

Policy ST3: Road Schemes and Development Access

Permission will not be granted for any development on land which:

- 1) Is required to allow road access to a site considered suitable for development; or
- 2) will prejudice the construction of identified road schemes.

This includes the following proposed road improvement schemes and locations:

- Introduce a mini interchange at the proposed Asda site, Chorley and upgrade the surrounding junctions at Pall Mall and Bolton Street with public realm improvements including planting along Market Street, Chorley;
- Introduce a 'pay on exit' scheme for the Flat Iron car park, Chorley;
- Make highway junction improvements at the Flat Iron car park, Chorley;
- New Roundabout scheme on the junction of Union Street/Park Road, Chorley;
- New bus lane on Euxton Lane B5252 eastern approach to Chorley Hospital, Chorley involving carriageway widening;
- Make highway improvements at the Gillibrand Estate/Southlands, Chorley;
- Provide a bridge over the Leeds and Liverpool canal to service Botany Bay/Great Knowley, Chorley;
- Implement a coordinated signage scheme from the motorway and trunk roads to Chorley Town Centre;
- Signalised Junctions at Southport Road A581, Westway/ Foxhole Road roundabout, Chorley with relevant pedestrian crossings;
- Construct a new road from Central Avenue, Euxton to the A49;
- Construct an access road off Central Avenue to serve Buckshaw Hall, Euxton;
- Introduce a mini interchange at the existing Asda store, Clayton Green;
- Improve the Hayrick/Lancaster Lane A49 /B5256 junction, Clayton Le Woods including widening the A49 northern approach to the signals;
- Introduce integrated traffic management on the M6 between junctions 28-29 (-32).

Parking Standards

- 4.19** Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 4.20** The Government recognises that different policies and measures will be required in different communities. Opportunities to maximise sustainable transport will vary from urban to rural areas, as stated within the Framework. The availability of car parking has a major influence on the choice of means of transport. The Council supports and encourages measures to reduce car journeys in conjunction with the availability of other modes of transport including public transport, walking and cycling.
- 4.21** The Central Lancashire Core Strategy Policy 3: Travel, details measures to plan for travel including setting and applying car parking standards, and paragraph 7.19 notes that local parking standards will be produced.
- 4.22** The partial review of Regional Strategy for the North West (March 2010) proposed changes to car parking standards which were largely agreed across the Central Lancashire authorities (including Lancashire

County Council). An Examination in Public was held, and the panel report was published in response to a request under the Freedom of Information Act. The panel recommended (inter alia) that local circumstances be taken into account in setting local standards (recommendation 12.3).

- 4.23** The parking standards have been drawn up co-operatively between the previous regional tier of government, Central Lancashire and Lancashire County Council. The levels set are expressed in maximum terms. A certain level of on-site parking and servicing may be necessary to alleviate congestion on the highway, to protect and improve the safety of pedestrians and to safeguard the amenity of residents of properties in the vicinity of new developments.
- 4.24** Local circumstances will be taken into consideration, for example the development's location and size, its proximity to a public car park, existing parking issues in the area and existing traffic management and safety issues.
- 4.25** National research by the Design Council demonstrates that many people feel that the design for new residential development should accommodate typical levels of car ownership and that the level of parking in new developments can be inadequate. Attempts to restrict parking in order to curb car ownership in order to promote more sustainable transport choices are considered unrealistic and have had little or no impact on the number of cars per household. This has led to on-street parking congestion, problems for pedestrians, the conversion of front gardens to parking areas, increased surface water run-off, and detriment to local distinctiveness and visual quality. Another consideration is in respect of people with disabilities, many of whom are reliant on the parking and use of the private car for personal mobility.

Policy ST4: Parking Standards

Proposals for development will need to make parking provision in accordance with the standards set out in Appendix A.

Locations that are considered to be more sustainable and well served by public transport may be considered appropriate for lower levels of provision.

Proposals for provision above or below this standard will be supported by evidence detailing the local circumstances that justify deviation from the standard.

The local circumstances that will be taken into account include:

- a) The quality of provision for pedestrians - width of footways, quality of surfaces, access points to the site, provision and quality of street furniture and lighting;**
- b) The quality of provision for cyclists - cycle parking, dedicated cycling facilities, access points to site, quality of design and provision, any restrictions on cycle movement;**
- c) The distance to and quality of bus stops, the frequency of services, quality of footways and lighting to stops, and the distance to the nearest interchange;**
- d) The number of train stations within 1,200m walking distance, quality of station, and frequency of services; and**
- e) Evidence of local parking congestion.**