



Borough of Charnwood
**Local Plan
1991-2006**

Written Statement

Adopted January 2004

- Victoria Street area.

All schemes located in the plan area will be subject to full public consultation on their design and content.

The Impact of Traffic on Minor Rural Roads

7.108 POLICY TR/17

Planning permission will not be granted for development in locations where it would result in a significant change in the amount or type of traffic using rural roads or roads through villages, and:

- i) the safety of vulnerable road users such as pedestrians, cyclists and horse-riders would be endangered; or
- ii) roads are of unsuitable width, alignment or structural condition; or
- iii) the increase in traffic and/or the improvements necessary to accommodate it would harm the rural character of the roads or residential areas alongside them.

Development generating lorry traffic will be located so as to discourage, as far as possible, traffic from using roads other than the Specified Road Network.

7.109 Traffic generated by development can have significant adverse environmental effects on minor rural roads in terms of noise vibration, visual impact, accidents and safety, pollution etc. It will be important to ensure that the impact of even modest new developments is minimised if the character of these roads is to be retained.

7.110 Of particular concern will be the impact of HGV traffic. The Borough Council will monitor the situation and support the County Council where it intends to discourage traffic, especially HGV's from travelling on minor rural roads by the use of traffic management and other measures including signing, width and weight restrictions, parking restrictions and road closures.

Parking Provision in New Development

7.111 POLICY TR/18

Planning permission will not be granted for development unless off-street parking for vehicles, including cycles, and servicing arrangements are included to secure highway safety and minimise harm to visual and local amenities. The adopted standards included as Appendix 1 will be used as the starting point in assessing the level of provision and represent the maximum level.

In the Central areas of Loughborough and Shepshed, District Centres, primarily employment areas and other areas of significant trip generation the quantity of parking within new development will be determined through negotiation based on containing car parking provision. The quantity of parking allowed will reflect the proposed use and the location of development, the availability of public off-street parking; the current, or potential accessibility by non-car modes; the feasibility for commuted payments; the scope for practical measures to significantly reduce the use of private car trips to and from a site; and the need to reduce existing levels of private non-residential (PNR) car parking.

(See also in particular Policies TR/19, 20 and 21)

- 7.112 Car parking policies should support the overall locational policies in the development plan. PPG13 at paragraph 4.5 indicates that standards of provision in local plans should be set as a range of maximum and operational minimum standards for broad classes of development. Control of parking provision can have a significant impact on modal choice. Over the plan period the intention is to encourage a gradual reduction in car dependency in favour of a shift to bus, rail, walking and cycling. Restraint based parking provision correctly applied can help reduce congestion and improve the area's attractiveness to investment.
- 7.113 The aim will be to secure a level of parking which as a minimum discourages reliance on the private car but provides sufficient off-street parking to allow development to proceed without creating traffic problems. If parking overflows on-street this can be detrimental to highway safety and the local environment because of the extra circulation and manoeuvring of vehicles.
- 7.114 In Central areas, District Centres, employment areas and other areas with significant trip generation lower levels of provision will be sought by negotiation. Reduced provision will be sought where, for example, the following circumstances prevail:
- a site is served, or is capable of being served, by effective public transport services along with provision for the safe, and direct movement of cyclists and pedestrians;
 - existing public off-street parking close to the site can cater for the development;
 - local environmental factors of acknowledged importance are worthy of protection;
 - a residential development is of a design and nature which ensures that car ownership will remain at a low level, or even car-free, in the long term.
- 7.115 In all such cases the Borough Council may seek to negotiate a legal agreement with the developer to secure commuted payments in lieu of part or all of parking provision related to a development scheme. This would be used to fund alternative measures which would comprise an appropriate balance of:
- off-street public car parking;
 - measures to improve access by public transport;
 - measures to improve access by cycle and on foot.
- 7.116 The effect of controls over parking associated with development will be less significant unless reductions can also be secured in the current levels of private non-residential parking (PNR) particularly in Central Areas. Where circumstances allow a reduction in PNR parking will be sought through development or redevelopment schemes.
- 7.117 In order to avoid on-street parking problems related to reduced levels of off-street street parking measures will need to be implemented to deter people from driving to and parking in the vicinity of a development. The submission of Travel Plans with applications would set out arrangements for reduced car-use from the outset of development. In addition the Borough Council will seek to negotiate contributions towards the implementation of on-street controls in the vicinity of a development where problems are anticipated. In less central sites contributions will be sought from developers to fund improvements to access for non-car modes and so upgrade that areas accessibility by public transport, walking and cycling.

Public Car Parking Provision Serving Loughborough Town Centre

7.118 POLICY TR/19

Planning permission will be granted for additional off-street public car parking facilities for shoppers and visitors serving the central area of Loughborough shown on the Proposals Map in circumstances where the Borough Council is satisfied the car parking is necessary to ensure a continuing and adequate supply of short-stay car parking.