evening between the hours of 5pm and 9pm. Considering this and the existing design of the parking in front of the shop, it is recommended that both the private car parking indicated on the aerial map will be utilised alongside side the onsite parking spaces. A signage will be provided to direct customers to the private carpark indicated on the aerial plans to improve the circulation along this road.