

# East Lindsey does not have rigid standards

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- 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.**

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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