



Car Parking Site Availability and Deliverability Study

Final Report

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1 Introduction

1.1 PREAMBLE

1.1.1 WYG has been appointed by Charnwood Borough Council (CBC) to undertake a Car Parking Site Availability and Deliverability Study. The Study is required:

- to identify opportunities for enhanced car parking provision in service centres in the Borough;
- to assess the suitability of potential sites; and
- to set out the factors which would need to be addressed if the sites are to be delivered.

1.1.2 The Study will help to support the implementation of key recommendations from the 2015 Car Parking Impact Assessment which in particular identified additional car parking in the following locations:

- Anstey – 20 to 30 spaces in the next 5 years
- Barrow upon Soar – 20 to 30 spaces in the next 5 years
- Loughborough – 200 to 300 spaces in the next 5 years
- Quorn – 30 to 40 spaces in the next 5 years
- Shepshed – 40 to 50 spaces in the next 5 years
- Sileby – 10 to 20 spaces in the next 10 years

1.1.3 In terms of the additional number of parking spaces required, the type of space is not specified. Nevertheless, consideration will need to be given to specific user groups e.g. disabled parking.

1.1.4 This Study focuses on Anstey, Barrow upon Soar, Quorn, Shepshed and Sileby. CBC requested that Loughborough is not considered in this Study because the issue of car parking in the town was being considered as part of the town centre masterplan.

1.1.5 CBC does not have a statutory duty to provide car parking but recognises the value it provides for supporting the vitality and viability of Service Centres across the Borough. It should

however be noted that there is no allocation in the current capital programme for delivery of new car parking sites.

1.1.6 This report considers the feasibility of options for providing additional car parking at sites in the locations considered in this study. Further detailed studies may be required to fully understand the factors to be addressed for example, site investigation, ecology and archaeology.

1.1.7 CBC has indicated that decking of existing surface level car parks should only be considered if there is a business case to support it. Decked car parks have a higher construction cost than surface level car parks (circa £7k to £10k per space for decked car parks compared to circa £2k per space for surface level car parks) and a higher ongoing maintenance cost. Without introducing parking charges an acceptable business case is not considered possible for decking an existing surface level car park. Note that the introduction of parking charges was not recommended as part of the 2015 Car Parking Impact Assessment. Even so, putting financial reasons to one side, of the existing CBC or Parish/Town Council car parks, only the Britannia Street Car Park (Glenmore Park) in Shepshed is likely to be feasible for decking.

1.2 METHODOLOGY

1.2.1 The methodology used in this report is set out as follows:

- Current planning policy documents are reviewed. The conclusions and recommendations of this Car Parking Site Availability and Deliverability Study will form an evidence base for future Local Plan and Neighbourhood Plan work. It is therefore important that consideration is given to the existing Local Plan and any existing Neighbourhood Plans.
- An overview of existing parking provision is presented to summarise the detailed information presented in the 2015 Car Parking Impact Assessment.
- In order to identify sites for consideration, research has been undertaken to identify land that may be available within the timescales required by the 2015 Car Parking Impact Assessment. This provides the starting point in undertaking a focused assessment of possible sites. It would be unrealistic and of little value to assess sites that are not understood to have any potential likelihood in becoming available for development. In order to identify possible sites, stakeholders have been consulted, planning applications have been reviewed, the Strategic Housing Land Availability

Assessment (SHLAA) has been reviewed and CBC/Parish Council/Town Council land ownership has been reviewed. In accordance with the requirements of this study, land ownership has been taken into consideration. Sites that are in public ownership are considered most likely to be deliverable, although some sites in non-public ownership have been considered where land acquisition is considered a possibility following the work to identify possible sites.

- Relevant stakeholders have been contacted to discuss a range of issues relating to potential sites for new car parking, including:
 - Current status of any Neighbourhood Plan work.
 - Any relevant planning permissions or emerging developments (opportunities for a development partner?).
 - Details of any land owned by Parish/Town Councils and whether or not this may assist in providing additional car parking.
 - Details of any other land that may assist in providing additional car parking.
 - Any funding opportunities that could help deliver car parking e.g. S106 money?
 - Any other information relevant to meeting future parking demand.
- Existing planning permissions have been reviewed to identify any permissions that may have lapsed or instances where work may have stalled in order to identify sites that may potentially be available.
- A review has been undertaken of sites put forward as part of the 2016 SHLAA to identify sites that may be suitable for car parking. There are two aspects to this. Some sites may be suitable as new car parking sites. Note that only sites identified in the SHLAA as having developer/landowner interest for development have been considered, although it should be noted that if a site is considered suitable for housing in the SHLAA, it is unlikely that it would be a realistic option for new car parking because of the greater financial return for the landowner/developer associated with housing development. Other sites might not be considered suitable as new car parking sites but may offer opportunities in terms of obtaining funding for delivery of car parking sites. In terms of the potential for providing car parking, sites that are located away from the village/town centres have not been considered as these sites are unlikely to fulfil the requirements of sites of village/town centre parking. Furthermore, consideration has been given to the

timeframes indicated in the SHLAA for each site and the timescales associated with the need for additional car parking.

- Land owned by CBC/Parish Councils/Shephed Town Council has been reviewed in order to understand whether or not there is any Council owned land that may be suitable for use as a new site for public car parking.
- Using the information gathered above, a list of potential sites for new car parking has been derived. An initial high level assessment of the sites has been undertaken using a red, amber, green scoring system. This initial assessment doesn't cover all issues in detail but provides an initial overview.
- Following completion of the initial high level assessment of sites, a more detailed assessment of sites considered worthy of further consideration has been undertaken. The approach to site selection and assessment has been treated on a location by location basis. For example, in locations where the number of potential sites are limited, further consideration would be given to a site that may not necessarily be considered (because of the number of issues to be addressed) in a location where there are a greater number of possible sites.
- The report indicates whether a site is in public or non-public ownership. Where a site is in non-public ownership, if information is available regarding land ownership, this is stated in the report.
- The options available for each study location are presented along with an indication of likely capacity and construction costs. Where applicable, as requested by CBC, an estimate of land values has been made. This is a difficult exercise to undertake as part of this study but indicative land values have been identified where known or where land values are not known, the opportunity value of a site has been indicated based on existing/former/potential use of the site. In addition, an estimate of future maintenance costs has been made based on previous annual maintenance costs provided by CBC. The average maintenance cost per space has been calculated and applied to any new spaces identified.

1.2.2 As per the recommendations of the 2015 Car Parking Impact Assessment, in the first instance this study focuses on identifying suitable locations for additional off-street car parking. If no suitable off-street parking locations are identified, consideration will be given to alternatives

such as additional on-street parking provision, utilising existing private car parks for public use and/or demand management measures e.g. changes to the permitted length of stay in car parks.

1.3 STRUCTURE

1.3.1 The structure of this report is as follows:

- Chapter 2 summarises relevant planning policy;
- Chapter 3 provides an overview of existing off-street public car parking;
- Chapter 4 presents feedback from consultation with stakeholders;
- Chapter 5 summarises committed developments and considers how these may assist in providing additional off-street car parking;
- Chapter 6 reviews the 2016 Strategic Housing Land Availability Assessment and considers how sites may assist in providing additional off-street car parking;
- Chapter 7 reviews existing CBC owned land and considers how sites may assist in providing additional off-street car parking;
- Chapter 8 presents an initial high-level assessment of possible sites;
- Chapter 9 provides an overview of typical construction costs;
- Chapter 10 assesses sites in Anstey in further detail and presents options;
- Chapter 11 assesses sites in Barrow upon Soar in further detail and presents options;
- Chapter 12 assesses sites in Quorn in further detail and presents options;
- Chapter 13 assesses sites in Shepshed in further detail and presents options;
- Chapter 14 assesses sites in Sileby in further detail and presents options;
- Chapter 15 considers the funding options for delivery of options; and
- Chapter 16 summarises the report.

2 Planning Policy

2.1 INTRODUCTION

2.1.1 The conclusions and recommendations of this Car Parking Site Availability and Deliverability Study will form an evidence base for future Local Plan and Neighbourhood Plan work. It is therefore important that consideration is given to the existing Local Plan and any existing Neighbourhood Plans.

2.1.2 The Charnwood Local Plan 2011 to 2028 Core Strategy was adopted in November 2015 and provides a view on where development should take place during the plan period.

2.1.3 The current status of Neighbourhood Plans in the study locations has been confirmed by each respective Parish/Town Council as follows:

- Anstey – no Neighbourhood Plan
- Barrow upon Soar – Submission draft available dated October 2016
- Quorn – no Neighbourhood Plan
- Shepshed – no Neighbourhood Plan
- Sileby – about to start work preparing a Neighbourhood Plan

2.1.4 Given the above, the only Neighbourhood Plan to be considered in this study is the Barrow upon Soar Neighbourhood Plan. This study should however form an important consideration in any future Neighbourhood Plan work to be undertaken in the study locations.

2.2 CHARNWOOD LOCAL PLAN CORE STRATEGY

2.2.1 The 2015 Car Parking Impact Assessment was informed by the growth forecasts in the Local Plan Core Strategy. This Car Parking Site Availability and Deliverability Study has therefore been prepared in accordance with the same growth forecasts.

2.3 NEW LOCAL PLAN

2.3.1 CBC are in the process of preparing a new Local Plan to cover the period up to 2036. The 2015 Car parking Impact Assessment provides an evidence base to the new Local Plan.

2.4 BARROW UPON SOAR NEIGHBOURHOOD PLAN

2.4.1 A survey of local residents undertaken in December 2015 as part of the Neighbourhood Plan indicated the following issues were the most important considerations for the Neighbourhood Plan (in order of importance):

- Improving local services and facilities, particularly health care
- Protecting green areas in the village
- Local traffic congestion
- Protecting the countryside
- Village centre parking
- Conserving local heritage
- A new community centre
- Meeting local housing needs
- Better public transport
- More local employment opportunities

2.4.2 Village centre parking was identified as the issue of fifth greatest concern and in terms of parking, 30% of respondents would like a new car park and 29% supported restricting the number of long stay spaces in High Street Car Park. There were however no practical suggestions for the location of a new car park.

2.4.3 Policy BuS10 indicates support for new village centre car parking to maintain the vitality and viability of the village centre. The policy also indicates support for the extension and improvement of existing off-street car parks. As indicated above, a number of other issues were also identified in the survey and are reflected throughout the Neighbourhood Plan. These issues will be important considerations when assessing the suitability of possible parking sites.

2.4.4 Policy BuS4 relates to Proctors Park (caravan park) and indicates a long term aim for Proctors Park to become a Country Park. In the short term, Policy BuS4 indicates support for improvements to the external appearance of the site. It is considered that there could be



scope to incorporate an element of village centre public car parking at the site and as such, the suitability of Proctors Park will be assessed in this study.

3 Overview of Existing Off-Street Public Car Parking

3.1 OFF-STREET PUBLIC CAR PARKING

3.1.1 The number of off-street public car parking spaces in study area locations is summarised in **Table 1**.

Table 1 – Existing Off-Street Car Parking Spaces

Location	Car Park	Operator	Number of Spaces			
			Standard	Disabled	Parents and Toddlers	Total
Anstey	The Nook	CBC	78	2	2	82
	Cropston Road	Parish Council	15	2	0	17
	Co-op	Private Operator	88	4	4	96
Barrow upon Soar	High Street	CBC	32	1	0	33
	Co-op	Private Operator	28	3	0	31
Quorn	Station Road	CBC	81	4	1	86
Shepshed	Tesco	Private Operator	10	2	0	12
	Asda	Private Operator	63	9	2	74
	Health Centre – Shoppers	Private Operator	23	2	0	25
	Health Centre – Health Centre	Private Operator	21	1	0	22
	Co-op	Private Operator	68	3	0	71
	Britannia Street (Glenmore Park)	Parish Council	63	5	0	68
	Cropston Road	Parish Council	15	2	0	17
	Co-op	Private Operator	88	4	4	96
Sileby	King Street	CBC	88	5	0	93
	Pavilion (see note)	Parish Council	40	3	0	43

Note: In the time since the 2015 Car Parking Impact Assessment was completed, the Pavilion Car Park in Sileby has been promoted as a public car park. The car park is open during daylight hours only.

3.1.2 Of the privately operated public car parks included in **Table 1**, some are associated with supermarkets or other private businesses. Whilst these are not necessarily public car parks, feedback from CBC indicates that they may have a wider role in parking provision than providing parking for the associated supermarket/business. Signs displayed in each of the car parks specify the following:

- Co-op Car Park in Anstey is advertised as a customer only car park.
- Tesco Car Park in Shepshed has no signs relating to permitted use of the car park.
- Asda Car Park in Shepshed has no signs relating to permitted use of the car park.
- The Health Centre Car Park in Shepshed has a 2 hour maximum length of stay but no restrictions as to who can use the car park.
- Co-op Car Park in Shepshed is advertised as a customer only car park with a 2 hour maximum length of stay.

3.1.3 Of the CBC and Parish Council operated car parks, The Nook in Anstey and Station Road in Quorn offer short stay (2 hours Anstey, 45 minutes Quorn) and long stay parking. No other CBC or Parish Council car parks have length of stay restrictions.

3.1.4 All car parks are free of charge except the Health Centre Car Park in Shepshed which charges 50p for up to 1 hour and £1.00 for up to 2 hours. The Health Centre Car Park in Shepshed and the Co-op Car Park in Shepshed are the only privately operated car parks with a length of stay restriction.

4 Stakeholder Consultation

4.1 INTRODUCTION

4.1.1 The following stakeholders were contacted as part of this Study:

- Anstey Parish Council
- Barrow upon Soar Parish Council
- Quorn Parish Council
- Shepshed Town Council
- Sileby Parish Council
- Local Members
- Charnwood Borough Council Ward Members
- Leicestershire County Council

4.1.2 Each Parish Council, Shepshed Town Council and LCC were contacted with a view to meeting to discuss current parking conditions and to obtain their views in relation to potential options for new car parking sites. Meetings were held with Anstey, Sileby, Barrow upon Soar and Quorn Parish Councils during the week commencing 6th March 2017. Shepshed Town Council provided an email response during the same week. A second meeting was held with Quorn Parish Council on Thursday 15th June to discuss a specific potential site.

4.1.3 A meeting was held with officers from Leicestershire County Councils parking team on Friday 10th March 2017.

4.2 PARISH/TOWN COUNCIL SUGGESTED PARKING SITES

4.2.1 The sites in **Table 2** were suggested by Parish/Town Councils as possible sites for additional car parking. The location of the sites is shown on the drawings in **Appendix A**.

Table 2 – Parish/Town Council Suggested Sites for Additional Car Parking Provision

Area	Site for Possible New Car Parking/Additional Car Parking
Anstey	Latimer Street (new car park)
Barrow upon Soar	High Street Car Park (additional spaces)
	Land adjacent to the River Soar (new car park)
Quorn	Land adjacent to School Lane
Shepshed	No suggestions
Sileby	Pavilion Car Park (better use of existing)
	King Street Car Park (additional spaces)
	Highgate Road (new car park)
	Land to the rear of County Motors (new car park)
	The Maltings (new car park)

4.2.2 None of the Parish/Town Council’s indicated land under their control that was not currently used as car parking but could be suitable as car parking.

4.2.3 Sileby Parish Council also suggested that additional car parking could be provided on-street on Mountsorrel Lane. Quorn Parish Council suggested additional parking could be provided on-street on Leicester Road. The on-street parking locations suggested by the Parish Council’s will be considered if suitable off-site locations cannot be identified.

4.3 LOCAL MEMBER CONSULTATION

4.3.1 CBC issued letters to Local Members to inform them of the work being undertaken as part of this study.

4.3.2 One Local Member suggested that in Anstey additional village centre parking could be provided on-street along Bradgate Road where parking is currently prohibited. The Local Member also suggested additional on-street parking could be provided on Church Lane. No further Local member feedback was provided in response to the letters from CBC.

4.4 MEETING WITH LEICESTERSHIRE COUNTY COUNCIL

4.4.1 Leicestershire County Council (LCC) indicated that they do not have any land that would be suitable for providing additional off-street public car parking in the study area locations. LCC also indicated that they do not have any current plans in relation to on-street parking in any of the study area locations.



4.4.2 LCC indicated that a key consideration in the future is likely to relate to increasing numbers of Blue Badge holders and ensuring suitable parking provision is made for these users.

4.5 QUORN TOWN LANDS CHARITY

4.5.1 The Quorn Town Lands Charity has confirmed that it does not have any land available that could lend itself to new car parking.



5 Possible Sites Emerging from Planning Permissions

5.1 INTRODUCTION

5.1.1 CBC has provided a list of committed developments of a reasonable size (e.g. 10 dwellings or more) in study area locations. All the committed developments provided by CBC are for residential development. The list has been reviewed to identify any permissions that may have lapsed or instances where work may have stalled in order to identify possible sites that may potentially be available.

5.1.2 CBC has not provided a list of current pre-application sites that may come forward in the future at each of the study area locations. A list of some pre-application sites from 2013 was provided for Shepshed. Some of these sites are now included in the list of committed developments provided by CBC. Given the time that has passed since 2013, any pre-application sites that do not have planning permission have not been considered further in this study.

5.2 ANSTEY

5.2.1 Residential committed developments in Anstey are summarised in **Table 3**.

Table 3 – Anstey Residential Committed Developments

Application Number	Application Details	Status
P/05/3778/2	Between 1 & 3 Latimer Street and 10a and 16 Bradgate Road	Part Built
P/14/0624/2	Land north and south of Groby Road	Under Construction
P/13/1519/2	Land north of Groby Road Anstey Leicestershire	Under Construction
P/13/2510/2	Land adj to Gynsill Court	Detailed Consent
P/13/2263/2	Gynsill Court Mews Gynsill Lane	Outline Consent
P/14/0428/2	Fairhaven Farm, Land off Cropston Road	Outline Consent
P/15/0963/2	Land at 129 Cropston Road Anstey Leicestershire LE7 7BR	Detail Subject to S106
P/13/2340/2	Land off Cropston Road	Outline Consent

5.2.2 Anstey Parish Council indicated that work in relation to application P/05/3778/2 has stalled in that only part of the site has been developed. The remainder of the site has not yet been



developed in line with the planning permission. This site was also put forward as a possible site for car parking by the Parish Council and will therefore be considered as a possible site for new car parking.

5.2.3 The Decision Notice for application P/13/2510/2 indicates that a Reserved Matters Application should be submitted within 2 years of consent. Two years has now passed. Nevertheless, this site is located to the south of the A46 and some distance from the village centre. It is therefore not considered suitable as new car parking for Anstey regardless of the status of the site.

5.2.4 Given the current status of other applications listed in **Table 3** (i.e. valid consent or construction underway), none of the other sites are considered suitable for consideration as possible sites for new car parking.

5.3 BARROW UPON SOAR

5.3.1 Residential committed developments in Barrow upon Soar are summarised in **Table 4**.

Table 4 – Barrow upon Soar Residential Committed Developments

Application Number	Application Details	Status
P/11/2540/2	Strancliffe Hall, Cotes Road	Under Construction
P/13/1023/2	Land at 95 Nottingham Road	Detailed Consent
P/14/1992/2	Charnwood Mill Sibley Road Barrow Upon Soar Leicestershire	Detailed Consent
P/10/1518/2	Land at Melton Road	Detailed Consent

5.3.2 Given the current status of the applications listed in **Table 4** (i.e. valid consent or construction underway), none of the sites are considered suitable for consideration as possible sites for new car parking.

5.4 QUORN

5.4.1 Residential committed developments in Quorn are summarised in **Table 5**.

Table 5 – Quorn Residential Committed Developments

Application Number	Application Details	Status
P/11/0836/2	Fenny Copse Farm Meynell Road	Built
P/12/2569/2	Land at Beacon View Industrial Estate, Farley Way, Quorn, Leicestershire LE12 8RB	Under Construction
P/11/1576/2	8 Loughborough Road	Under Construction

5.4.2 Given the current status of the applications listed in **Table 5** (i.e. built or under construction), none of the sites are considered suitable for consideration as possible sites for new car parking.

5.5 SHEPSHED

5.5.1 Shepshed residential committed developments are summarised in **Table 6**.

Table 6 – Shepshed Residential Committed Developments

Application Number	Application Details	Status
P/11/2697/2	Land South of Tickow Lane Shepshed Leicestershire	Under Construction
P/14/1687/2	Land off Hathern Road	Outline Consent
P/13/1826/2	Land off Tickow Lane	Outline Subject to S106
P/13/1838/2	Land at Oakley Road & Hallamford Road	Outline Consent
P/14/1604/2	Land off Tickow Lane	Outline Consent
P/13/0621/2	Land off Iveshead Road	Under Construction
P/11/2724/2	Land adj to Oakley Road playing field	Outline Consent
P/14/0777/2	Land rear of 62 Iveshead Road	Outline Consent

5.5.2 The Decision Notice for application P/14/1687/2 indicates that Reserved Matters Applications should be submitted within 2 years of consent. Two years has now passed. CBCs planning portal does not include details of a Reserved Matters Application for this site. Nevertheless, this site is located some distance from the town centre. It is therefore not considered suitable as new car parking for Shepshed regardless of the status of the site.

5.5.3 Given the current status of the applications listed in **Table 6** (i.e. valid planning consent or under construction), none of the sites are considered suitable for consideration as possible sites for new car parking.



5.6 SILEBY

5.6.1 Sibley residential committed developments are summarised in **Table 7**.

Table 7 – Sibley Residential Committed Developments

Application Number	Application Details	Status
P/12/1041/2	4a The Maltings	Built
P/14/1590/2	Rear of the The Maltings site High Street	Outline Consent
P/14/0506/2	Factory Site, Ratcliffe Road/Cemetery Road	Built
P/11/0860/2	Seagrave Road	Under Construction
P/14/1395/2	Land off Seagrave Road Sibley Leicestershire	Under Construction
P/10/1772/2	Land adj to 6 Stanage Road,	Built

5.6.2 Given the current status of the applications listed in **Table 7** (i.e. valid consent, built or construction underway), none of the sites are considered suitable for consideration as possible sites for new car parking.

5.7 SUMMARY

5.7.1 There are no consented residential development sites considered suitable for assessment as possible car parking sites due to their current planning status.

5.7.2 It is worth acknowledging at this stage in the report the potential funding opportunity that future developments may offer. Where future developments are estimated to increase public parking demand in an area, the opportunity for obtaining funding for additional car parking provision should be explored. Where planning Decision Notices have been issued and S106 agreements signed (as per the sites identified in this Chapter) there will be no scope for additional funds to be secured from these sites. However, the scope for securing S106 funding from developments in the future should be explored because it could provide a potential source of funding. This is considered in greater detail in **Chapter 15** where funding opportunities for delivering the recommendations of this study are explored.

6 Possible Sites Emerging from Strategic Housing Land Availability Assessment

6.1 INTRODUCTION

6.1.1 A review has been undertaken of sites put forward as part of the 2016 Strategic Housing Land Availability Assessment (SHLAA) to identify sites that may be suitable for car parking. There are two aspects to this. Some sites may be suitable as new car parking sites, although it should be noted that if a site is considered suitable for housing in the SHLAA, it is unlikely that it would be a realistic option for new car parking because of the greater financial return for the landowner/developer associated with housing development. Other sites might not be considered suitable as new car parking sites but may offer opportunities in terms of obtaining funding for delivery of car parking sites. This Chapter considers whether or not sites are suitable as sites for car parking. Nevertheless, the funding potential of sites that may not be suitable as new parking sites is acknowledged and this is discussed in **Chapter 15**. It should however be noted that any developer funding must be related to the impacts caused by development and cannot address pre-existing shortfalls.

6.1.2 In terms of the potential for providing car parking, only sites identified in the SHLAA as having developer/landowner interest for development have been considered. In addition, sites that are located away from the village/town centres have not been considered as these sites are unlikely to fulfil the requirements of sites of village/town centre parking. Furthermore, consideration has been given to the timeframes indicated in the SHLAA for each site and the timescales associated with the need for additional car parking.

6.2 ANSTEY

6.2.1 The site at Latimer Street (SH10) suggested by Anstey Parish Council and also mentioned in **Chapter 5** as having planning consent that has been part built out is also identified in the SHLAA. As indicated earlier in this report, the suitability of the site for future car parking will be assessed.

6.2.2 The suitability of SHLAA site reference SH4 (Albion Street/Rosebery Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified as being part built out. The site is in non-public ownership.

6.2.3 There are a number of other sites put forward in the SHLAA that are identified as having developer/landowner interest in terms of residential development (e.g. land at Green Farm, Gorse Hill, Groby Road and Gynsill Lane). The scope for incorporating public car parking at these sites has been considered. However, due to the location of these sites being some distance from the village centre, they will not be considered further in this study.

6.3 BARROW UPON SOAR

6.3.1 There are a number of sites put forward in the SHLAA that are identified as having developer/landowner interest in terms of residential development (e.g. land at Cotes Road). The scope for incorporating public car parking at these sites has been considered. However, due to the location of these sites being some distance from the village centre, they will not be considered further in this study.

6.4 QUORN

6.4.1 The suitability of SHLAA site reference PSH309 (land off Armston Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA as being promoted for residential development.

6.4.2 There are a number of other sites put forward in the SHLAA that are identified as having developer/landowner interest in terms of residential development (e.g. land at Buddon Lane and Farley Way). The scope for incorporating public car parking at these sites has been considered. However, due to the location of these sites being some distance from the village centre, they will not be considered further in this study.

6.5 SHEPSHED

6.5.1 The suitability of SHLAA site reference SH121 (32 Charnwood Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA as having developer interest for residential development.

6.5.2 The suitability of SHLAA site reference PSH352 (land rear of Garendon Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and the SHLAA indicates that informal advice has been requested from CBC in relation to possible residential development.

6.5.3 There are a number of other sites put forward in the SHLAA that are identified as having developer/landowner interest in terms of residential development (e.g. land at Tickow Lane Ashby Road and Ingleberry Road). The scope for incorporating public car parking at these sites has been considered. However, due to the location of these sites being some distance from the village centre, they will not be considered further in this study.

6.6 SILEBY

6.6.1 The suitability of SHLAA site reference SH135 (land to the rear of 107 Cossington Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA with developer interest for residential development.

6.6.2 The suitability of SHLAA site reference PSH39 (The Rectory and land off Mountsorrel Lane) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA as not being suitable as a strategic housing site (the SHLAA considers sites that may be suitable as 'strategic' sites) due to a large part of the site being in a flood zone. However, the SHLAA indicates that the landowner is promoting the land for development (the SHLAA does not indicate whether the developer has an interest in residential development).

6.6.3 The suitability of SHLAA site reference PSH111 (Factory at the corner of Park and Seagrave Road) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA as being promoted by a developer for residential development.

6.6.4 The suitability of SHLAA site reference PSH173 (land off Mountsorrel Lane) for future car parking will be assessed. The site is shown on the plans in **Appendix A** and is identified in the SHLAA as not being suitable as a strategic housing site due to the site being in flood zone 3a or 3b.

6.6.5 There are a number of other sites put forward in the SHLAA that are identified as having developer/landowner interest in terms of residential development (e.g. land at Ratcliffe Road, Cossington Drive and Seagrave Road). The scope for incorporating public car parking at these sites has been considered. However, due to the location of these sites being some distance from the village centre, they will not be considered further in this study.

6.7 SUMMARY

6.7.1 The suitability for providing car parking at the sites in **Table 8** put forward as part of the 2016 SHLAA will be considered. The location of the sites is shown on the plans in **Appendix A**.

Table 8 – SHLAA Sites to be Assessed

Anstey	Quorn	Barrow upon Soar	Sileby	Shepshed
Latimer Street (SH10)	Land off Armston Road (PSH309)	-	Land to the rear of 107 Cossington Road (SH135)	32 Charnwood Road (SH121)
Albion Street/Rosebery Road (SH4)	-	-	The Rectory and Land off Mountsorrel Lane (PSH39)	Land rear of Garendon Road (PSH352)
-	-	-	Factory at the corner of Park and Seagrave Road (PSH111)	-
-	-	-	Land off Mountsorrel Lane (PSH173)	-

6.7.2 As with the consented developments considered in **Chapter 5**, it is worth acknowledging the potential funding opportunity that future developments may offer (i.e. sites considered in the SHLAA). Where future developments are estimated to increase public parking demand (i.e. village or town centre commuter/visitor parking) in an area, the opportunity for obtaining



funding for additional car parking provision should be explored. Where developments will increase residential parking, suitable provision should be provided in accordance with the 6Cs Design Guide. The scope for securing S106 funding from developments in the future could provide a potential source of funding. This is considered in greater detail in **Chapter 15** where the options for each study location are presented and funding opportunities for delivering the recommendations are explored.



7 Possible Sites Emerging from CBC Owned Land

- 7.1.1 CBC has provided details of land they own in each of the study locations. CBC land ownership is shown on the plans in **Appendix B**.
- 7.1.2 Most of the land owned by CBC is already developed although there are parcels of undeveloped land. The suitability of sites owned by CBC in Sileby, Barrow upon Soar and Quorn will be assessed in this study. Each of these sites are currently green space sites and are therefore currently undeveloped. These are shown in **Table 9** on plans in **Appendix A**.

Table 9 – CBC Owned Land to be Assessed

Anstey	Barrow upon Soar	Quorn	Shepshed	Sileby
-	Land adjacent to Bridge Street / Grand Union Canal	Land adjacent to High Street	-	Land adjacent to Little Church Lane

8 Initial Assessment of Sites

8.1 INTRODUCTION

- 8.1.1 An appraisal of possible sites for future parking (as shown on the plans in **Appendix A**) has been undertaken against a set of key criteria. The appraisal uses a red, amber, green ranking system to score each of the key criteria with green being the highest score and red being the lowest. The scoring system is shown in **Table 10** and the appraisal is presented in **Table 11**.
- 8.1.2 The site appraisal is informed by the constraints plans presented in **Appendix C**. The constraints plans have been prepared using information available in datasets that have been searched from publicly available websites. There may be further constraints that we do not have information for. Examples of possible constraints that we do not have information for include contaminated land, noise/air quality and ecology.
- 8.1.3 Sites considered worthy of further consideration following the initial assessment presented in this Chapter are explored further in **Chapters 9 to 14**.

Table 10 – Site Appraisal Scoring System

Criteria	Green	Amber	Red
Land Ownership	CBC Owned	Third party ownership. Possible re-development opportunity (current/previous development interest)	Third party ownership. Unlikely to be re-developed
Financial Cost (see note below)	Low (less than £100k)	Moderate (£100k - £250k)	High (more than £250k)
Existing Use	Brownfield	Greenfield	Protected Site e.g. Site of Special Scientific Interest
Flood Risk	Low (flood zone 1)	Moderate (flood zone 2)	High (flood zone 3a or b) – see para 8.1.5
Heritage	None	Unknown	Known heritage interest
Capacity (number of spaces inc Blue Badge holders)	Meets all long term need	Meets some long term need	Fails to meet long term need
Topography (i.e. is the site flat)	Suitable	Would require works to become suitable	Unsuitable
Site Configuration (i.e. does the site allow for a suitable layout)	Suitable	Would require works to become suitable	Unsuitable
Site Access	Existing access suitable	New/improved access can be provided	Access cannot be provided
Location to town centre and other key destinations	Within 400m	Between 400m and 800m	More than 800m

Note: Financial cost includes construction and equipment costs but does not include any costs associated with land acquisition or ongoing maintenance.



Table 11 – Site Appraisal

Study Area Location	Site	Criteria									
		Land Ownership	Financial Cost	Existing Use	Flood Risk	Heritage	Capacity (no. spaces)	Topography	Site Configuration	Site Access	Location to Town
Anstey	Latimer Street (part of SHLAA Site SH10)	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
	Albion Street/Rosebery Road (SHLAA Site SH4)	Red	Yellow	Green	Green	Green	Yellow	Green	Green	Yellow	Green
Barrow upon Soar	High Street Car Park (extension to west)	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green
	High Street Car Park (extension over rail line)	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green
	Land Adjacent to River Soar	Red	Green	Yellow	Red	Green	Green	Green	Green	Red	Yellow
	Proctors Park	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Green	Green
	Land adjacent to Bridge Street / Grand Union Canal (small site)	Green	Yellow	Yellow	Red	Green	Yellow	Green	Green	Red	Green
	Land adjacent to Bridge Street / Grand Union Canal (large site)	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Red	Green
Quorn	Land adjacent to School Lane	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Green	Yellow	Green
	Land off Armston Road (SHLAA Site PSH309)	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red	Yellow
	Land adjacent to High Street	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Yellow	Green
Shepshed	32 Charnwood Road (SHLAA Site SH121)	Yellow	Red	Green	Green	Green	Green	Green	Green	Yellow	Green
	Land rear of 21 Garendon Road (SHLAA Site PSH352)	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Yellow	Green
Sileby	Pavilion Car Park	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow
	King Street Car Park	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Green
	Highgate Road	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Yellow	Yellow
	Land to the rear of County Motors	Red	Green	Yellow	Green	Green	Green	Green	Green	Red	Green
	The Maltings	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green
	Land to the rear of 107 Cossington Road (SHLAA Site SH135)	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Yellow
	The Rectory and Land off Mountsorrel Lane (SHLAA Site PSH39)	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow	Green
	Factory at the corner of Park and Seagrave Road (SHLAA Site PSH111)	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Yellow
	Land off Mountsorrel Lane (SHLAA Site PSH173)	Yellow	Green	Yellow	Red	Green	Green	Green	Green	Yellow	Green
Land adjacent to Little Church Lane	Green	Green	Yellow	Green	Green	Green	Green	Green	Red	Green	

8.1.4 The remainder of this Chapter discusses the merits of the sites assessed in each study area location. There will obviously be a cost associated with delivery of new car parking and this will vary for each site. **Chapter 15** will explore funding opportunities.

8.1.5 Prior to assessing the sites in each study location, the issue of flood risk and car parks raises a key discussion point. The situation is not entirely clear and there is often debate as to whether a car park is classified as 'less vulnerable' or 'water compatible' development. Planning applications for car parks in isolation (i.e. not forming part of wider development proposals) that would be located in a flood zone (flood zones 2 and 3a) often require a sequential test to assess whether there are any other available sites prior to a location being acceptable. However, it should be noted that if the site is in flood zone 3b (functional flood plain) it would be difficult to introduce a new car park. If a new car park is provided as part of a wider development proposal in a flood zone, it is often the suitability of the associated land use that is considered rather than the car park itself. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency.

8.2 ANSTEY

8.2.1 The 2016 SHLAA indicates that part of the Albion Street/Rosebery Road site has already been developed as housing. The remainder of the site is in non-public ownership. It is unclear whether or not the owner would be open to re-development of the site. Given the existing use of the site, there is also likely to be a greater financial cost associated with re-developing this site when compared to the Latimer Street site in Anstey. Furthermore, whilst the site is within 400m of the village centre, it is further from the village centre than the Latimer Street site and its location on a predominantly residential street would perhaps not give the user the impression that it is a village centre car park. Nevertheless, given the limited number of sites in Anstey, this site will be considered further to fully explore its suitability.

8.2.2 The Latimer Street site is currently in non-public ownership. Part of the site has planning permission for housing but it is understood from Anstey Parish Council that development has stalled in that only part of the site has been developed. Ownership of the remainder of the



site is in non-public ownership. There would be a financial cost associated with acquiring the site and if only part of the site can be acquired, it would be difficult to provide the 20 to 30 spaces identified as being required in Anstey. It is likely that the Latimer Street site could accommodate circa 10 spaces. If development associated with the residential planning consent for part of the site has stalled as indicated by Anstey Parish Council, there could be scope to enter into discussions to acquire at least part of the site on the basis that there may be a willingness from the landowner to sell. The Latimer Street site is therefore considered worthy of further consideration.

8.2.3 It is worth noting at this stage that if part of the Co-op Car Park was available for public use (i.e. 20 – 30 spaces), this would satisfy future parking requirements in Anstey. The Co-op Car Park is currently advertised as a customer only car park and was not therefore considered as a public car park when identifying future parking requirements in the 2015 Car Parking Impact Assessment. The Co-op Car Park is not fully occupied at present and is considered highly unlikely to be fully occupied in the future if it remains as a customer only car park. The 2015 study recorded occupancy levels of less than 50% during weekday and Saturday surveys. In the first instance it is recommended that discussions are held with management at the Co-op Car Park in relation to setting up an arrangement whereby part of the Co-op Car Park is available for public car parking.

8.3 BARROW UPON SOAR

8.3.1 Two options have been considered in relation to extending the existing High Street Car Park. One option is to extend the site to the west. However, this land is in non-public ownership and therefore it would need to be purchased or negotiations would need to take place regarding its use as a car park. Extending the site to the west could address part of the future parking requirements in Barrow upon Soar and the site scores highly in the other criteria assessed. Given the lack of options for off-street public car parking in Barrow upon Soar, it is recommended that the land owner’s willingness to assist in providing an extension to the car park is established. The High Street Car Park is therefore considered worthy of further consideration.

8.3.2 The second option considered for the High Street Car Park is an extension over the rail line. Putting aside significant complexities in delivering such an option, the financial cost alone



would be significant and far outweigh the benefits. This option should not be considered any further.

8.3.3 The site located on land adjacent to the River Soar is in non-public ownership and therefore it would need to be purchased or negotiations would need to take place regarding its use as a car park. Furthermore, its location in very close proximity to the traffic signals at the Barrow Road river crossing is such that achieving a suitable site access would be highly unlikely. The site is also in flood zone 3a or 3b. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. Taking all the criteria into consideration, this option should not be considered any further.

8.3.4 The Barrow upon Soar Neighbourhood Plan identifies a desire for Proctors Park to become a Country Park in the future. This may be unlikely to happen in the short term but it might be that there could be potential in the short term to provide an element of public car parking at the site. If this is not the case, it is recommended that long term public car parking is incorporated into any plans. Given the distance to the village centre, short stay parking at the site may be less appropriate. Issues relating to the site being in flood zone 3a or 3b would need to be addressed. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. Taking all the criteria into consideration, Proctors Park is considered worthy of further consideration.

8.3.5 There are two CBC owned sites adjacent to Bridge Street / Grand Union Canal. The smaller of the two sites is located in very close proximity to the traffic signals at the Barrow Road river crossing and, as such, achieving a suitable site access would be highly unlikely. The smaller site is also located in flood zone 3a or 3b. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b)



would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. Access to the larger site would only be achievable via a narrow access road wide enough for one-way traffic only unless third party land is acquired. Any car park access would need to be wide enough for two-way traffic otherwise it will not be acceptable to the local highway authority. In addition, the configuration of the site and topography would make it difficult to provide a suitable car park layout. Taking all the criteria into consideration, these two options should not be considered any further.

8.4 QUORN

8.4.1 Land adjacent to School Lane is in non-public ownership. Quorn Parish Council has indicated that the land could be acquired from the landowner for use as a public car park. Consideration will need to be given to the site being located in flood zone 3a or 3b and the uneven topography of the site will require addressing. The flood risk information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. The site is well located in relation to the village centre and taking all the criteria into consideration, the site is considered worthy of further consideration.

8.4.2 The site at Armston Road can only be accessed via a narrow private road with width for one vehicle only. It is therefore not considered that suitable access can be provided. This option should not be considered any further.

8.4.3 The site adjacent to High Street is owned by CBC and is located in close proximity to the village centre with good pedestrian links provided. The site is currently an area of green space and effectively forms part of the land surrounding St Bartholomew’s Church. The site lies within the village conservation area and given that the Quorn Village Design Statement seeks to protect the landscape setting of Quorn, the loss of village centre green space is likely to be controversial. The site will however be explored further in the **Chapter 12** because of its prominent location within Quorn.



8.5 SHEPSHED

8.5.1 The two sites assessed in Shepshed were both considered in the 2016 SHLAA and it is understood that there is interest from parties associated with both sites for the sites to be developed for housing. Should pre-application enquiries come forward at either of these sites, it is recommended that the scope for incorporating an element of public car parking should be explored. Nevertheless, given that the SHLAA indicates that residential development at both sites could be feasible, the scope for utilising the full site area for a public car park is perhaps limited unless the landowner feels it would be financially advantageous for the site to be developed as parking rather than residential. Nevertheless, these sites will be considered further as possible parking sites.

8.6 SILEBY

8.6.1 A number of sites have been considered in Sileby. In the first instance it should be noted that the Pavilion Car Park is now being promoted as a public car park whereas this was not the case at the time of the 2015 Car Parking Impact Assessment. The Pavilion Car Park has 43 spaces and on-site observations made at approximately 11:00 on Wednesday 8th March indicate that the car park is not fully occupied (detailed survey information is not available at this car park as it was not included in the scope of the 2015 study). The Pavilion Car Park would satisfy future parking requirements in Sileby without the need for further off-street car parking. However, the car park is located approximately 650m from the centre of the village and whilst this is not an unreasonable distance to walk, it is such that the car park is located away from the village centre. Potential users may not therefore consider it to be a public car park for the village centre. This encourages the likelihood of people parking on-street in residential areas closer to the village centre rather than using the Pavilion Car Park. This being said, the scope for utilising the Pavilion Car Park as a village centre car park will be considered further. One option to be explored will be to introduce short stay parking at King Street Car Park and long stay parking at Pavilion Car Park.

8.6.2 The potential for increasing the number of spaces at King Street Car Park will also be considered further. As suggested by Sileby Parish Council, options to be considered will be the potential removal of the public toilets and/or removal of the recycling area to increase the number of spaces. The Parish Council indicated that the public toilets are not well used and that an alternative recycling area is available nearby. On this basis, the Parish Council consider



the public toilets and recycling area would not need to be replaced elsewhere in the village and that additional car parking would be more beneficial to the village. This would require consideration.

8.6.3 Introduction of a new car park on Highgate Road will not be considered further. This is because its location is similar to Pavilion Car Park and is therefore considered to offer little advantage over Pavilion Car Park, particularly as Pavilion Car Park has spare capacity.

8.6.4 Land to the rear of County Motors is in non-public ownership and it is not possible to access the site without impacting upon the operation of County Motors. Therefore, this site will not be considered further.

8.6.5 Land at The Maltings will not be considered further as the site is currently being re-developed.

8.6.6 It is understood that there is interest from parties associated with the four sites considered in the 2016 SHLAA for development as housing. Of these four sites, land off Mountsorrel Lane and land at The Rectory/Mountsorrel Lane were ruled out as potential housing sites for flood risk reasons during the 2016 SHLAA process. As such, given the willingness shown by both parties to develop the sites, there may be scope to negotiate with the land owners regarding utilisation of land at either site for car parking. Both sites are however located in a flood zone 3a or 3b and this would require consideration. The flood risk information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. Taking all criteria into consideration, both of these sites will be considered further.

8.6.7 It is understood that there is interest from parties associated with the other two sites assessed in the 2016 SHLAA for the sites to be developed as housing (Land to the rear of 107 Cossington Road and Factory at the corner of Park and Seagrave Road PSH111). Introduction of a new car park at either of these locations will not be considered further. This is because either of these locations are a similar distance from the village centre as Pavilion Car Park and they are therefore considered to offer little advantage over Pavilion Car Park, particularly as Pavilion Car Park has spare capacity.



8.6.8 Little Church Lane has a very narrow width that cannot be widened without acquiring third party land from either the church grounds or residential properties (likely to be in multiple ownership). Unless Little Church Lane can be widened to allow two-way traffic, it is not considered suitable as an access road for a car park. This option should not be considered any further.

8.7 SUMMARY

8.7.1 The next Chapters consider sites in more detail and are done so on the assumption that some funds could be made available. It should be reiterated though that there is no allocation in the current capital programme for CBC to deliver new car parking sites. **Chapter 15** will explore funding opportunities.

8.7.2 The following sites will be considered further as off-street parking sites in **Chapters 9 to 14** and the factors to be addressed to deliver parking at these sites will be identified:

- Anstey – Latimer Street (new car park)
- Anstey – Albion Street/Rosebery Road (new car park)
- Barrow upon Soar – High Street (extension of existing car park)
- Barrow upon Soar – Proctors Park (new car park)
- Quorn – Land adjacent to School Lane (new car park)
- Quorn – Land adjacent to High Street (new car park)
- Shepshed – Land at 32 Charnwood Road (new car park)
- Shepshed – Land rear of Garendon Road (new car park)
- Sileby – Pavilion Car Park (better usage as a village centre car park)
- Sileby – King Street (extension of existing car park)
- Sileby – Land off Mountsorrel Lane (new car park)
- Sileby – Land at The Rectory/Mountsorrel Lane (new car park)

8.7.3 It may prove necessary/beneficial (for funding reasons) to introduce demand management measures, additional on-street parking and/or utilise existing sites. One example of this could be to utilise part of the Co-op Car Park in Anstey as a public car park.



8.7.4 If new car parking cannot be provided in accordance with the recommendations of the 2015 Car Parking Impact Assessment, as new pre-application enquiries come forward or development opportunities arise (e.g. Proctors Park in Barrow upon Soar), the scope for introducing public car parking should be explored.



9 Indicative Costs

9.1.1 Prior to presenting the further assessment work in each of the study locations, indicative costs for new car parking to be used in this report are summarised in **Table 12**.

Table 12 – Indicative Costs for Construction of New Car Parks (see note below table)

Type of Provision	Specification	Cost per Space (2002-2003)	Cost per Space (2017)
At grade car park	Gravel surfaced	£600	£924
At grade car park	Tarmac surfacing, marking, lighting, charging equipment	£1,500	£2,310
2 storey	Simple construction, stairs, lighting and equipment	£4,500	£6,930
Multi-storey	Standard specification, lifts, lighting and equipment	£4,500	£6,930
Multi-storey	High specification, lifts, lighting, security etc.	£6,000	£9,240
Underground	Standard specification including ventilation with only a low load bearing surface	£12,000	£18,480
Underground	High specification – replacement of an urban square with high load bearing	£18,000	£27,720

Note: 2002-2003 costs obtained from the Institution of Highways and Transportation document 'Parking Strategies and Management'. Costs have been converted to 2017 using the Retail Price Index which indicates growth of 54% for



the period 2002 to 2017. Growth for the same period was also obtained from the Construction Price Index. The Construction Price Index indicates growth of 48%. Growth in the Retail Price Index has been used in order to provide a more robust estimate of costs.

9.1.2 For the purpose of this report, it is assumed that any new car parking will be at grade parking with a cost per space of £2,310.

9.1.3 In addition to the initial construction costs, there will be ongoing maintenance costs associated with each car park. Maintenance costs were presented in the 2015 Car Parking Impact Assessment for car parks in the Borough. This information has been used to calculate a broad maintenance cost per space and is summarised in **Table 13**.

Table 13 – Car Park Maintenance Costs

Year	Total Costs	Number of Spaces in Borough	Average Cost Per Space
2012-13	£48,122	408	£134
2013-14	£57,969		
2014-15	£57,958		
Average	£54,683		

10 Anstey – Further Assessment

10.1 INTRODUCTION

10.1.1 As outlined in **Chapter 8**, the following sites in Anstey have been considered further:

- Anstey – Latimer Street (new car park)
- Anstey – Albion Street/Rosebery Road (new car park)

10.1.2 This Chapter identifies the factors to be addressed in relation to delivery of each option.

10.2 LATIMER STREET

10.2.1 The Latimer Street site is shown in **Photograph 1**.

Photograph 1 – Latimer Street Site



10.2.2 It is considered feasible to provide a new access into the site from Latimer Street. This would be required if the site were to be developed as a car park. Latimer Street is close to the village centre with reasonable pedestrian links but it is a residential street and as such, residents of Latimer Street may not look favourably on a planning application for a new car park at this location.



10.2.3 The Leicester Road/Latimer Street junction (the route to the site) is in close proximity to The Nook. Traffic queues regularly extend along Leicester Road past Latimer Street which could raise junction capacity concerns with the Local Highway Authority. However, whilst traffic flows on Latimer Street would increase if a new car park were to be provided, the number of spaces would be such that traffic increases are unlikely to be significant.

10.2.4 As mentioned in **paragraph 8.2.2**, the site is in non-public ownership. Anstey Parish Council has advised that the site is in multiple ownership. The whole of the site would need to be available if the site is to fully meet the future car parking requirements for Anstey. A review of land for sale in the local area has been undertaken with a view to finding a comparable site to understand likely costs associated with land acquisition. A suitably comparable site has not been found and therefore, an initial broad cost for land acquisition associated with this site has not been made based on the opportunity value. It is considered that the site could potentially accommodate 4 terraced houses and based on existing properties for sale in the local area, an approximate sale price of £125k per dwelling has been assumed. This results in an opportunity value of circa £500k for this site.

10.2.5 Key factors to be addressed in order to deliver a new car park at the Latimer Street site are:

- Possible resident objection
- Congested highway network
- Site in non-public ownership (potentially more than one landowner)
- All of the site is required for car parking in order to fully meet the requirements of the 2015 Car Parking Impact Assessment

10.3 ALBION STREET/ROSEBERY ROAD

10.3.1 The Albion Street/Rosebery Road site is shown in **Photographs 2 and 3**.

Photograph 2 – Albion Street/Rosebery Road Site



Photograph 3 – Albion Street/Rosebery Road Site



10.3.2 It is considered feasible to provide a new access into the site. A new access would be required if the site were to be developed as a car park. A new car park would replace an existing employment land use on an otherwise residential street which may (or may not) be considered preferable to the existing use of the site by local residents.

10.3.3 Albion Street is characterised by on-street parking which restricts the carriageway width to one-way in places. This parking is likely to be associated with residential properties and also the existing employment use of the site. Whilst creation of a car park would remove on-street parking demand from employees, the limited amount of off-street parking for residents means that on-street parking is likely to continue. This is illustrated in **Photograph 4** and creates an environment that does not lend itself towards an access road to a car park.

Photograph 4 – Existing On-Street Parking on Albion Street



10.3.4 Visibility at the Cropston Road/Albion Street junction (the most likely route to the site) is restricted and as such, any increase in traffic movements could create a road safety concern for the Local Highway Authority. Visibility from the junction is shown in **Photographs 5** and **6**. It should however be acknowledged that traffic movements associated with the existing employment use would be removed from the junction. This would reduce the net change in trips associated with a car park and could be such that restricted visibility at the junction may be accepted by the Local Highway Authority.

Photograph 5 – Visibility Left from the Cropston Road/Albion Street Junction



Photograph 6 – Visibility Right from the Cropston Road/Albion Street Junction



10.3.5 Pedestrian links from the car park to the village centre are reasonable although, as outlined in **paragraph 8.2.1**, the distance to the village centre may be such that in the context of Anstey, the car park would not be attractive as a village centre car park and drivers would choose to park on residential streets nearer to the village centre where there are no parking restrictions. This is considered to be the greatest challenge for this site and one that could ultimately mean the car park is not widely used as a village centre car park unless drivers are



made to park in the car park through the introduction of on-street parking restrictions. The introduction of on-street parking restrictions would generate a new set of issues and is not recommended, particularly when other options presented in this Chapter are considered more suitable to this site.

10.3.6 Key factors to be addressed in order to deliver a new car park at Albion Street/Rosebery Road are:

- Site is in non-public ownership
- On-street parking hinders vehicle access
- Possibility of resident objection
- Poor visibility at Cropston Road/Albion Street junction
- Distance to village centre

10.3.7 It is not recommended that this site is taken any further in terms of public car parking.

10.4 CO-OP CAR PARK

10.4.1 As put forward in the initial assessment of sites in **Chapter 8**, further consideration has been given to utilising the Co-op Car Park for public car parking. The Co-op Car Park is advertised as a customer only car park. However, as indicated in the 2015 Car Parking Impact Assessment, the car park is estimated to have spare capacity in the future but because it is not advertised as a public car park, it was not included as a public car park when calculating future parking requirements. **Photograph 7** shows the Co-op Car Park and illustrates the existing availability of spaces.

Photograph 7 – Co-op Car Park



- 10.4.2 The Co-op Car Park is well located in terms of its proximity to the village centre and existing pedestrian connections are good. On-site observations made throughout the year indicate that the car park has spare capacity. In terms of car parking, it would be beneficial to make better use of this site by designating between 20 and 30 spaces as public car parking spaces. This would remove the need to provide a new car park elsewhere in Anstey.
- 10.4.3 On-site observations indicate that this car park is prone to flooding in periods of heavy rainfall. Whilst there would be no planning issues relating to flooding (due to the site already being in use as a car park), it should be acknowledged that there are likely to be periods when the car park is out of use due to flooding. When the car park floods, water can rise quickly so appropriate warnings would need to be in place to alert drivers of the risks associated with flooding.
- 10.4.4 Key factors to be addressed in order to enable public car parking to be permitted at the Co-op Car park are:
- Agreement with Co-op management.
 - Loss of spaces at times when the car park is under water.



10.5 SUMMARY OF OPTIONS

10.5.1 The options available to meet the requirement for an additional 20 to 30 spaces in Anstey over the next 5 years are presented in **Table 14**. All financial costs identified are preliminary budget costs excluding for example, utility diversions etc.

Table 14 – Anstey Options

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1 Latimer Street	<ul style="list-style-type: none"> Possible resident objection Congested highway network Site in non-public ownership All of the site is required for car parking in order to fully meet the requirements of the 2015 Car Parking Impact Assessment 	<p>£2,310 per space = £46,200.</p> <p>£20k - £50k for site access.</p> <p>Circa £500k land acquisition (based on opportunity value).</p> <p>Total = £66,200 - £96,200 (excluding land acquisition), £566,200 - £596,200 (including land acquisition).</p> <p>Annual maintenance circa £2,680 (based on £134 per space).</p>	Circa 20 (less if only part of the site is utilised)
2 Co-op	<ul style="list-style-type: none"> Agreement with Co-op management. Loss of spaces at times when the car park is under water. 	<p>No costs associated with car park construction.</p> <p>Annual maintenance circa £2,680 - £4,020 (based on £134 per space).</p>	20 - 30

10.5.2 This study has considered potential sites at the time of writing but going forward new sites may arise. Opportunities should therefore be taken to promote additional public car parking on appropriate sites in response to identified needs.

10.6 OTHER CONSIDERATIONS

10.6.1 The number of short stay parking spaces in The Nook Car Park could be increased from 15 to circa 30 in order to increase the turnover/availability of spaces. Ticket machines would be required requiring drivers of vehicles parking in a short stay parking space to obtain a 2 hour



ticket (free of charge) from a ticket machine and displaying it in their car. This will increase the number of spaces in Charnwood where enforcement of a maximum length of stay is required but as indicated by LCC, ticket machines will increase the speed/efficiency of enforcement because enforcement officers will not have to manually record the arrival time of vehicles in car parks. Ticket machines costs in the region of £4-5k per ticket machine and there are likely to be associated costs of circa £5k for installation/power etc.

10.6.2 In developing the options in this Chapter, consideration was given to the potential to increase the amount of on-street parking in the village centre. However, this is not considered to be feasible. On-street parking is provided where space allows and parking is not permitted elsewhere in the village centre. Existing on-street parking restrictions are considered appropriate. Leicestershire County Council has confirmed that there are currently no proposals to change on-street parking arrangements in Anstey.

10.6.3 It is noted that one Local Member suggested removing parking restrictions and providing on-street parking on Bradgate Road in the vicinity of St Mary's Church. This is not considered appropriate as it would restrict the two-way flow of traffic on a key route to the village centre, causing delays and frustration to drivers. Furthermore, on-street parking at this location would force some traffic to use the opposing side of the carriageway in the vicinity of a bend with restricted visibility. This is considered to be a road safety concern. The Local Member also suggested introducing additional on-street parking spaces on Church Lane. Church Lane is one-way only with on-street parking permitted at some limited locations where the carriageway width is generally wider. It is not considered appropriate to introduce additional on-street parking spaces on Church Lane as it would reduce the available carriageway width such that it could become difficult for other vehicles to pass. Furthermore, providing village centre parking spaces on Church Road would increase traffic volumes on Church Lane as drivers perform the undesirable practice of circulating the village for a parking space. Given the one-way system in place and residential nature of Church Lane, this is not considered a desirable option.

11 Barrow upon Soar – Further Assessment

11.1 INTRODUCTION

11.1.1 As outlined in **Chapter 8**, the following sites in Barrow upon Soar have been considered further:

- High Street (extension of existing car park)
- Proctors Park

11.1.2 This Chapter identifies the factors to be addressed in relation to delivery of each option.

11.2 HIGH STREET CAR PARK

11.2.1 High Street Car Park is an established site well located in close proximity to the village centre. Land to the rear of the car park is shown in **Photograph 8** and is in non-public ownership. Acquisition of this land would enable a small number of additional parking spaces to be provided although it is unlikely that this would meet the requirement for an additional 20 to 30 spaces as specified in the 2015 Car Parking Impact Assessment. Additional capacity would therefore need to be found elsewhere.

Photograph 8 – Land to the Rear of High Street Car Park



11.2.2 As mentioned above, the site is in non-public ownership. A review of land for sale in the local area has been undertaken with a view to finding a comparable site to understand likely costs associated with land acquisition. A suitably comparable site has not been found and therefore, an initial broad cost of land acquisition associated with this site has been made based on the opportunity value. Access to the site is likely to be difficult other than via the existing car park and the development opportunities are likely to be limited. An opportunity value of £100k has been assumed based on the approximate value of a residential property towards the lower end of the market.

11.2.3 Key factors to be addressed in delivery of additional car parking capacity at High Street Car Park are:

- Site in non-public ownership
- Would not fully meet the requirements of the 2015 Car Parking Impact Assessment. Therefore, additional car parking would be required elsewhere.

11.3 PROCTORS PARK

11.3.1 Proctors Park is currently accessed from Bridge Street. The existing access is a priority junction (**Photograph 9**) although its layout is unconventional.

Photograph 9 – Proctors Park Site Access





- 11.3.2 Footways are provided adjacent to Bridge Street but there is currently no dedicated pedestrian route adjacent to the Proctors Park access road. The access location is in close proximity to the one-way traffic signals at the bridge over the River Soar and traffic queues extend past the Proctors Park site access when the signals are on red. 'Keep Clear' markings are located on Bridge Street outside the Proctors Park site access and drivers exiting Proctors Park often rely on other drivers leaving a suitable gap for them to exit the site. The Local Highway Authority may therefore have concerns relating to an intensification of use of the existing access.
- 11.3.3 The distance between Proctors Park and the village centre may be such that in the context of Barrow upon Soar, the car park would not be attractive for short stay trips to the village centre. However, it is considered that a car park at this location could be suitable for longer stay trips e.g. commuter parking that may currently take place in High Street Car Park.
- 11.3.4 Issues relating to the site being in flood zone 3a or 3b would need to be addressed. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency.
- 11.3.5 The site is currently in non-public ownership and although there is an aspiration in the Barrow upon Soar Neighbourhood Plan for the site to become a Country Park in the future (and hence a need for public parking), the intentions of the land owner would require clarification. It is understood from the Barrow upon Soar Neighbourhood Plan that the site has been held by the same family for generations.
- 11.3.6 Factors to be addressed in order to deliver a new car park at Proctors Park are:
- Agreement with Proctors Park management to provide a public car park at the site.
 - No dedicated pedestrian route into the site via the main access.
 - Concerns relating to operation of site access due to queues from nearby traffic signals.
 - Distance to village centre.
 - Site in flood zone 3a or 3b



11.4 SHARED USE OF EXISTING CAR PARKS

11.4.1 Given the level of uncertainty regarding the options considered in Barrow upon Soar, consideration has been given to existing private car parks that could potentially accommodate an element of public car parking at times when demand from their associated land use is minimal. There are a number of Public Houses within a short distance of the village centre with good size car parks. Subject to discussions with management, there may be the opportunity to allow some daytime parking at one of these sites at times when Public House parking is less in demand.

11.4.2 Factors to be addressed in order to introduce shared use of existing care parks are:

- Agreement with management.

11.5 SUMMARY OF OPTIONS

11.5.1 The options available to meet the requirement for an additional 20 to 30 spaces in Barrow upon Soar over the next 5 years are presented in **Table 15**. All financial costs identified are preliminary budget costs excluding for example, utility diversions etc.



Table 15 – Barrow upon Soar Options

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1 Increased capacity at High Street Car Park	<ul style="list-style-type: none"> Site in non-public ownership. Would not fully meet the requirements of the 2015 Car Parking Impact Assessment. Therefore, additional car parking would be required elsewhere. 	<p>£2,310 per space = £23,310.</p> <p>Circa £100k land acquisition (based on opportunity value).</p> <p>Total = £23,310 (excluding land acquisition), £123,310 (including land acquisition)</p> <p>Annual maintenance circa £1,340 (based on £134 per space).</p>	Circa 10
2 Proctors Park	<ul style="list-style-type: none"> Agreement with Proctors Park management to provide a public car park at the site / possible land acquisition. No dedicated pedestrian route into the site via the main access. Concerns relating to operation of site access due to queues from nearby traffic signals. Distance to village centre. 	<p>£2,310 per space = £46,200 - £ 69,300.</p> <p>Circa £20k for site access improvements.</p> <p>Assumes no land acquisition costs.</p> <p>Total = £66,200 - £ 89,300.</p> <p>Annual maintenance circa £2,680 - £4,020 (based on £134 per space).</p>	20 - 30
3 Public Houses	<ul style="list-style-type: none"> Agreement with appropriate management. 	No costs associated with car park construction	Subject to discussion with management

11.5.2 This study has considered potential sites at the time of writing but going forward new sites may arise. Opportunities should therefore be taken to promote additional public car parking on appropriate sites in response to identified needs.



11.6 OTHER CONSIDERATIONS

11.6.1 The number of short stay parking spaces at High Street Car Park could be increased in order to increase the turnover of spaces. Ticket machines would be required requiring drivers of vehicles parking in a short stay parking space to obtain a 2 hour ticket (free of charge) from a ticket machine and displaying it in their car. This will increase the number of spaces in Charnwood where enforcement of a maximum length of stay is required but as indicated by LCC, ticket machines will increase the speed/efficiency of enforcement because enforcement officers will not have to manually record the arrival time of vehicles in car parks. Ticket machines costs in the region of £4-5k per ticket machine and there are likely to be associated costs of circa £5k for installation/power etc.

11.6.2 In forming the recommendations in this Chapter, consideration was given to the potential to increase the amount of on-street parking in the village centre. However, this is not considered to be feasible. On-street parking is provided where space allows and parking is not permitted elsewhere in the village centre. Existing on-street parking restrictions are considered appropriate. Leicestershire County Council has confirmed that there are currently no proposals to change on-street parking arrangements in Barrow upon Soar.

12 Quorn – Further Assessment

12.1 INTRODUCTION

12.1.1 As outlined in **Chapter 8**, the following sites in Quorn have been considered further:

- Quorn – Land adjacent to School Lane (new car park)
- Quorn – Land adjacent to High Street (new car park)

12.1.2 This Chapter identifies the factors to be addressed in relation to delivery of each option.

12.2 SCHOOL LANE

12.2.1 The School Lane site is shown in **Photograph 10**.

Photograph 10 – Site at Station Lane, Quorn



12.2.2 The site is in non-public ownership. Quorn Parish Council has indicated that the land could be acquired from the landowner for use as a public car park and has confirmed an indicative cost of £20k for land acquisition. It is understood that the landowner is a local individual and discussions between the Parish Council and the landowner have taken place regarding acquisition. It is considered feasible for the existing access shown above in **Photograph 10** to be improved to serve a car park. Consideration will need to be given to ensuring suitable visibility splays can be achieved. Visibility splays should be provided in accordance with the

requirements of the 6Cs Design Guide which indicates that splays should be based on recorded 85th percentile speeds. For the purpose of this study, it is assumed that 85th percentile speeds are in accordance with the 30mph speed limit. On this basis, 2.4m x 43m visibility splays should be provided. Given the one-way nature of Station Lane, suitable minor road visibility splays are required to the right only. On-site observations indicate that suitable splays cannot currently be achieved. This is illustrated in **Photograph 11**. In order to achieve suitable visibility splays, the give-way line at the site access could be moved forward. In addition, a physical build-out could be introduced within the existing area of hatching (shown in **Photograph 11**). This would provide protection for vehicles exiting the School Lane site and could also serve as part of a pedestrian crossing. There is currently no footway on the eastern side of Station Lane (i.e. the site side of the road) so a safe location for pedestrians to cross to the footway on the western side of Station Lane would be required. It is anticipated that the car park layout would be similar to the existing private car park associated with 'M Wright and Sons' a short distance to the north.

Photograph 11 – Land Adjacent to School Lane – Visibility to the Right of the Site Access



12.2.3 Consideration will need to be given to the site being located in flood zone 3a or 3b. Issues relating to the site being in flood zone 3a or 3b would need to be addressed. The information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red

(i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency. In addition, the uneven topography of the site will require addressing in order to create a suitable car park layout.

12.2.4 Factors to be addressed in order to deliver a new car park at High Street are:

- Site in non-public ownership.
- Visibility splays require improvement as part of access works.
- Safe location required for pedestrians to cross.
- Site in flood zone 3a or 3b.
- Uneven topography.

12.3 HIGH STREET

12.3.1 The High Street site is shown in **Photograph 12**.

Photograph 12 – Site at High Street, Quorn



12.3.2 The site is owned by CBC and is located in close proximity to the village centre with good pedestrian links provided. The site is currently an area of green space and effectively forms part of the land surrounding St Bartholomew's Church. The site lies within the village



conservation area and given that the Quorn Village Design Statement seeks to protect the landscape setting of Quorn, the loss of village centre green space is likely to be controversial and as such, objections are highly likely. Nevertheless, it is considered feasible to provide a new access into the site from High Street, which would be required if the site were to be developed as a car park. The benefits to be gained by providing additional car parking (in the absence of alternatives) would need to be weighed up against the loss of green space.

12.3.3 Factors to be addressed in order to deliver a new car park at High Street are:

- Possible objections from loss of village centre green space.

12.4 SHARED USE OF EXISTING CAR PARKS

12.4.1 Consideration has been given to existing private car parks that could potentially accommodate an element of public car parking at times when demand from their associated land use is minimal. The Quorndon Fox Public House and Rawlins Academy are both located within a short distance of the village centre and both have good size car parks. Subject to discussions with management, there may be the opportunity to allow some daytime parking at The Quorndon Fox and/or some evening/weekend parking at Rawlins Academy.

12.4.2 Factors to be addressed in order to introduce shared use of existing car parks are:

- Agreement with management.

12.5 SUMMARY OF OPTIONS

12.5.1 The options available to meet the requirement for an additional 30 to 40 spaces in Quorn over the next 5 years are presented in **Table 16**. All financial costs identified are preliminary budget costs excluding for example, utility diversions etc.

Table 16 – Quorn Options

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1 Land adjacent to High Street (new car park)	<ul style="list-style-type: none"> Possible objections from loss of village centre green space. 	<p>£2,310 per space = £69,300 - £92,400.</p> <p>£20k - £50k for site access</p> <p>Total = £89,300 - £142,400</p> <p>Annual maintenance circa £4,020 - £5,360 (based on £134 per space).</p>	30 - 40
2 Land adjacent to Station Lane	<ul style="list-style-type: none"> Site in non-public ownership. Visibility splays require improvement as part of access works. Safe location required for pedestrians to cross. Site in flood zone 3a or 3b. Uneven topography. 	<p>£2,310 per space = £69,300 - £92,400.</p> <p>£20k - £50k for site access</p> <p>Circa £20k for pedestrian improvements.</p> <p>Circa £20k land acquisition (based on Parish Council feedback)</p> <p>Total = £129,300 - £182,400.</p> <p>Annual maintenance circa £4,020 - £5,360 (based on £134 per space).</p>	30 - 40
3 Shared use of existing car parks	<ul style="list-style-type: none"> Agreement with management. 	No costs associated with car park construction	Subject to discussion with management

12.5.2 This study has considered potential sites at the time of writing but going forward new sites may arise. Opportunities should therefore be taken to promote additional public car parking on appropriate sites in response to identified needs.



12.6 OTHER CONSIDERATIONS

12.6.1 The number of short stay parking spaces at Station Road Car Park could be increased in order to increase the turnover/availability of spaces. Ticket machines would be required requiring drivers of vehicles parking in a short stay parking space to obtain a 2 hour ticket (free of charge) from a ticket machine and displaying it in their car. This will increase the number of spaces in Charnwood where enforcement of a maximum length of stay is required but as indicated by LCC, ticket machines will increase the speed/efficiency of enforcement because enforcement officers will not have to manually record the arrival time of vehicles in car parks. Ticket machines costs in the region of £4-5k per ticket machine and there are likely to be associated costs of circa £5k for installation/power etc.

12.6.2 In forming the options in this Chapter, consideration was given to the potential to increase the amount of on-street parking in the village centre. However, this is not considered to be feasible. On-street parking is provided where space allows and parking is not permitted elsewhere in the village centre. Existing on-street parking restrictions are considered appropriate. Leicestershire County Council has confirmed that there are currently no proposals to change on-street parking arrangements in Quorn.

13 Shepshed – Further Assessment

13.1 INTRODUCTION

13.1.1 As outlined in **Chapter 8**, the following sites in Shepshed have been considered further:

- 32 Charnwood Road
- 21 Garendon Road

13.1.2 This Chapter identifies the factors to be addressed in relation to delivery of each option considered.

13.2 32 CHARNWOOD ROAD

13.2.1 The site at 32 Charnwood Road is shown in **Photograph 13**. The site has an existing access with good visibility which is likely to be suitable for a car park access. The site is within a short distance of the town centre with good pedestrian links provided. The access is located directly opposite the existing access to Asda. Crossroad junctions are not generally supported by the Local Highway Authority. Whilst this is an existing access arrangement, an intensification of use of the site at 32 Charnwood Road could raise an issue with the Local Highway Authority.

Photograph 13 – Site at 32 Charnwood Road





13.2.2 As mentioned earlier in this report, the site is in non-public ownership. A review of land for sale in the local area has been undertaken with a view to finding a comparable site to understand likely costs associated with land acquisition. Based on the for sale price of other employment land in the area, it is considered that an initial broad cost for land acquisition would be circa £500k.

13.2.3 Factors to be addressed in order to deliver a new car park at 32 Charnwood Road are:

- Site in non-public ownership
- Possible access concerns associated with crossroad junction

13.3 LAND TO THE REAR OF GARENDON ROAD

13.3.1 Removal of an existing property on Garendon Road would provide sufficient width for a car park access to be provided. Pedestrian links are provided to the town centre. However, given that Garendon Road is a residential street, residents may not look favourably on a planning application for a new car park at this location.

13.3.2 In addition, Garendon Road is characterised by on-street residential parking which restricts the carriageway width to one-way traffic. This is illustrated in **Photograph 14** and creates an environment that does lend itself towards an access road to a car park.

Photograph 14 – Garendon Road On-Street Parking



13.3.3 Pedestrian links from the car park to the village centre are reasonable although the distance to the village centre may be such that in the context of Shepshed, the car park would not be attractive as a town centre car park and drivers would choose to park on residential streets nearer to the town centre where there are no parking restrictions. This is considered to be the greatest challenge for this site and one that could ultimately mean the car park is not widely used as a town centre car park unless drivers are made to park in the car park through the introduction of on-street parking restrictions. The introduction of on-street parking restrictions would generate a new set of issues such as likely objections and is not recommended. Due to the distance from the town centre, it is not recommended that this site is taken any further in terms of possible public car parking.

13.4 SUMMARY OF OPTIONS

13.4.1 The options available to meet the requirement for an additional 40 to 50 spaces in Shepshed over the next 5 years are presented in **Table 17**. All financial costs identified are preliminary budget costs excluding for example, utility diversions etc.



Table 17 – Shepshed Options

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1	32 Charnwood Road	<ul style="list-style-type: none"> Site in non-public ownership Possible access concerns associated with crossroad junction 	Demolition costs (requires further study) £2,310 per space = £92,400 - £115,500. Land acquisition = circa £500k. Total = £92,400 - £115,500 (excluding land acquisition and demolition costs) £592,400 - £612,500 (including land acquisition but excluding demolition costs) Annual maintenance circa £5,360 - £6,700 (based on £134 per space).

13.4.2 This study has considered potential sites at the time of writing but going forward new sites may arise. Opportunities should therefore be taken to promote additional public car parking on appropriate sites in response to identified needs.

13.5 OTHER CONSIDERATIONS

13.5.1 Subject to agreement with Shepshed Town Council, some short stay parking spaces at Britannia Street Car Park (Glenmore Park) could be introduced in order to increase the turnover of spaces. Initially it is recommended that 20 short stay (2 hour) spaces are introduced. Ticket machines would be required requiring drivers of vehicles parking in a short stay parking space to obtain a 2 hour ticket (free of charge) from a ticket machine and displaying it in their car. This will increase the number of spaces in Charnwood where enforcement of a maximum length of stay is required but as indicated by LCC, ticket machines will increase the speed/efficiency of enforcement because enforcement officers will not have to manually record the arrival time of vehicles in car parks. Ticket machines costs in the region of £4-5k per ticket machine and there are likely to be associated costs of circa £5k for installation/power etc.



13.5.2 In forming the recommendations in this Chapter, consideration was given to the potential to increase the amount of on-street parking in the town centre. However, this is not considered to be feasible. On-street parking is provided where space allows and parking is not permitted elsewhere in the town centre. Existing on-street parking restrictions are considered appropriate. Leicestershire County Council has confirmed that there are currently no proposals to change on-street parking arrangements in Shepshed.

14 Sileby – Further Assessment

14.1 INTRODUCTION

14.1.1 As outlined in **Chapter 8**, the following sites in Sileby have been considered further:

- Pavilion Car Park (better usage as a village centre car park)
- Sileby – King Street (extension of existing car park)
- Sileby – Land off Mountsorrel Lane (new car park)
- Sileby – Land at The Rectory/Mountsorrel Lane (new car park)

14.1.2 This Chapter identifies the factors to be addressed in relation to delivery of each option considered.

14.2 PAVILION CAR PARK

14.2.1 The access to Pavilion Car Park is shown in **Photograph 15** and the car park itself is shown in **Photograph 16**.

Photograph 15 – Pavilion Car Park Access



Photograph 16 – Pavilion Car Park

- 14.2.2 On-site observations and feedback from Sileby Parish Council indicates that Pavilion Car Park has spare capacity that would be sufficient to meet the future requirement for an additional 10 to 20 spaces in the next 10 years.
- 14.2.3 Given the location of the car park (approximately 650m from the village centre), the car park is more likely to appeal to long stay parking rather than short stay parking. The car park is currently open during daylight hours only with gates closed during hours of darkness. This means long stay commuters are unable to park in the car park during winter months as they will be arriving and/or leaving during hours of darkness. Therefore, at the present time, the car park cannot fulfil an effective role as a village centre car park. In addition, it is understood that Sileby Parish Council contacted a small number of local businesses and asked employees to consider using Pavilion Car Park rather than village centre parking. It is understood that this suggestion was met with little enthusiasm and highlights the likely difficulty associated with encouraging use of Pavilion Car Park as a village centre car park, perhaps due to current opening hours.
- 14.2.4 As indicated in **Photograph 15**, the existing car park access road has sufficient width for one-way traffic only. If use of the car park increases, it would be desirable for the access road to be wide enough for two-way traffic. If this cannot be achieved there may be occasions when conflicts occur between vehicles entering and leaving the car park.

14.2.5 As outlined in **paragraph 8.6.1**, the distance between Pavilion Car Park and the village centre may be such that in the context of Sileby, the car park would not be attractive for short stay trips to the village centre. However, it is considered that the car park should be promoted for long stay parking, particularly as it is an existing car park.

14.2.6 The most direct pedestrian route between Pavilion Car Park and the village centre is via Seagrave Road/King Street. Footways are provided adjacent to Seagrave Road/King Street although there are several side roads that pedestrians are required to cross along the route. It is possible to avoid walking along Seagrave Road for the section of the route nearest the car park by utilising the pedestrian walkway shown in **Photograph 17** although this is narrow with very poor surveillance and no lighting. It is therefore not the most attractive pedestrian route.

Photograph 17 – Walkway in the vicinity of Pavilion Car Park



14.2.7 In order to promote use of Pavilion Car Park as a long stay car park, the majority of King Street Car Park should be dedicated as short stay parking in order to encourage long stay parking at Pavilion Car Park. Factors to be addressed in relation to Pavilion Car Park are:

- Car park currently only open during daylight hours.
- No lighting present.
- Associated action for dedicated short stay parking to be provided at King Street Car Park.

14.2.8 In addition to the above, the following points should be noted:

- Car park access has sufficient width for one-way traffic only.
- The pedestrian route to the village centre requires a number side roads to be crossed.

14.3 KING STREET CAR PARK

14.3.1 King Street Car Park is an established car park with a suitable access arrangement and good connections to the village centre. The scope for increasing capacity at the car park has been considered based on Parish Council feedback. The Parish Council suggested that removal of the public toilets and/or removal of the recycling area would enable additional spaces to be provided. **Photographs 18** and **19** show the existing public toilets. **Photograph 20** shows the existing recycling area. The Parish Council indicated that the public toilets are not well used and that an alternative recycling area is available nearby. On this basis, the Parish Council consider the public toilets and recycling area would not need to be replaced elsewhere in the village and that additional car parking would be more beneficial to the village. This would require further consideration.

Photograph 18 – Public Toilets at King Street Car Park



Photograph 19 – Public Toilets at King Street Car Park



Photograph 20 – Recycling Area at King Street Car Park



14.3.2 It is likely that removal of the public toilets would enable an additional 6 – 8 spaces to be provided and removal of the recycling area would enable an additional 3 spaces to be provided (i.e. a total of 9 – 11 spaces). Should removal of the public toilets and recycling area be considered appropriate, King Street Car Park could therefore accommodate additional car

parking spaces towards the lower end of the requirement indicated in the 2015 Car Parking Impact Assessment.

- 14.3.3 Factors to be addressed in order to deliver additional car parking at King Street Car Park are:
- Removal of the public toilets and recycling area (possible need for alternative facilities elsewhere)

14.3.4 Should the public toilets at King Street Car Park be removed, ongoing Parish Council maintenance costs will also be removed. These savings could be used to fund additional parking spaces at the car park.

14.4 LAND OFF MOUNTSORREL LANE

14.4.1 The site frontage is shown in **Photograph 21**. The alignment of Mountsorrel Lane outside the site frontage is such that good visibility is achievable and a suitable access arrangement could be provided.

Photograph 21 – Land Off Mountsorrel Lane – Site Frontage



14.4.2 Immediately to the east of the site frontage, priority working is in place to slow traffic on the approach into the village (**Photograph 22**). The section of Mountsorrel Lane between the priority working and Barrow Road is characterised by on-street parking which reduces the effective width of Mountsorrel Lane to one-way movements only (**Photograph 23**). On-site

observations indicate that this is a source of localised congestion, particularly during peak periods. This could impact upon the safe operation of a car park access.

Photograph 22 –Mountsorrel Lane Priority Working



Photograph 23 –Mountsorrel Lane On-Street Parking



14.4.3 A footway is located adjacent to the northern side of Mountsorrel Lane only. At its junction with Barrow Road, pedestrians walking to/from the village centre are required to cross Barrow Road to a footway on the opposite side of the road. Barrow Road can be a difficult road for



pedestrians to cross, particularly during peak periods. As such, the pedestrian route between land off Mountsorrel Lane and the village centre is quite poor.

14.4.4 In addition to issues relating to congestion and pedestrian links, the site is located in flood zone 3a or 3b and this would need to be addressed. The flood risk information used in this study has been obtained from publicly available websites. The information does not differentiate between flood zone 3a or flood zone 3b. Therefore, all sites identified as red (i.e. flood zone 3a or 3b) would require further discussion with the Environment Agency. Sites in flood zone 3a would require a sequential test and sites in flood zone 3b would require flood risk modelling in consultation with the Environment Agency.

14.4.5 Factors to be addressed in order to provide a new car park at land off Mountsorrel Lane are:

- Site in non-public ownership
- Congestion on Mountsorrel Lane in the vicinity of the site
- Poor pedestrian links
- Located in a flood zone 3a or 3b

14.4.6 It is not recommended that this site is taken any further in terms of a possible site for a car park.

14.5 LAND AT THE RECTORY/MOUNTSORREL LANE

14.5.1 Land at the Rectory/Mountsorrel Lane is directly opposite the previous site considered and as such, both sites share the same characteristics. The site frontage is shown in **Photograph 24**. It should also be noted that because the site is located adjacent to the southern side of Mountsorrel Lane, pedestrians are required to cross Mountsorrel Lane in order to use the footway.

Photograph 24 – Land at The Rectory/Mountsorrel Lane – Site Frontage



14.5.2 Factors to be addressed in order to provide a new car park at land at The Rectory/Mountsorrel Lane are:

- Site in non-public ownership
- Congestion on Mountsorrel Lane in the vicinity of the site
- Poor pedestrian links
- Located in a flood zone 3a or 3b

14.5.3 It is not recommended that this site is taken any further in terms of a possible site for a car park.

14.6 SUMMARY OF OPTIONS

14.6.1 The options available to meet the requirement for an additional 10 to 20 spaces in Sileby over the next 10 years are presented in **Table 18**. All financial costs identified are preliminary budget costs excluding for example, utility diversions etc.



Table 18 – Sileby Options

Option		Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1	Pavilion Car Park	<ul style="list-style-type: none"> Car park currently only open during daylight hours. No lighting present. Associated action for dedicated short stay parking to be provided at King Street Car Park. 	Circa £50k - £100k for lighting	Would meet future requirement if car park can fulfil an effective role as a village centre car park
2	King Street Car Park	<ul style="list-style-type: none"> Removal of the public toilets and recycling area (possible need for alternative facilities elsewhere) 	£5k demolition costs. £2,310 per space = £20,790 - £25,410. Total = £25,790 - £30,410. Annual maintenance circa £1,206 - £1,474 (based on £134 per space).	Circa 9 - 11

14.6.2 This study has considered potential sites at the time of writing but going forward new sites may arise. Opportunities should therefore be taken to promote additional public car parking on appropriate sites in response to identified needs.

14.7 OTHER CONSIDERATIONS

14.7.1 Some short stay parking spaces could be introduced at King Street Car Park in order to increase the turnover of spaces and encourage long stay parking at Pavilion Car Park. Initially circa 40 short stay (2 hour) spaces could be introduced. Ticket machines would be required requiring drivers of vehicles parking in a short stay parking space to obtain a 2 hour ticket (free of charge) from a ticket machine and displaying it in their car. This will increase the number of spaces in Charnwood where enforcement of a maximum length of stay is required but as indicated by LCC, ticket machines will increase the speed/efficiency of enforcement because enforcement officers will not have to manually record the arrival time of vehicles in car parks. Ticket machines costs in the region of £4-5k per ticket machine and there are likely to be associated costs of circa £5k for installation/power etc.



15 Funding

15.1 INTRODUCTION

15.1.1 This Chapter of the report outlines the potential funding opportunities for delivery of new car parks.

15.2 POTENTIAL FUNDING OPPORTUNITIES

Parish Council Funding

15.2.1 Any funding available from Parish Council's should be explored. For example, in Sileby, should the public toilets at King Street Car Park be removed, ongoing Parish Council maintenance costs will also be removed. These savings could be used to fund additional parking spaces at the car park.

15.2.2 If Neighbourhood Plans are in place, there could be scope for possible landowner/developer funding where sites are allocated for parking.

Local Authority Funding

15.2.3 CBC does not have a statutory duty to provide car parking but recognises the value it provides for supporting the vitality and viability of Service Centres across the Borough. It should however be noted that there is no allocation in the current capital programme for delivery of new car parking sites. Local Plan policy and site allocations will provide the opportunity for private sector developers to take investment decisions to bring forward development proposals in accordance with the plan.

Developer Funding

15.2.4 The options available for funding of new off-street car parking have been explored. At the current time the most likely funding stream is considered to be developer funding in the form of S106 contributions. As indicated in the Community Infrastructure Levy Regulations 2010, any S106 contribution must satisfy the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and



- Fairly and reasonably related in scale and kind to the development.

15.2.5 Where the impact of development proposals in an area can be shown to significantly increase the demand for car parking at a particular location, then there could be a case to seek a developer contribution towards a new facility or for improvements to an existing facility.

15.2.6 There are a couple of recent examples in Charnwood where developers have contributed towards public car parking. In Quorn a £5,000 S106 'car park contribution' was made as part of development of 'land at Fenny Copse' (planning application P/11/0836/2), although it is unclear what the contribution specifically related to. It is also understood that a S106 contribution was made towards car park maintenance as part of 'Land at Melton Road, Barrow upon Soar' (planning application number P/10/1518/2). These two examples therefore indicate that CBC has previously obtained S106 funding from developers towards improved car parking.

Local Business Funding

15.2.7 Provision of additional car parking is intended to support the vitality and viability of study locations. This should have a positive impact upon local businesses and as such, the scope for funding from local businesses should be explored through direct engagement with businesses and business organisations. Examples included in this report include Anstey Co-op and Public Houses in Barrow upon Soar.

Quorn Town Lands Charity

15.2.8 The Town Lands Trust provides assistance to individuals and organisations using income from its investments. The scope for funding in Quorn from the Town Lands Charity could be explored at particular sites where appropriate.

Lottery Funding

15.2.9 Provision of additional car parking is in the best interests of supporting the vitality and viability of study locations. The scope for lottery funding to support this aim could be explored at particular sites where appropriate.



16 Summary of Options

16.1.1 A summary of the options available following completion of this study is presented in **Table 19**. All financial costs identified are preliminary budget costs excluding for example, land acquisition, utility diversions etc. The number of spaces is indicative.

Table 19 – Summary of Options - Anstey

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1 Latimer Street	<ul style="list-style-type: none"> Possible resident objection Congested highway network Site in non-public ownership All of the site is required for car parking in order to fully meet the requirements of the 2015 Car Parking Impact Assessment 	<p>£2,310 per space = £46,200.</p> <p>£20k - £50k for site access.</p> <p>Circa £500k land acquisition (based on opportunity value).</p> <p>Total = £66,200 - £96,200 (excluding land acquisition), £566,200 - £596,200 (including land acquisition).</p> <p>Annual maintenance circa £2,680 (based on £134 per space).</p>	Circa 20 (less if only part of the site is utilised)
2 Co-op	<ul style="list-style-type: none"> Agreement with Co-op management. Loss of spaces at times when the car park is under water. 	<p>No costs associated with car park construction.</p> <p>Annual maintenance circa £2,680 - £4,020 (based on £134 per space).</p>	20 - 30



Table 20 – Summary of Options – Barrow upon Soar

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces	
1	Increased capacity at High Street Car Park	<ul style="list-style-type: none"> Site in non-public ownership. Would not fully meet the requirements of the 2015 Car Parking Impact Assessment. Therefore, additional car parking would be required elsewhere. 	£2,310 per space = £23,310. Circa £100k land acquisition (based on opportunity value). Total = £23,310 (excluding land acquisition), £123,310 (including land acquisition) Annual maintenance circa £1,340 (based on £134 per space).	Circa 10
2	Proctors Park	<ul style="list-style-type: none"> Agreement with Proctors Park management to provide a public car park at the site / possible land acquisition. No dedicated pedestrian route into the site via the main access. Concerns relating to operation of site access due to queues from nearby traffic signals. Distance to village centre. 	£2,310 per space = £46,200 - £ 69,300. Circa £20k for site access improvements. Assumes no land acquisition costs. Total = £66,200 - £ 89,300. Annual maintenance circa £2,680 - £4,020 (based on £134 per space).	20 - 30
3	Public Houses	<ul style="list-style-type: none"> Agreement with appropriate management. 	No costs associated with car park construction	Subject to discussion with management

Table 21 – Summary of Options – Quorn

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces	
1	Land adjacent to High Street (new car park)	<ul style="list-style-type: none"> Possible objections from loss of village centre green space. 	<p>£2,310 per space = £69,300 - £92,400.</p> <p>£20k - £50k for site access</p> <p>Total = £89,300 - £142,400</p> <p>Annual maintenance circa £4,020 - £5,360 (based on £134 per space).</p>	30 - 40
2	Land adjacent to Station Lane	<ul style="list-style-type: none"> Site in non-public ownership. Visibility splays require improvement as part of access works. Safe location required for pedestrians to cross. Site in flood zone 3a or 3b. Uneven topography. 	<p>£2,310 per space = £69,300 - £92,400.</p> <p>£20k - £50k for site access</p> <p>Circa £20k for pedestrian improvements.</p> <p>Circa £20k land acquisition (based on Parish Council feedback)</p> <p>Total = £129,300 - £182,400.</p> <p>Annual maintenance circa £4,020 - £5,360 (based on £134 per space).</p>	30 - 40
3	Shared use of existing car parks	<ul style="list-style-type: none"> Agreement with management. 	No costs associated with car park construction	Subject to discussion with management



Table 22 – Summary of Options – Shepshed

Option	Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1	32 Charnwood Road	<ul style="list-style-type: none"> Site in non-public ownership Possible access concerns associated with crossroad junction 	<p>Demolition costs (requires further study)</p> <p>£2,310 per space = £92,400 - £115,500.</p> <p>Land acquisition = circa £500k.</p> <p>Total = £92,400 - £115,500 (excluding land acquisition and demolition costs)</p> <p>£592,400 - £612,500 (including land acquisition but excluding demolition costs)</p> <p>Annual maintenance circa £5,360 - £6,700 (based on £134 per space).</p>

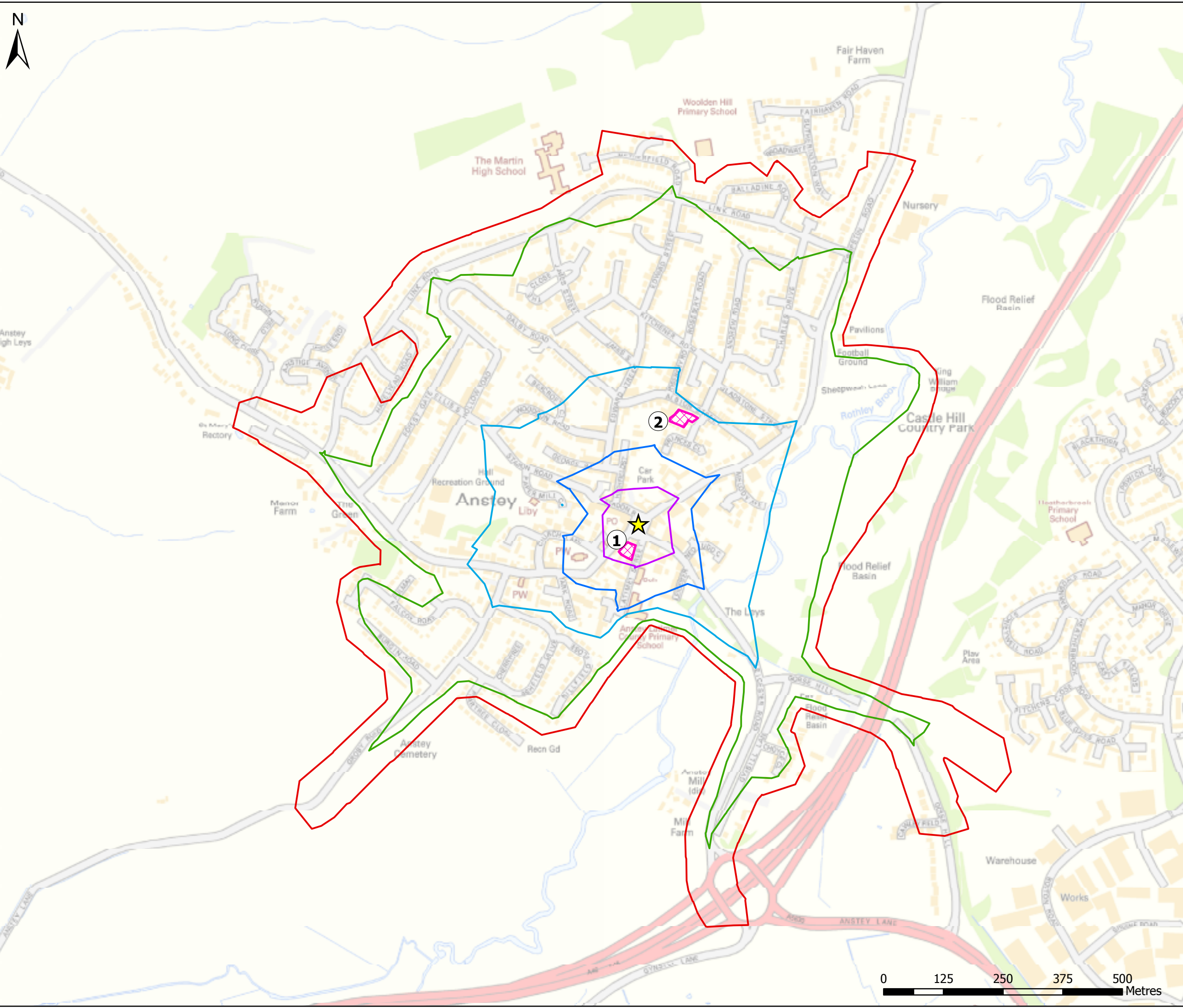


Table 23 – Summary of Options – Sileby

Option		Key Factors to be Addressed	Indicative Cost	Indicative Number of Spaces
1	Pavilion Car Park	<ul style="list-style-type: none"> Car park currently only open during daylight hours. No lighting present. Associated action for dedicated short stay parking to be provided at King Street Car Park. 	Circa £50k - £100k for lighting	Would meet future requirement if car park can fulfil an effective role as a village centre car park
2	King Street Car Park	<ul style="list-style-type: none"> Removal of the public toilets and recycling area (possible need for alternative facilities elsewhere) 	<p>£5k demolition costs.</p> <p>£2,310 per space = £20,790 - £25,410.</p> <p>Total = £25,790 - £30,410.</p> <p>Annual maintenance circa £1,206 - £1,474 (based on £134 per space).</p>	Circa 9 - 11



Appendix A – Sites Assessed



LEGEND

Sites Assessed and Indicative Site Boundaries

- ① Latimer Street (SHLAA Site SH10)
- ② Albion Street/Rosebery Road (SHLAA Site SH4)

Site Boundaries

Catchment areas

- 100m Catchment
- 200m Catchment
- 400m Catchment
- 800m Catchment
- 1000m Catchment
- Centre of Catchment

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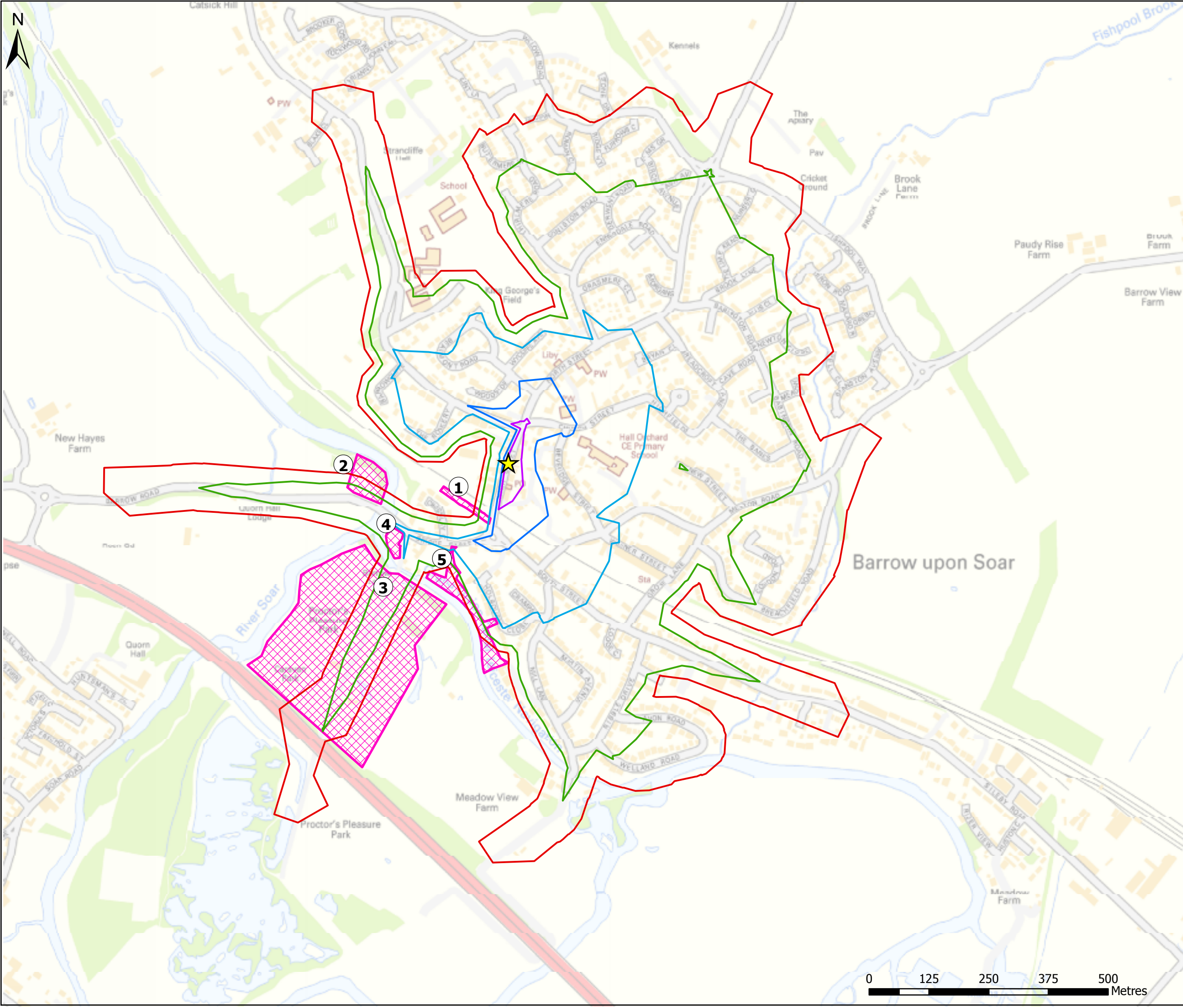


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Car Parking Site Availability and Deliverability Study

Drawing Title:
Sites considered for Additional Car Parking in Anstey

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Project No.	Office	Type	Drawing No.	Revision		
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










LEGEND

Sites Assessed and Indicative Site Boundaries

- ① High Street Car Park
- ② Land adjacent to River Soar
- ③ Proctors Park
- ④ Land adjacent to Bridge Street/Grand Union Canal (small site)
- ⑤ Land adjacent to Bridge Street/Grand Union Canal (large site)

 Site Boundaries

Catchment areas

-  100m Catchment
-  200m Catchment
-  400m Catchment
-  800m Catchment
-  1000m Catchment
-  Centre of Catchment

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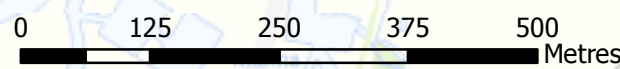
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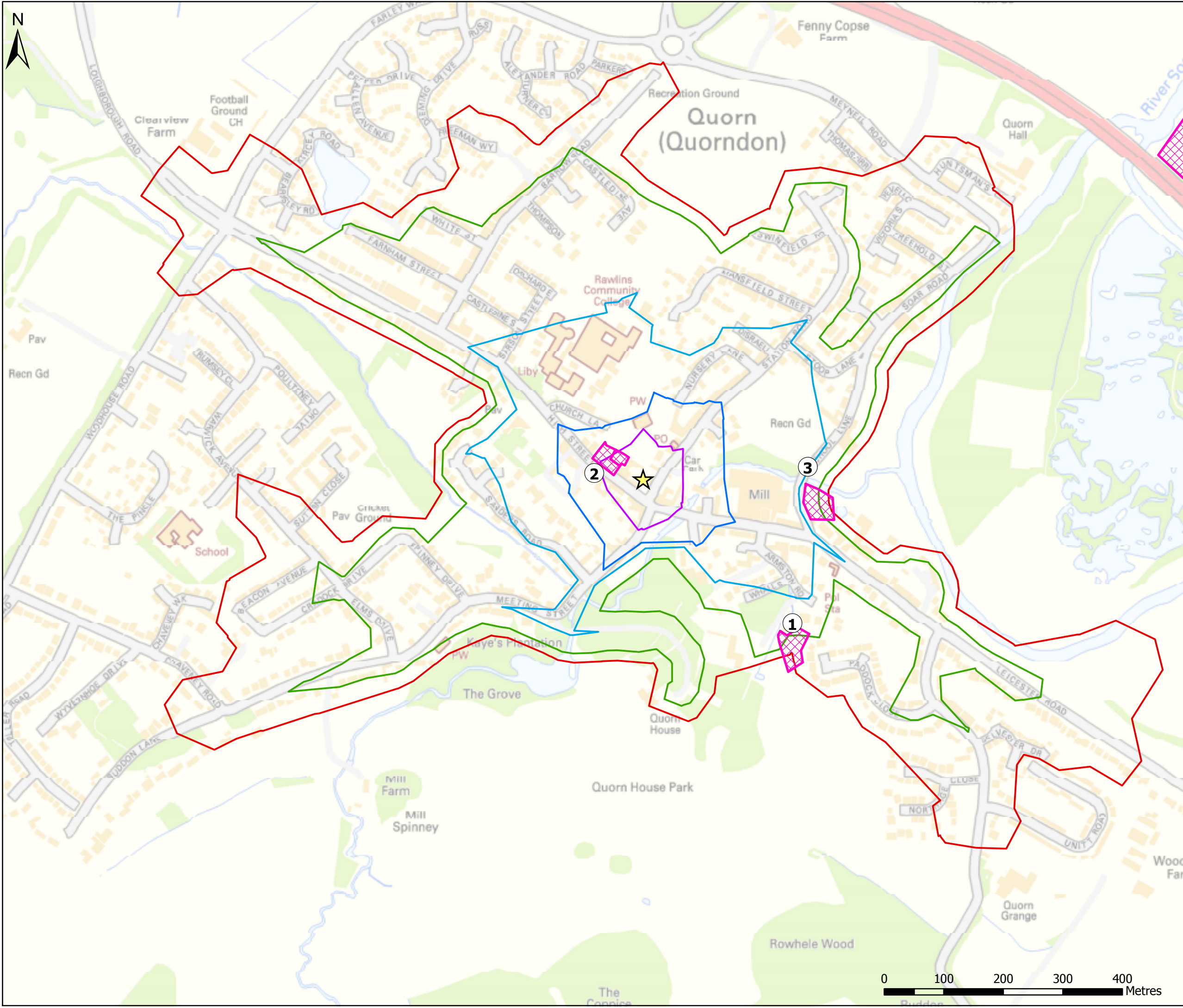


Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
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Project No.	Office	Type	Drawing No.	Revision		
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LEGEND

Sites Assessed and Indicative Site Boundaries

- ① Land off Armston Road (SHLAA Site PSH309)
- ② Land adjacent to High Street
- ③ Land adjacent to School Lane

Site Boundaries

Catchment areas

- 100m Catchment
- 200m Catchment
- 400m Catchment
- 800m Catchment
- 1000m Catchment
- Centre of Catchment

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B	Additional Site Added	AM	RH	CS	22/06/2017
A	Site Boundaries Added	AM	RH	CS	29/03/2017

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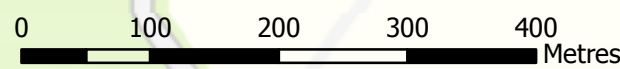
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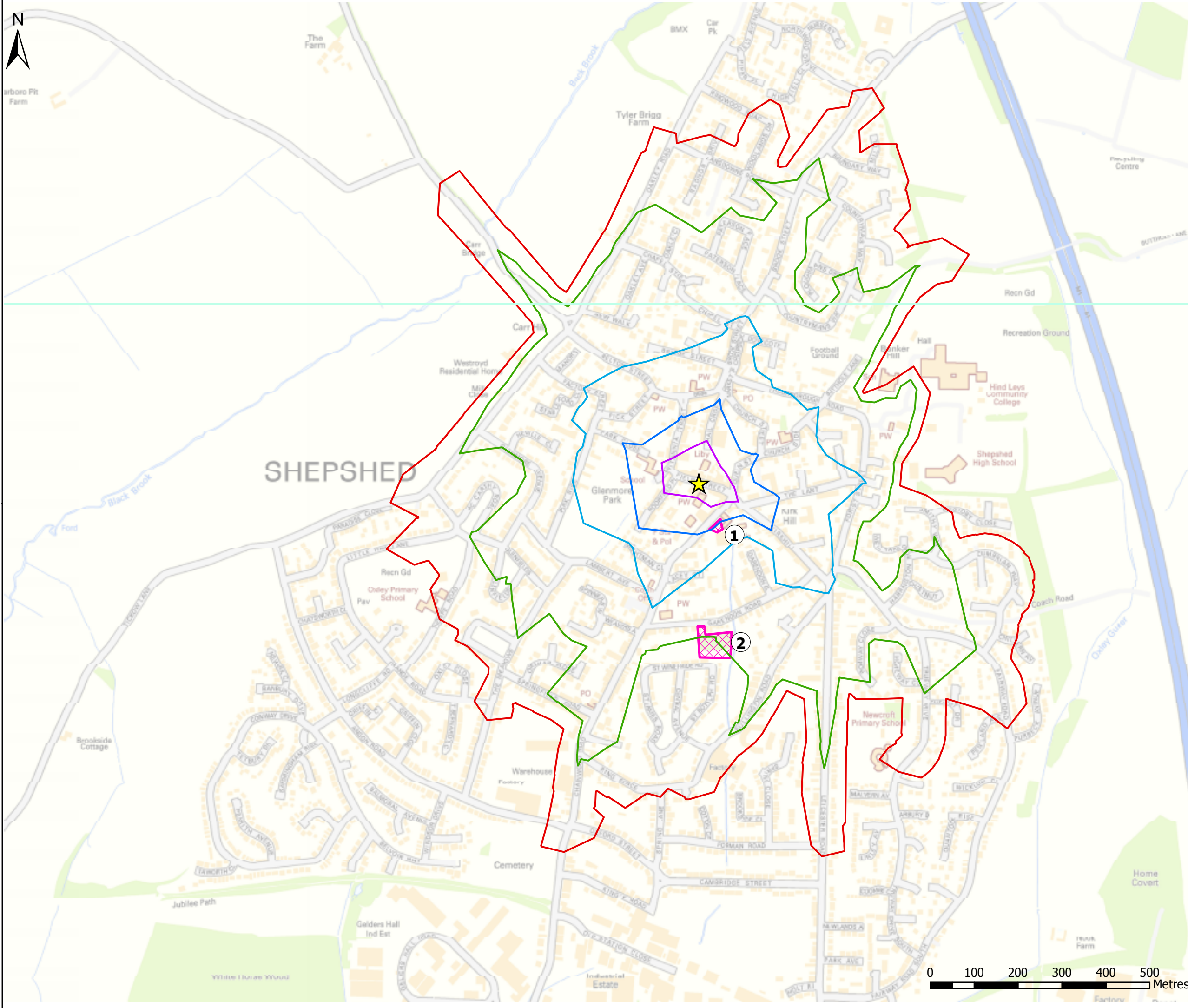
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Car Parking Site Availability and Deliverability Study

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Sites considered for Additional Car Parking in Quorn








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LEGEND

Sites Assessed and Indicative Site Boundaries

- ① 32 Charnwood Road (SHLAA Site SH121)
- ② Land rear of Garendon Road (SHLAA Site PSH352)
-  Site Boundaries
- Catchment areas**
-  100m Catchment
-  200m Catchment
-  400m Catchment
-  800m Catchment
-  1000m Catchment
-  Centre of Catchment

SHEPSHED

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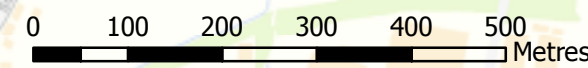
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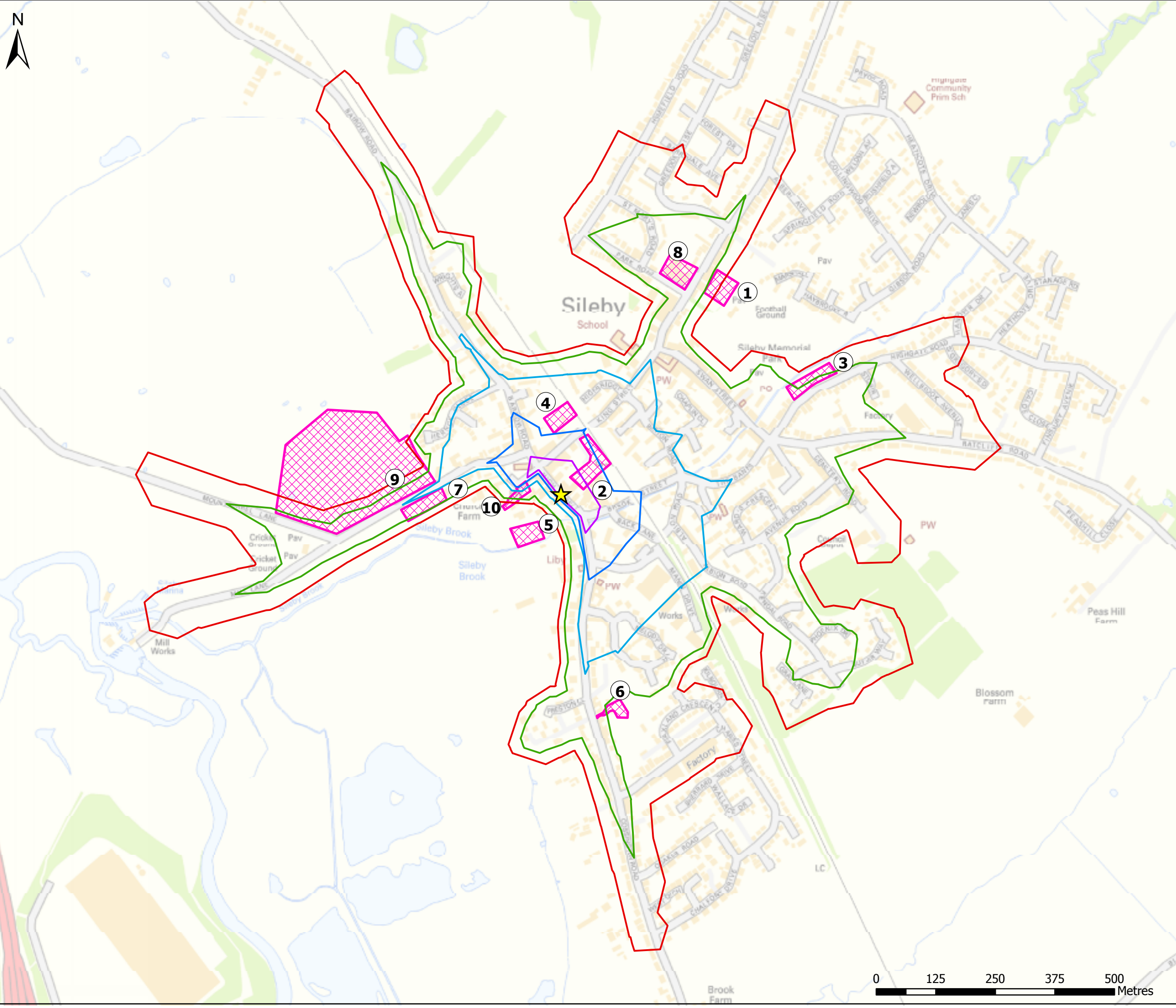


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Sites Considered for Additional Car Parking
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LEGEND
Sites Assessed and Indicative Site Boundaries

- ① Pavilion Car Park
- ② King Street Car Park
- ③ Highgate Road
- ④ Land to the rear of County Motors
- ⑤ The Maltings
- ⑥ Land to the rear of 107 Cossington Road (SHLAA Site SH135)
- ⑦ The Rectory and Land off Mountsorrel Lane (SHLAA Site PSH39)
- ⑧ Factory at the corner of Park and Seagrave Road (SHLAA Site PSH111)
- ⑨ Land off Mountsorrel Lane (SHLAA Site PSH173)
- ⑩ Land adjacent to Little Church Lane

 Site Boundaries

- Catchment areas**
-  100m Catchment
 -  200m Catchment
 -  400m Catchment
 -  800m Catchment
 -  1000m Catchment

 Centre of Catchment

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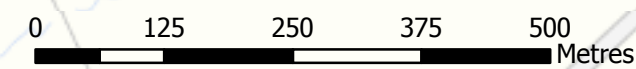
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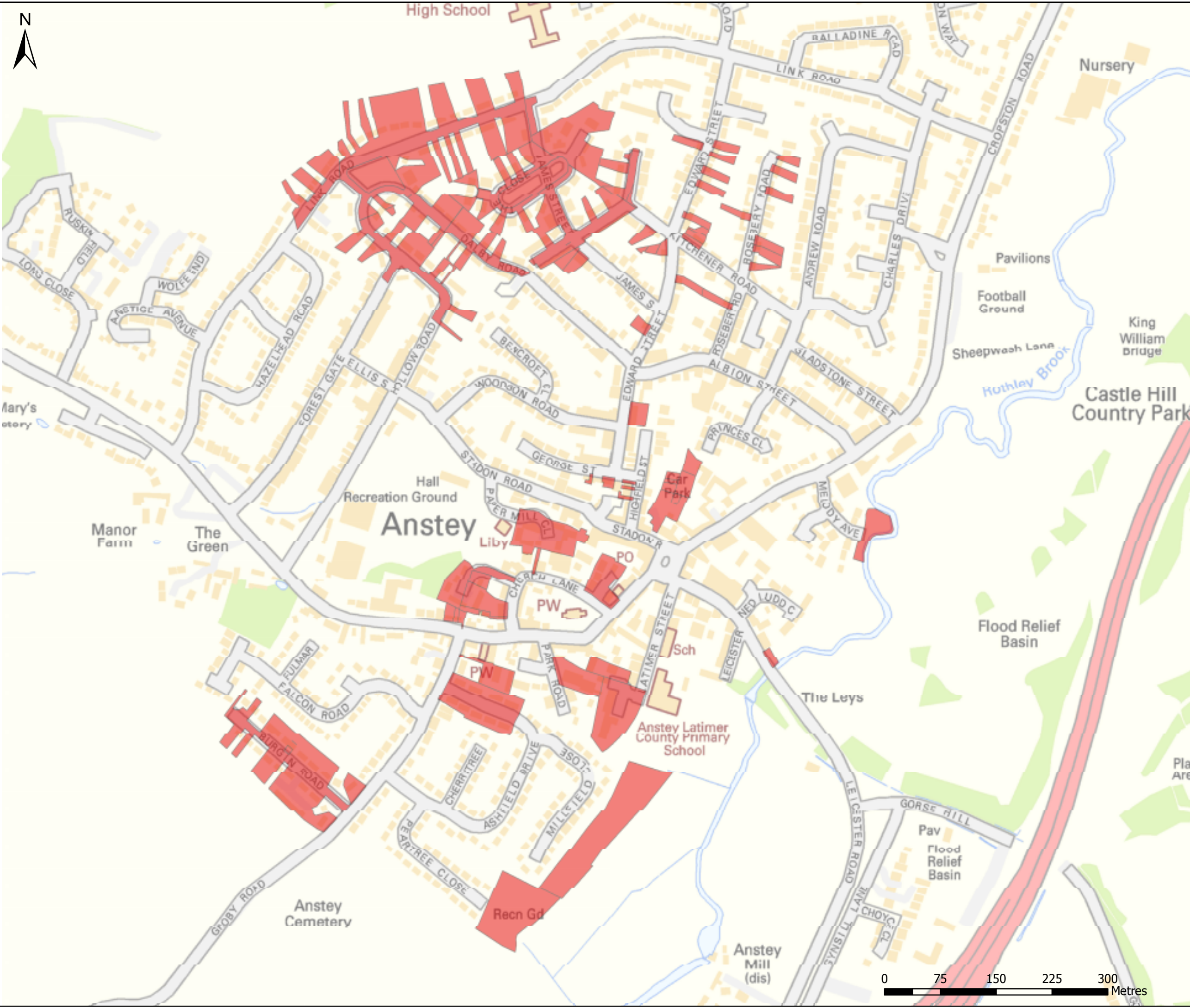


Appendix B – CBC Land Ownership Plans



LEGEND

 Charnwood Borough Council Land Ownership



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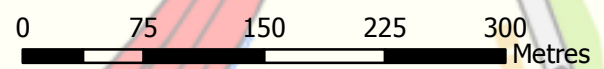
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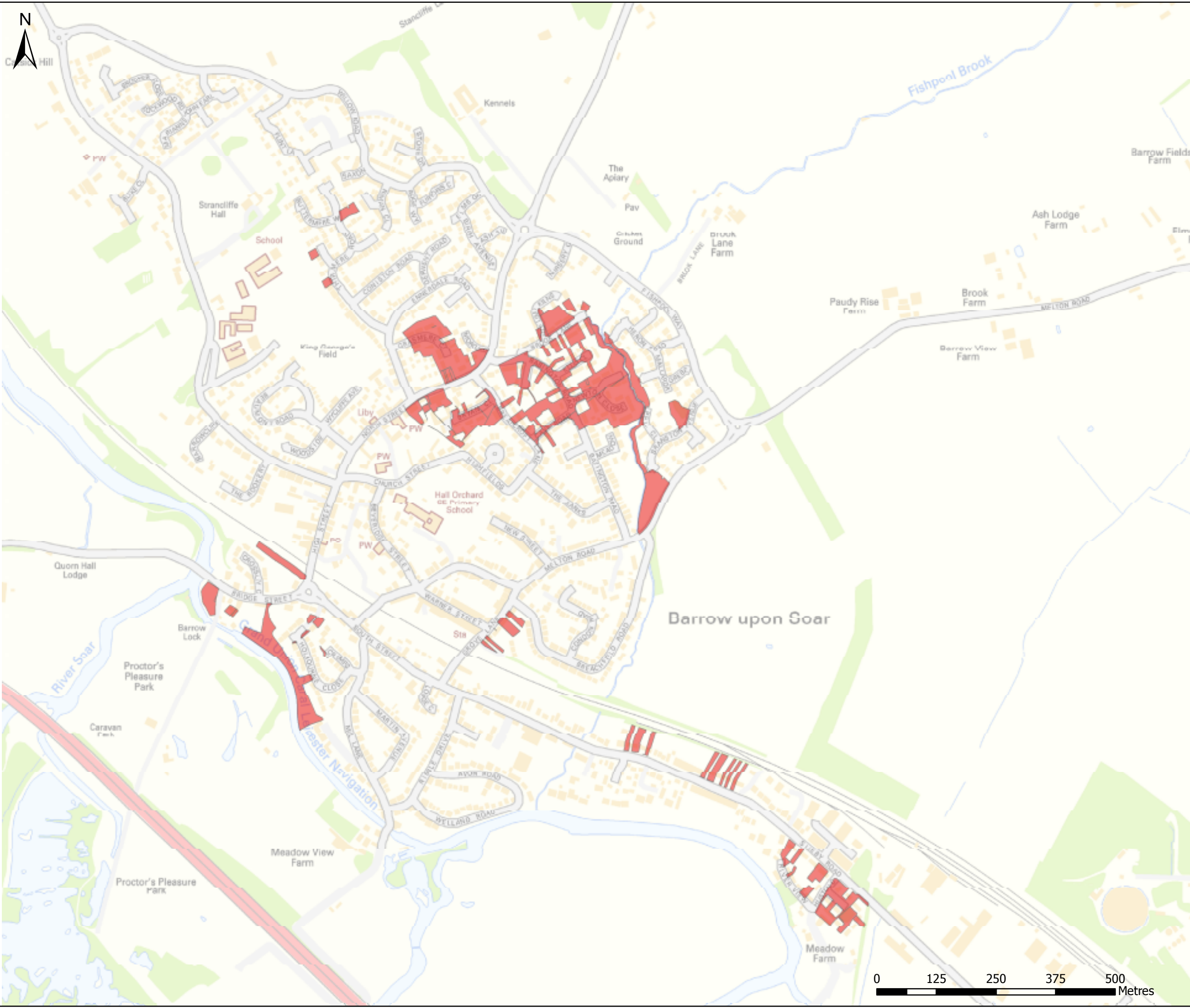


Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
Charnwood Borough Council Land Ownership Anstey

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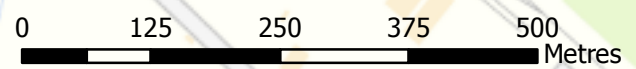
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Project:
 Car Parking Site Availability
 and Deliverability Study


Drawing Title:
 Charnwood Borough Council Land Ownership
 Barrow upon Soar

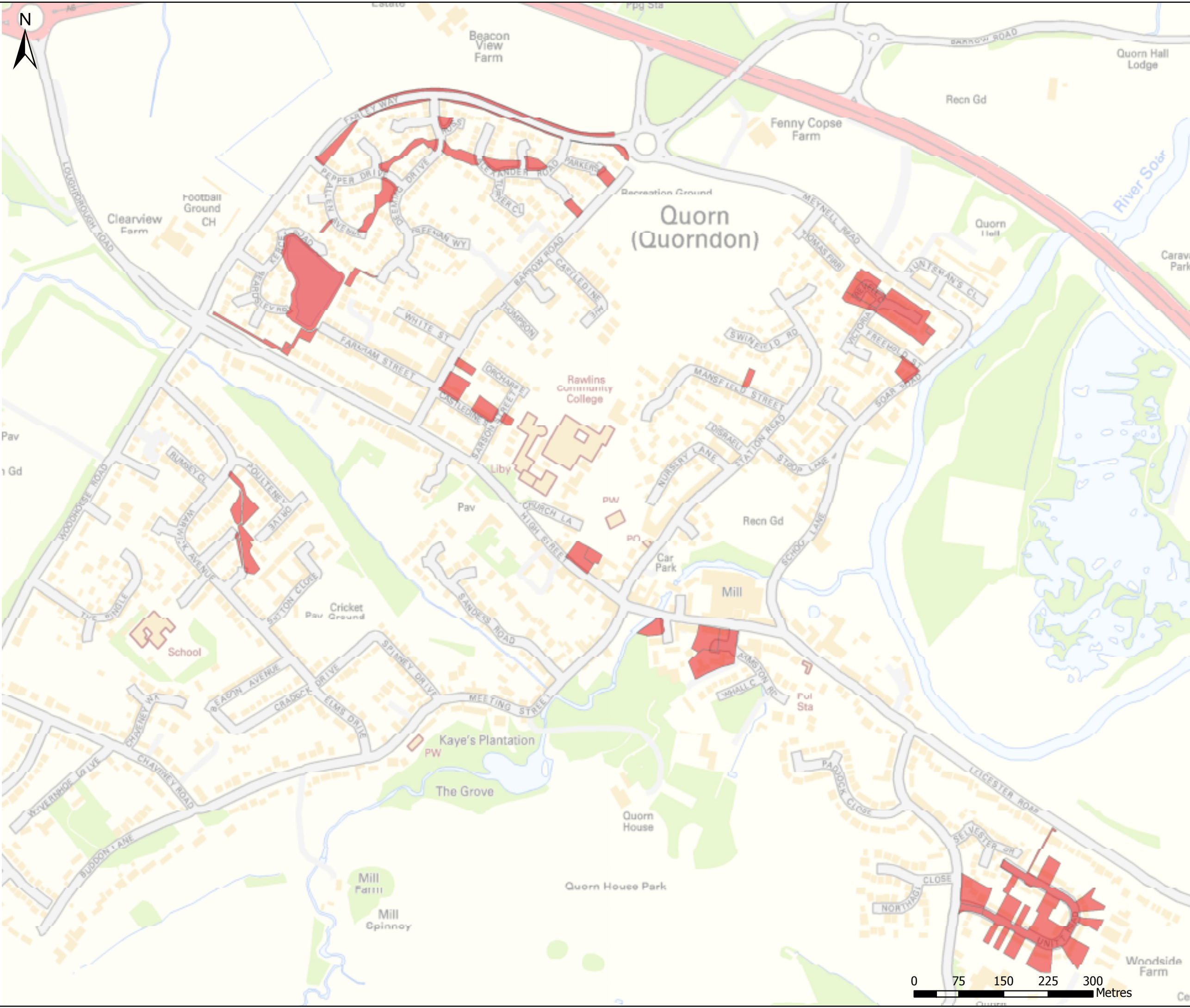
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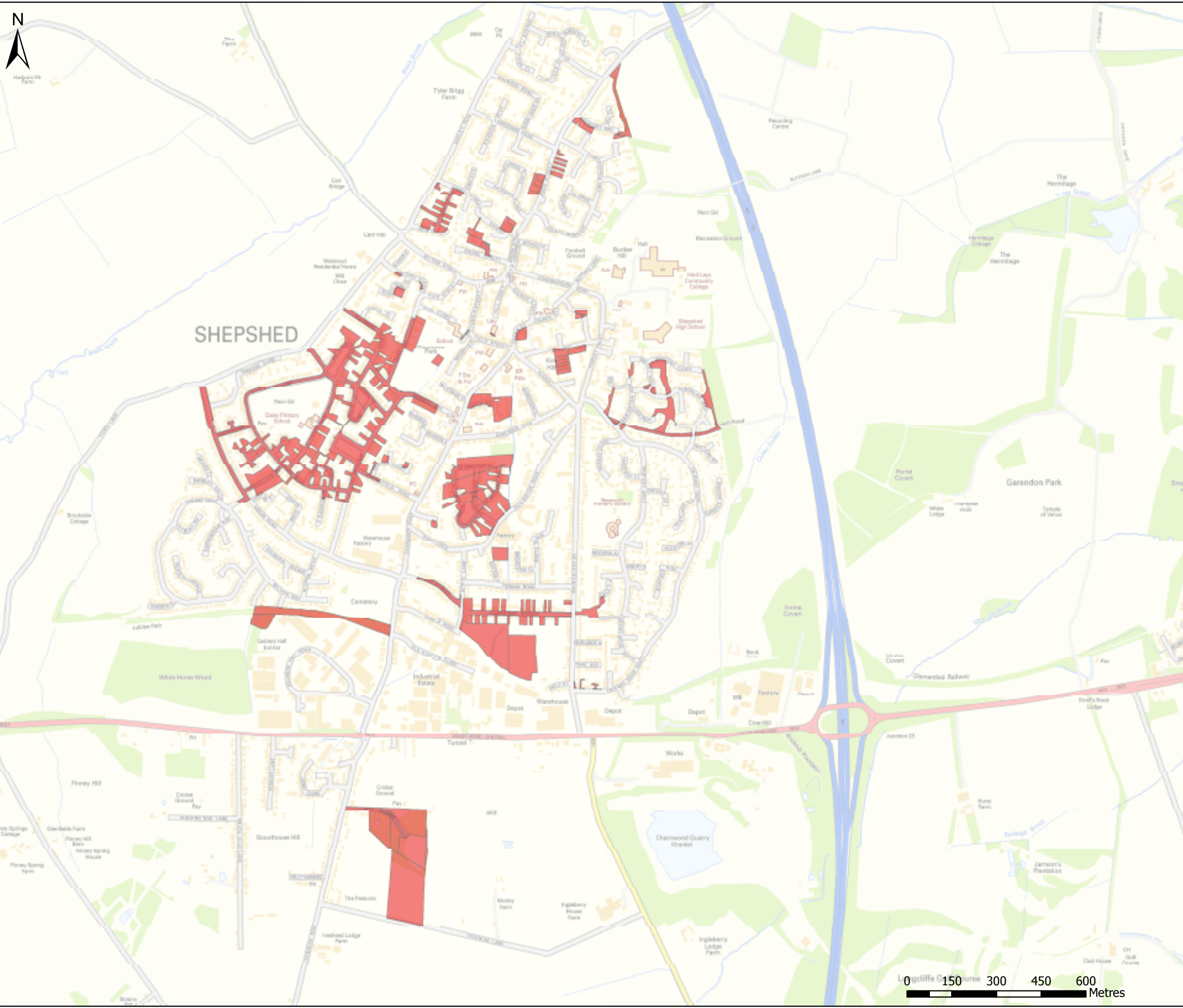


Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
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0 75 150 225 300 Metres



LEGEND

Charnwood Borough Council Land Ownership

SHEPSHED

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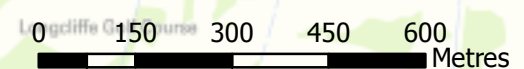
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Project:
Car Parking Site Availability and Deliverability Study


Drawing Title:
Charnwood Borough Council Land Ownership in Shepshed

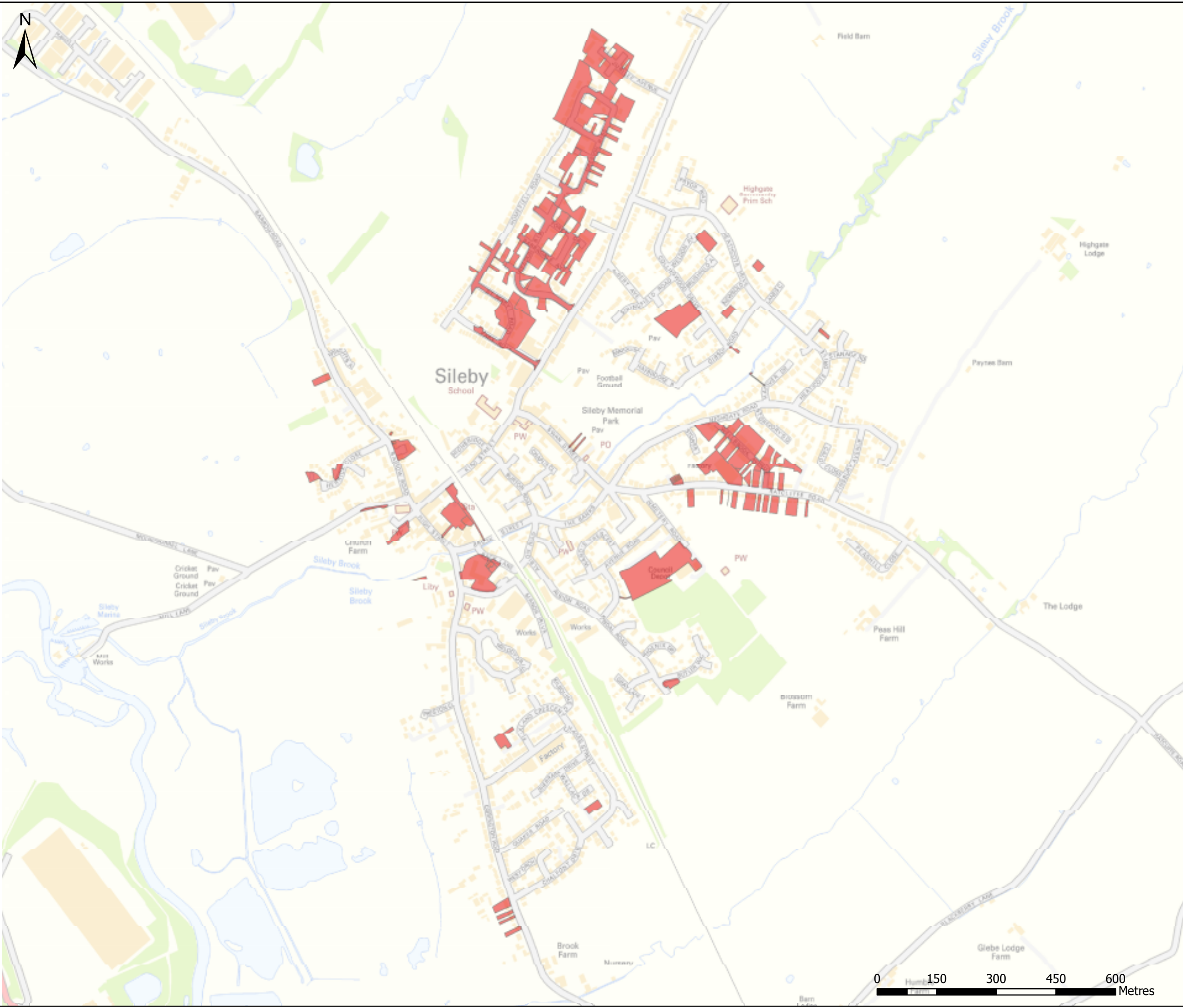
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LEGEND

 Charnwood Borough Council Land Ownership



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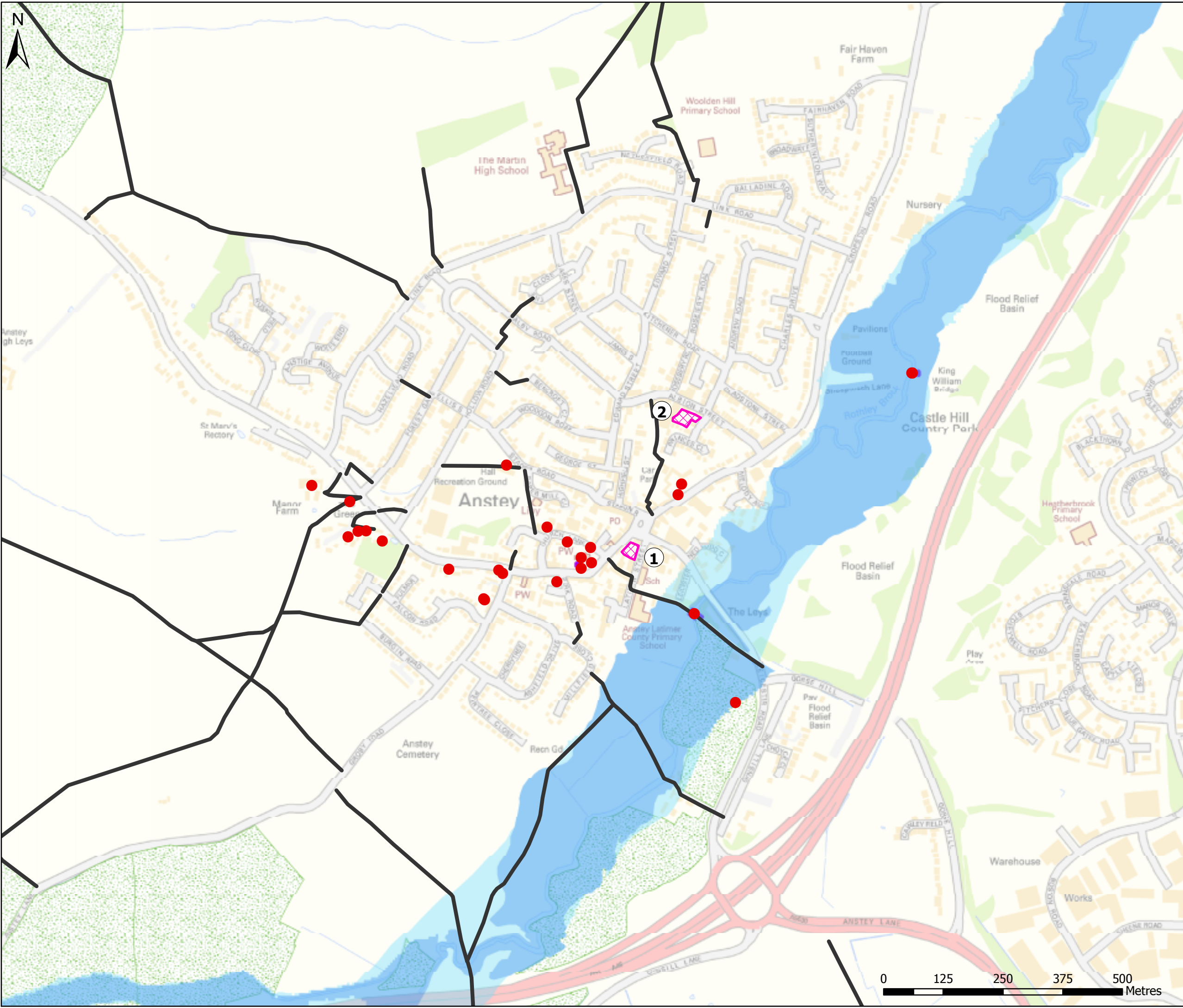
Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
Charnwood Borough Council Land Ownership Sileby

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	13/03/17	RH	13/03/17	CS	13/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	007	-		
















Appendix C – Constraints Plans



LEGEND

Sites Assessed and Indicative Site Boundaries

- ① Latimer Street (SHLAA Site SH10)
- ② Albion Street/Rosebery Road (SHLAA Site SH4)
-  Site Boundaries
-  Listed Building
-  PROW Public Footway
-  Environmental Stewardship Scheme
-  Sites of Special Scientific Interest
-  Historic Landfill Sites
-  Flood Zone 3
-  Flood Zone 2
-  Ancient Woodland
-  National Forest
-  Parks and Gardens
-  Wood, pasture and Parkland
-  Scheduled Monument

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A	Site Boundaries added	AM	RH	CS	31/03/2017
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
Charnwood Borough Council

EXECUTIVE PARK
 AVALON WAY
 ANSTEY
 LEICESTER
 LE7 7GR

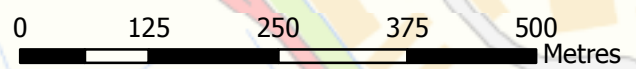
TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com

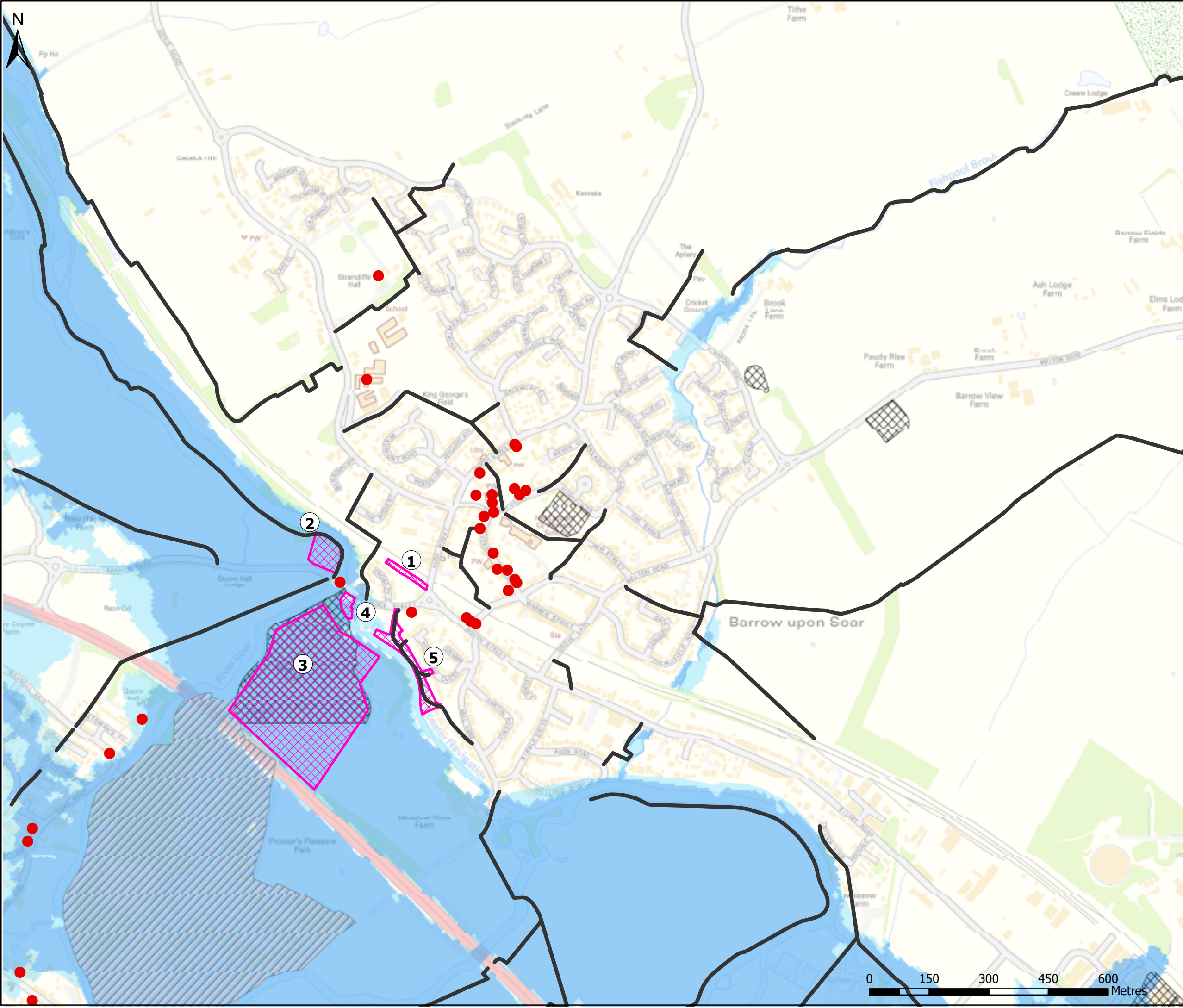


Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
Constraints in Anstey

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	15/03/17	RH	15/03/17	CS	15/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	013	A		





LEGEND

Sites Assessed and Indicative Site Boundaries

- ① High Street Car Park
- ② Land adjacent to River Soar
- ③ Proctors Park
- ④ Land adjacent to Bridge Street/Grand Union Canal (small site)
- ⑤ Land adjacent to Bridge Street/Grand Union Canal (large site)

- Site Boundaries
- Listed Building
- PROW Public Footway
- Environmental Stewardship Scheme
- Sites of Special Scientific Interest
- Historic Landfill Sites
- Flood Zone 3
- Flood Zone 2
- Ancient Woodland
- National Forest
- Parks and Gardens
- Wood, pasture and Parkland
- Scheduled Monument

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A	Site Boundaries added	AM	RH	CS	31/03/2017
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
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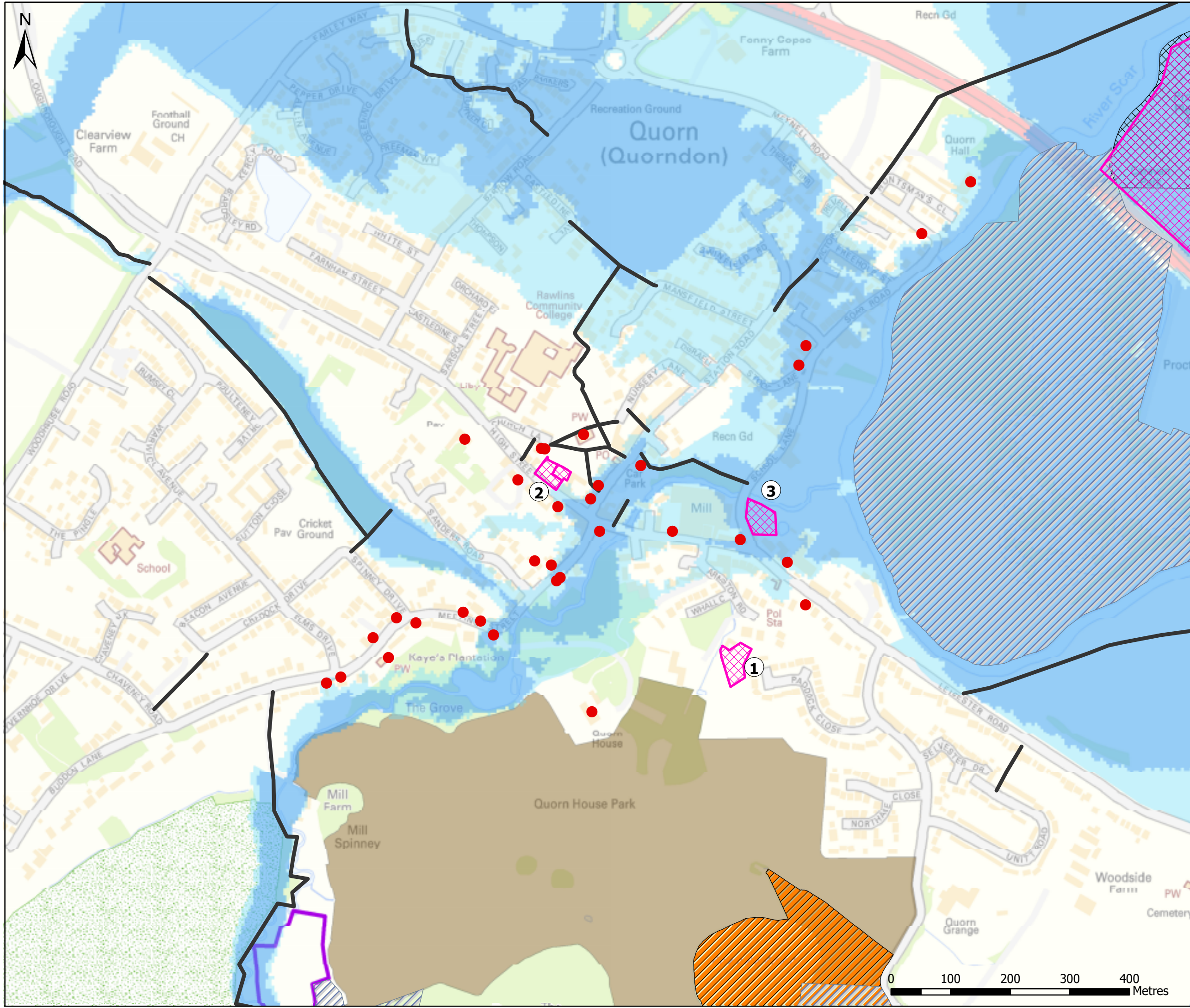


Project:
Car Parking Site Availability
and Deliverability Study

Drawing Title:
Constraints in Barrow upon Soar

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	09/03/17	RH	09/03/17	CS	09/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	011	A		





LEGEND

Sites Assessed and Indicative Site Boundaries

- ① Land off Armston Road (SHLAA Site PSH309)
- ② Albion Street/Rosebery Road (SHLAA Site SH4)
- ③ Land adjacent to School Lane

- Site Boundaries
- Listed Building
- PROW Public Footway
- Environmental Stewardship Scheme
- Sites of Special Scientific Interest
- Historic Landfill Sites
- Flood Zone 3
- Flood Zone 2
- Ancient Woodland
- National Forest
- Parks and Gardens
- Wood, pasture and Parkland
- Scheduled Monument

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B	Additional Site Added	AM	RH	CS	26/06/2017
A	Site Boundaries Added	AM	RH	CS	31/03/2017
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
Charnwood Borough Council

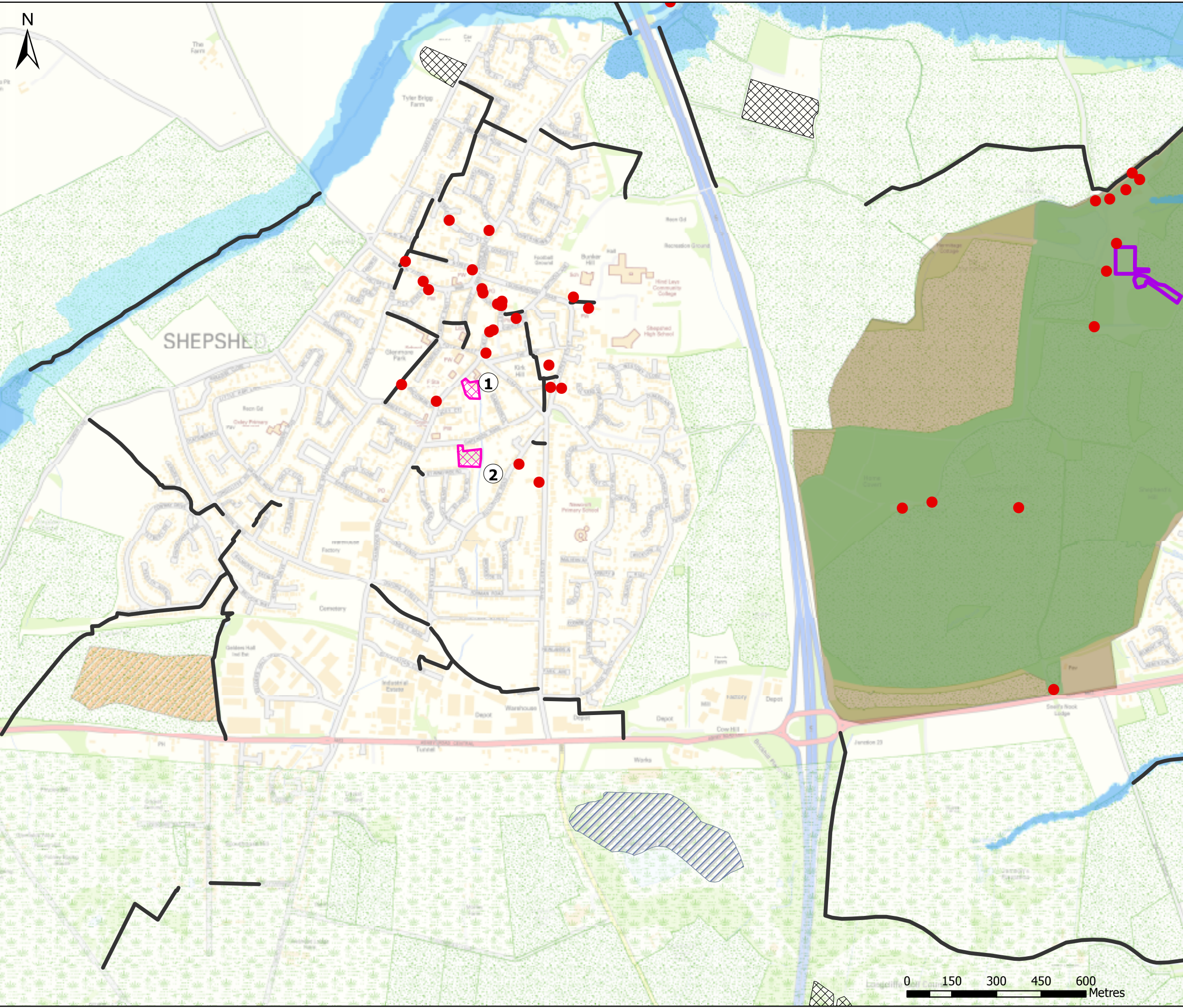
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Project:
Car Parking Site Availability and Deliverability Study

Drawing Title:
Constraints in Quorn

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	15/03/17	RH	15/03/17	CS	15/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	014	B		



LEGEND

Sites Assessed and Indicative Site Boundaries

- ① 32 Charnwood Road (SHLAA Site SH121)
- ② Land rear of Garendon Road (SHLAA Site PSH352)

- Site Boundaries
- Listed Building
- PROW Public Footway
- Environmental Stewardship Scheme
- Sites of Special Scientific Interest
- Historic Landfill Sites
- Flood Zone 3
- Flood Zone 2
- Ancient Woodland
- National Forest
- Parks and Gardens
- Wood, pasture and Parkland
- Scheduled Monument

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A	Site Boundaries Added	AM	RH	CS	31/03/2017
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
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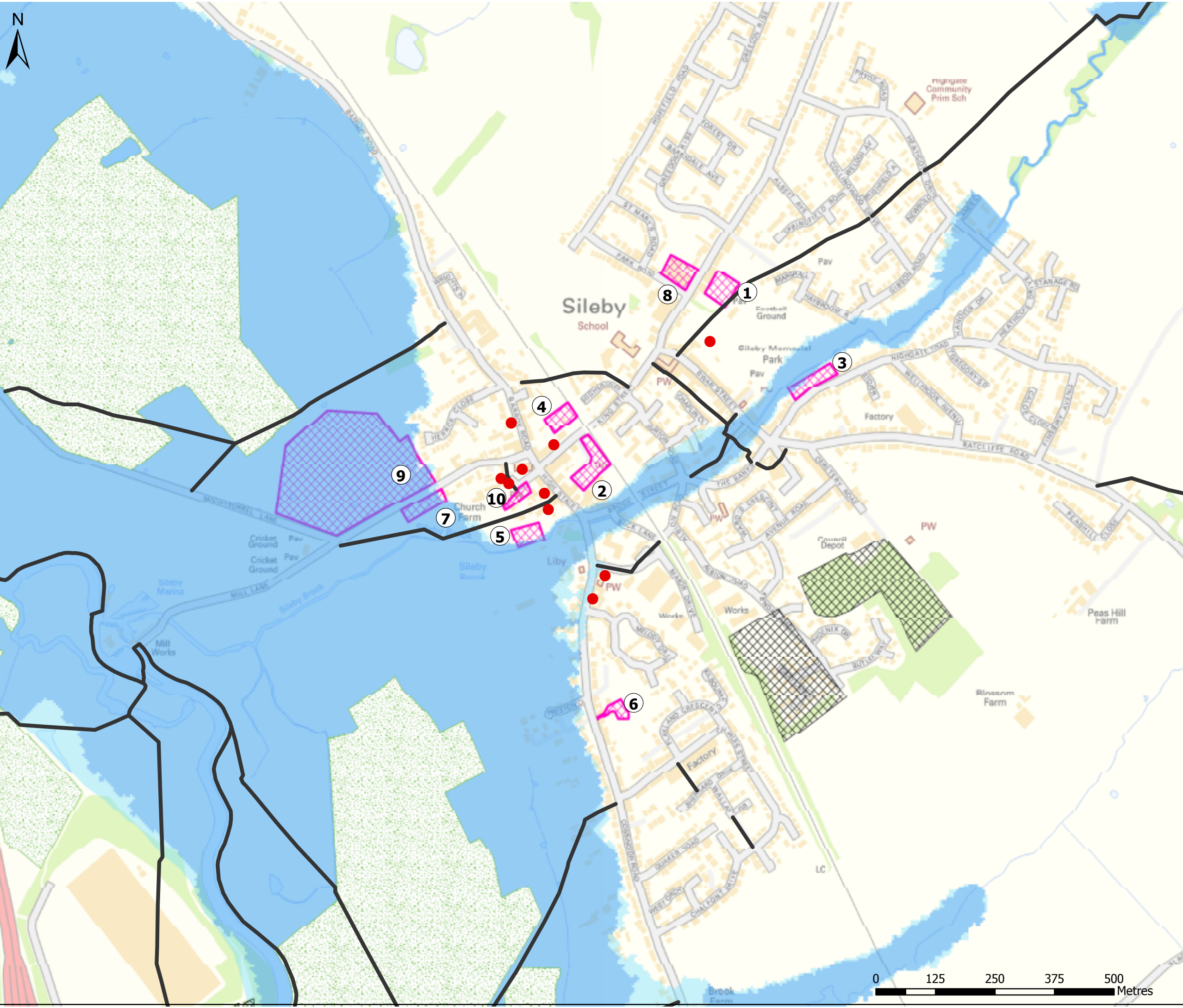


Project:
Car Parking Site Availability
and Deliverability Study

Drawing Title:
Constraints in Shepshed

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	16/03/17	RH	16/03/17	CS	16/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	015	A		

0 150 300 450 600 Metres



LEGEND

Sites Assessed and Indicative Site Boundaries

- ① Pavillion Car Park
- ② King Street Car Park
- ③ Highgate Road
- ④ Land to the rear of County Motors
- ⑤ The Maltings
- ⑥ Land to the rear of 107 Cossington Road (SHLAA Site SH135)
- ⑦ The Rectory and Land off Mountsorrel Lane (SHLAA Site PSH39)
- ⑧ Factory at the corner of Park and Seagrave Road (SHLAA Site PSH111)
- ⑨ Land off Mountsorrel Lane (SHLAA Site PSH173)
- ⑩ Land adjacent to Little Church Lane
- Site Boundaries
- Listed Building
- PROW Public Footway
- Environmental Stewardship Scheme
- Sites of Special Scientific Interest
- Historic Landfill Sites
- Flood Zone 3
- Flood Zone 2
- Ancient Woodland
- National Forest
- Parks and Gardens
- Wood, pasture and Parkland
- Scheduled Monument

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A	Site Boundaries added	AM	RH	CS	31/03/2017
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
Charnwood Borough Council

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Project:
Car Parking Site
 Availability and Deliverability Study

Drawing Title:
Constraints in Sibley

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	AM	16/03/17	RH	16/03/17	CS	16/03/17
Project No.	Office	Type	Drawing No.	Revision		
A101899	35	18	012	A		