

A Caring Central Lincolnshire: meeting needs and the provision of infrastructure

- improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems and
- minimise carbon emissions from transport across the county.

4.7.9 Transport Strategies for Lincoln, Gainsborough and Sleaford set out a range of local proposals to help tackle congestion and improve transport options in the main urban areas.

4.7.10 Parking provision can affect the design of development, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway. The amount of parking provided can influence people's transport choices and is sometimes seen as being linked to economic prosperity. An over-provision of car parking can lead to unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility, whilst an under-provision of car parking can lead to unsuitable or unsafe on-street parking and is argued, may affect the vitality and viability of some centres. A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.

4.7.11 It is not proposed to set specific parking standards within this Local Plan but rather to allow for each proposal to be considered on a case by case basis. All development should carefully assess its parking needs taking into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; the existing available car parking provision close to the development site and an overall need to reduce the use of high-emission vehicles, as stated in the NPPF. Development should consider user's needs, impact on neighbouring users and the safe and efficient use of the highway network and consider imaginative solutions for car share facilities, powered two wheeler and cycle parking and enabling domestic electric vehicle charging points. The Manual for Streets (2007)⁽⁴⁾ and Manual for Streets 2 (2010)⁽⁵⁾ provide guidance on the principles that should normally be followed. All development should justify the level of parking provided and the design of such parking.

4.7.12 To demonstrate how accessibility, mobility and transport related matters have been considered and taken into account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:

- a parking or design and access statement (all proposals); and/ or
- a transport statement (typically required for developments of 50 - 80 dwellings); and/ or
- a transport assessment and travel plan (typically required for developments over 80 dwellings).

4.7.13 Advice on the level of detail required should be confirmed through early discussion with the local planning or highway authority.

Policy LP13: Accessibility and Transport

Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

4 www.gov.uk/government/publications/manual-for-streets

5 www.gov.uk/government/publications/manual-for-streets-2

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- a. Located where travel can be minimised and the use of sustainable transport modes maximised;
- b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- c. Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas;
- d. Ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure.

Delivering Transport Related Infrastructure

All development proposals should, where necessary, contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL payment as set out in LP12).

For Strategic Transport Infrastructure:

- e. Improve and manage the strategic highway infrastructure to allow for a range of users and increased capacity where appropriate and viable;
- f. Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;
- g. Improve and manage the strategic cycling network to allow for a range of users;
- h. Support the enhancement of existing or proposed transport interchanges;
- i. Explore opportunities to utilise waterways for transport, particularly freight.

For Public and Community Transport Infrastructure and Services:

- j. Assist in the implementation of infrastructure which will help all communities in Central Lincolnshire, including people living in the villages and small settlements, to have opportunities to travel without a car for essential journeys;
- k. Improve the integration, efficiency, accessibility, safety, convenience and comfort of public transport stations, including both rail and buses;
- l. Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities;
- m. Assist in bringing forward one or more park and ride facility in the Lincoln area with a car to bus service or car to rail.

For Walking and Cycling Infrastructure:

- n. Deliver schemes that complement the aims of the Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire, where possible enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside;
- o. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;
- p. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle.

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For Parking Provision:

- q. Ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement / Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

4.8 Managing Water Resources and Flooding

- 4.8.1** Central Lincolnshire's rivers and water resources are a valuable asset, supporting wildlife, recreation and tourism, as well as providing water for businesses, households and agriculture. Inland waterways are a multifunctional asset that can contribute towards many Local Plan objectives, including important opportunities for regeneration, tourism, and sustainable transport. Water resources require careful management to conserve their quality and value and to address drainage and flooding issues.
- 4.8.2 Flood Risk:** In accordance with the NPPF and supporting technical guidance, policy LP14 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible. In allocating sites within this Local Plan, an SFRA Level 2 has been undertaken for sites, as appropriate, to inform the process.
- 4.8.3** A sequential risk based approach to the location of development, known as a 'sequential test,' will be applied to steer new development to areas with the lowest probability of flooding. If, following the application of the sequential test, it is not possible, consistent with wider sustainability objectives, for development to be located in areas with a lower probability of flooding, the Exception Test may be applied. The Exception Test, in line with NPPF, requires development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it would be safe for its lifetime and would not increase risk elsewhere.
- 4.8.4** Central Lincolnshire contains significant areas of low lying land for which a number of organisations are responsible for managing flood risk and drainage, including the Environment Agency (EA), Lincolnshire County Council as Lead Local Flood Authority (LLFA), Anglian Water and Severn Trent Water Companies, the Canal and River Trust, a number of Internal Drainage Boards (IDBs) and the three Local Authorities. Flood defences protect many of the existing built-up areas from river flooding to a currently acceptable standard, but it is anticipated that the risk of flooding will increase in the future as a result of climate change. These include predicted sea level rise, more intense rainfall and increased river flows.