

Examination of the East Lindsey Core Strategy and the East Lindsey Settlement Proposals Development Plan Document (DPD)

Inspectors' matters, issues and questions (MIQs)

Stage 1 – Core Strategy

26 May 2017

Note: The MIQs for Stage 2 relating primarily to the Settlement Proposals Development Plan Document and 5 year supply of housing will be made available separately. Some cross-cutting issues relating to both plans will be considered in Stage 1.

Abbreviations:

ADM – additional minor modification proposed by the Council

CS – Core Strategy

Framework – National Planning Policy Framework

Regulations – The Town and Country Planning (Local Planning) (England) Regulations 2012

The Council's answers are in italics with any suggested modifications in red italics

Matter 16 - Transport and accessibility

Main issue: Can the existing road network accommodate the scale of growth proposed by the Core Strategy; and if new residential development in towns were to be constructed without parking provision, would this give rise to problems on the local road network?

Questions

SP22 Transport & Accessibility

1. CS paragraph 13, page 96 refers to efforts to deal with certain identified issues on the existing road network. Has the effect of development proposed in the plans on the road network been assessed more generally and can any additional traffic be safely accommodated without causing significant congestion? Is any mitigation necessary to reduce car use or mitigate the effects of any additional traffic? If so, how will this be provided?

As part of the work of the Lincolnshire Local Planning Tool (LLPT) (CD72), an upper tier transport model has been carried out to provide a high level assessment of the district as a whole. The LLPT upper tier analysis set to investigate potential increases in demand resulting from both residential and employment growth on highways links in order to provide an understanding

of where increased demand for journeys may generate capacity issues and highlight any future mitigation measures required to alleviate them.

On the basis of the analysis carried out on forecast traffic growth within East Lindsey the LLPT concluded that "few issues have been identified so few mitigative measures are necessary".

It should be noted that the above referenced study does not replace the normal planning application and development control process, including the review of Transport Assessments and Statements related to a planning application. The Council's policy of concentrating the majority of its growth in the inland towns and large villages where access to services and facilities are more accessible by foot should help further reduce car usage.

2. CS paragraph 13, page 96 also refers to a potential bypass at Horncastle to resolve capacity problems at the A158/A153 junction. Is this necessary to support planned development?

The Council recognise the capacity issues at the A158/A153 junction at peak hours during the summer months with vehicular movements to the coast, however a future potential bypass is not required to support the planned development within the Local Plan. At this stage no viable funding mechanism has been identified. No consultation on options for routes or appraisal of need have been undertaken nor has the need for such a bypass been included in the County Council Transport Plan. However, the Council will support Lincolnshire County Council in seeking a viable solution to this issue.

3. SP22 does not set a minimum standard for residential car parking provision in town centres, partly because "it may be difficult to provide suitable parking arrangements" (page 96, paragraph 11). Could this lead to on-street parking and consequent problems on the local road network?

The council wishes to reduce the need for excessive travel and the reliance on private car usage. One of the overdoing objectives of the Plan as a whole is to locate development in the most sustainable locations where the need for excessive travel can be minimised.

The approach of the policy SP22 is such that each application will be dealt with on a case by case basis by the decision maker. Many of the historic town centres are characterised by a predominance of terrace housing located straight onto the street frontage. The Council recognise the importance of maintaining building lines in such locations and would not wish to see this historic character eroded by developments dominated by parking resulting in the built form being pushed back from the pavement edge for example.

Where it is deemed feasible and possible for residents to reach day to day destinations such as jobs schools and shops without the use of a car the

Council feel the provision of parking may not be necessary, again this will depend on the type of development proposed and will need to be addressed at the application stage.

The Council will also continue to review on street parking within the market towns in order to ascertain if on street parking becomes an issue which then effects the wider local road network. The Council carries out car parking surveys to assist in the decision making process (CD66-69).