

11.9. All development should be shown to link with the existing road and public transport systems operating within the District. In terms of thresholds for Transport Assessments/Statements and Travel Plans, the Council will use the Indicative thresholds set down in Annex 3 of the Core Strategy.

11.10. Easy access to parking is considered critical to the vitality of the District's town and village centres. Any loss of existing parking facilities must be accompanied by a robust parking survey demonstrating that the loss will not affect the ability of shoppers to access the facilities in town centres. The Council will continue to monitor parking facilities in Louth, Skegness and Horncastle to ensure that there is sufficient to meet the needs of these towns' shoppers and will also assist those communities who wish to carry out their own surveys in connection with neighbourhood planning.

11.11. Whilst the Council considers that the setting of rigid parking standards for residential and non-residential development stifles creative design and can contribute to vehicle-dominated development, all development that generates vehicle movements should provide an appropriate level of parking, which minimises the need for hard, non-porous surfaces. As a minimum, all housing developments should provide a single parking space per dwelling. The only exception to this will be within town centre locations and living accommodation above retail units, where it may be difficult to provide suitable parking arrangements and occupants are located in close proximity to services making owning a vehicle less likely. For business and leisure developments, parking provision should include parking for motorcycles, bikes and people with disabilities. Vehicles should be able to access and exit development safely.

11.12. The Council will take its guidance on standards for design and layout of its streets and roads from the Department for Transport documents; Manual for Streets 1, Manual for Streets 2 and The Historic Manual for Streets and any subsequent documents that supersede them.

11.13. The County Council as Highways Authority has been considering the traffic impact on the existing road network of various developments in the Horncastle area. As part of this work, the A158/ A153 Bull Ring junction has been identified as being at capacity and that a solution is required to address both access to the coast and the operation of the network through Horncastle. The most appropriate solution is in the form of a potential bypass. At this stage a funding strategy is being developed. This will include the support of both the private sector through the Greater Lincolnshire Local Enterprise Partnership (GLLEP) and the Local Planning Authority. The Council will support Lincolnshire County Council in seeking a viable solution to this issue and being a contributor to the funding solutions required. Gathering the evidence to support this work is part of the Council's Local Plan 5 year review, and this Council will work in partnership with Lincolnshire County Highway Authority during the review period. The wider Coastal Access priorities are identified by the GLLEP as an important aspect for the countywide transport strategy and will be a key part of the 5 year review.

Strategic Policy 22 (SP22) – Transport and Accessibility

The Council will support accessibility and seek to reduce isolation in the District by:-

- 1. Supporting development in or adjoining towns, large and medium villages where it is accessible to key facilities.**
- 2. Supporting development which is shown to link with the existing road and public transport systems operating within the District. Large scale developments such as food retail units of 800sq. m and larger and 80 residential dwellings or more will be accompanied by a transport assessment and travel plan. The indicative thresholds for transport assessments can be found at Annex 3 of the Core Strategy.**
- 3. Supporting development that gives pedestrian and cycle movements priority.**
- 4. Supporting development that has been shown to be planned taking into account disabled users and parents/carers with buggies and young children.**
- 5. Requiring any development which involves the loss of an existing car parking facility in the towns or large villages to be accompanied by a robust parking survey.**
- 6. Requiring all housing developments to provide a minimum of one parking space per dwelling, except in the case of infill and redevelopment plots within the defined town centres, where it can be demonstrated that;**
 - Providing no car parking would not be detrimental to road safety or the flow of traffic; or**
 - That the provision of parking space would be harmful to the character of the area.**

CHAPTER 12 - PROTECTING AND ENHANCING OUR NATURAL ENVIRONMENT

Landscape, Green Infrastructure, Biodiversity and Geodiversity

Where we want to be

The rich and varied landscape of East Lindsey continues to be valued by local residents and visitors.

The Lincolnshire Wolds Area of Outstanding Natural Beauty continues to be protected for its special landscape quality.

The highly sensitive landscape areas of the District have retained their character and special qualities.

The amount of greenspace in the District will have increased and be well connected.

Biodiversity is thriving and new areas have been created and maintained while existing areas are maintained and enhanced.

What it will look like

Change to the landscape will have been managed sensitively to retain local diversity and distinctiveness. New development will be integrated within its local landscape.

East Lindsey will contain a network of high quality, well-connected greenspaces that support flourishing wildlife habitats and species and help promote active and healthy lifestyles.

New green spaces will have been created within and around communities, linked to existing green infrastructure, to help meet the needs of the growing population. Habitats for wildlife will have been protected, enhanced and expanded to enable species to adapt to the changes brought about by climate change.

Delivery Objectives (how we are going to get there)

This strategy will be delivered through the following

Lincolnshire Wolds AONB Management Plan 2013 - 2018

Coastal Country Park

Heritage/Wild Coast Partnership Lincolnshire Limewoods,

Lincolnshire Chalk Streams Project

Settlement Proposals and Neighbourhood Development Plans

Partnership Plans including Lincolnshire Biodiversity Action Plan and Geodiversity Action Plan

Evidence

East Lindsey Landscape Character Assessment 2011
East Lindsey Green Infrastructure Audit
Lincolnshire Biodiversity Action Plan
Lincolnshire Geodiversity Action Plan
Lincolnshire Wolds Management Plan
Data held in Lincolnshire Environmental Records Centre including Local Wildlife Site data

Why we have taken this approach

Landscape

12.1. East Lindsey displays a rich and varied landscape, much of which has been recognised through national and international designations for its special quality and character, or for the habitat it provides. This includes the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB), the only such designation in the East Midlands, which covers about one third of the District.

12.2. The landscape also contains a variety of important and designated historic areas that have shaped, and in turn been shaped by, the history of East Lindsey. These include the English Civil War Battlefield at Winceby and the formal landscapes of the District's Registered Historic Parks and Gardens. The District's Conservation Areas and listed buildings also form an integral part of the landscape character of East Lindsey. Each has their own character and it is important that any new development or alterations within these areas, or that affect a listed building, or which affects their setting, preserves or enhances their distinctive qualities.

12.3. The European Landscape Convention highlights the need to develop policies dedicated to the protection, management and planning of the landscape. Part of this approach includes the National Landscape Character Areas (as defined by Natural England). The District comprises four distinct National Character Areas: the Lincolnshire Coast and Marshes, Lincolnshire Wolds, Central Lincolnshire Clay Vale and the Fens.

12.4. The Council's Landscape Character Assessment 2009 further defines thirteen landscape character areas, each with their own distinctive characteristics and sensitivity to change. The character areas within the assessment fall within four levels; these vary from moderate to low to highly sensitive. The highly sensitive landscapes should be given the highest protection. This will be used to help assess and influence the design and layout of new development. The District's landscapes will be conserved or where appropriate enhanced and restored in line with the recommendations of the Landscape Character Assessment. Landscape character does not follow administrative boundaries and collaboration with neighbouring authorities is important to ensure a coherent strategy for the landscape.