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Transport and Highways

Supplementary Planning Document



North Tyneside Council

Transport and Highways – Supplementary Planning Document

CONTENTS

1. Introduction	1
2. Sustainable Transport	3
3. Assessment of Transport for New Developments	8
4. Design and Quality	14
5. Sustainable Urban Drainage Systems (SUDS)	16
6. Parking	17
7. Digital Advertising	20

Appendices

• Appendix A Policy Background	22
• Appendix B Cycle Parking Requirements	24
• Appendix C Cycle Parking Provision Quality Standards	29
• Appendix D Car Parking Requirements	30
• Appendix E Car Parking Dimensions	37
• Appendix F Travel Plans, Transport Assessments and Transport Statements	38
• Appendix G Travel Plan Incentives	39

1. Introduction

- 1.1 This Supplementary Planning Document (SPD) has been prepared to support the implementation of North Tyneside Local Plan policies S7.3 Transport and DM7.4 New Development and Transport. It also enables delivery of the Transport Strategy for North Tyneside, this Supplementary Planning Document (SPD) Transport and Highways sets out in detail the procedures adopted by North Tyneside Council with regard to the traffic and transport impact of new development.
- 1.2 The Transport Strategy for North Tyneside sets out the Council's aspirations for transport in the borough. The vision for the Strategy is; **“Moving to a green, healthy, dynamic and thriving North Tyneside.”** It sets out five principles which are key to achieving this:
- i. **Reduce carbon emissions from transport;** commitment to publish an action plan of the steps it will take and the national investment it will seek to make North Tyneside carbon net-zero by 2030.
 - ii. **Improve health outcomes;** this relates to people, communities and the local environment.
 - iii. **Support inclusive economic growth;** through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”
 - iv. **Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world.
 - v. **Manage demand and enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to on transport networks, assets and address current and future transport challenges.
- 1.3 In July 2019 North Tyneside Council declared a Climate Emergency. The Our North Tyneside Council Plan 2021-25 has the stated ambition that “We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030.”
- 1.4 This document is consistent with the adopted North Tyneside Local Plan and the Planning Obligations SPD 2018, and is written with regard to current and emerging national and strategic guidance as set out in Appendix A.

- 1.6 This document provides direction and guidance for prospective applicants for planning permission to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate mitigation measures secured. It covers the following topics:
- Active transport, other sustainable transport, and journeys combining the two
 - Assessment of transport for new developments
 - Links with the Strategic Road Network (SRN)
 - Design guidance, standards and quality
 - Sustainable Drainage Systems (SuDS).
- 1.7 Notwithstanding the direction and guidance provided, prospective applicants are advised that it is in their interest to enter into pre-application discussions with the Council. This approach will minimise delay during the application process.

2. Sustainable Transport

2.1 Context

- 2.1.1 The planning process plays a vital role in making sustainable travel an attractive and convenient option by ensuring that high standard sustainable transport infrastructure and facilities are provided as an integral part of new development.
- 2.1.2 This section sets out a framework which will help to reduce the need for motorised travel within the borough and create a connected, safe, attractive and convenient network for movement by non-motorised users including pedestrians, cyclists and equestrians.
- 2.1.3 The development of a comprehensive strategic network for non-motorised users will provide sustainable access to employment and other destinations, support the health and wellbeing of residents and visitors as well as improve air quality and build stronger communities. This is essential to achieve the Council's ambition of all new development achieving a high level of sustainable transport use in line with best practice examples in the region.
- 2.1.4 This supplementary planning document sets out how the Council will look to achieve the Local Plan policy outcomes, establishing an approach that will:
- Optimise the use of existing infrastructure and facilitate the development of new infrastructure
 - Reduce single occupancy car journeys
 - Enable the integration of transport modes
 - Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport
 - Recognise a 'hierarchy of road users' based on vulnerability
- 2.1.5 Connectivity into proposed development sites for pedestrians and cyclists should feel direct and logical. Achieving this could mean multiple foot paths and cycle ways are needed, linking to the surrounding highway network. These links may not always be immediately adjacent to the carriageway. Connections are expected to be suitably wide, clear and illuminated to provide a feeling of safety for users. Examples of the types of provision expected can be found in the North Tyneside Cycling Design Guide.

2.2 Walking and wheeling

- 2.2.1 Making walking journeys easier contributes to improved health and plays a vital role in reducing motorised travel for short journeys. The borough's walking network is under constant development with the aim to provide direct links of a high standard, that are convenient and safe.
- 2.2.2 The Council will expect proposals for development to provide appropriate connections and enhancements to the walking network including links to public transport, where appropriate. Walking connections should be direct, well-lit, safe, include priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to, or enhancement of, the existing walking network.
- 2.2.3 Wheeling is defined as an equivalent alternative to pedestrian-based mobility and covers the use of wheelchairs, mobility scooters etc. Where consideration is given to walking accessibility, equivalent consideration should be given to wheeling accessibility. References to walking elsewhere in the document should be treated as referring to both walking and wheeling.

2.3 Cycling

- 2.3.1 Appendices B and C should be read in conjunction with Section 2.3 (Cycling).
- 2.3.2 Cycle use in North Tyneside has been rising for several years. The Council is committed to continuing this sustained growth and to establishing cycling as a viable choice for everyday travel.
- 2.3.3 Alongside the Council's Cycling Design Guide, the government's 'Gear Change' vision and Local Transport Note LTN 1/20 make clear the expectation for quality infrastructure for cycling. Developers would be expected to consider Figure 4.1 of LTN1/20 when proposing cycle infrastructure within their development.
- 2.3.4 The North Tyneside cycle network incorporates provision both within the street environment and routes away from traffic, allowing a choice of cycling journeys. In summary these routes need to be simple, safe, direct and attractive.
- 2.3.5 North Tyneside identified a strategic cycling network known as the 'tube map' within the North Tyneside Cycling Strategy. The Council will make reference to the 'tube map' to assist and guide applicants, to ensure cycle provision actively contributes to the expansion and quality of the cycling network. Applicants should provide direct, well-lit and safe connectivity to the cycling network including priority crossings at internal intersections to create a strategic network of cycle routes. In larger developments, unless suitable separate corridors can be justified, these routes will be included as high quality, dedicated cycling

provision within the street environment and designed to serve surrounding, existing and new users. Should the development be located on the 'tube map' then they may be required to fund or deliver that element of cycling provision. This may be through a S106 or 278 Agreement.

- 2.3.6 All developments will need to provide appropriately positioned, well signed, direct and convenient access to secure cycle parking facilities. Cycle parking will be in accordance with the requirements detailed in Appendix B, including any requirements to demonstrate arrangements for the ongoing maintenance of cycle parking provision.
- 2.3.7 Appropriate quality of cycle parking will be provided in accordance with the Department for Transport's Local Transport Note 1/20. This is reflected in Appendix C.
- 2.3.8 Appropriate end user facilities, such as showers, lockers, drying cupboards etc will be expected at non-residential sites. The number and quality of facilities will vary based on number of employees and visitors.

2.4 Public Rights of Way

- 2.4.1 North Tyneside has an extensive Public Rights of Way network that offers walking, cycling and equestrian routes, providing connectivity to hubs throughout the borough and opportunities to travel sustainably. Early engagement with the Council's Public Rights of Way Officer should be carried out to establish any existing routes impacted by development and the requirements of a development to retain and improve them as necessary.
- 2.4.2 New developments would be expected to provide appropriate connections to existing recorded Public Rights of Way in the vicinity of a site and enhance any routes that run through the site. There may also be unrecorded routes through a site which could potentially be upgraded to formal routes and recorded on the Definitive Map. These routes will need to include appropriate surfacing, lighting, drainage and signage. The new routes will be maintained by the developer or their appointed management company thereafter and this will include regular cutting back of any encroaching vegetation. The design of the development should minimise the likelihood of vegetation encroaching on the path.
- 2.4.3 Where possible, existing routes should be retained throughout the construction period, however if a temporary closure is required, this will need to be agreed with the Public Rights of Way Officer prior to commencement, including appropriate timescales for the closure and suitable surface reinstatement by the developer.

- 2.4.4 Existing rights of way should be incorporated into the overall site layout. Permanent closures or diversions should be avoided wherever possible. However if a closure or diversion is unavoidable, early engagement with the Council's Public Rights of Way Officer should take place. Developers should be aware that the legal processes associated with Public Rights of Way can be both lengthy and costly with no guarantee of success.
- 2.4.5 A joint inspection between the developer and the Council's Public Rights of Way Officer of all routes likely to be impacted by development will be required prior to work commencing on site to establish the condition of the network and then another joint inspection post-completion of the development, to determine reinstatement work which the developer will be required to carry out.

2.5 Public Transport

- 2.5.1 For major applications which include a Transport Assessment or Transport Statement, early engagement with Nexus (Tyne and Wear Passenger Transport Executive) is essential to ensure adequate public transport accessibility and to identify any necessary improvements to infrastructure and services.
- 2.5.2 There will need to be a public transport service operating a minimum frequency of once every 30 minutes Monday to Saturday daytime and hourly during evenings and Sundays within 400m actual walking distance of the entire development site.
- 2.5.3 Public transport provision will need to connect to town or other district or local centres and major employment sites as agreed with the Council. If this is not achievable, the applicant will provide the Council with acceptable evidence of the reasons and agree proportionate mitigation measures. The assessment of public transport accessibility will also include detailed consideration of suitable road crossings, gradients of walking and cycling routes, bus stop locations and the frequency of public transport services.
- 2.5.4 To enable new or existing services to be diverted to run through the site, all larger sites should be designed to allow bus permeability by the most direct route together with the provision of service infrastructure.
- 2.5.5 To encourage take up of sustainable transport modes, Travel Plans for residential developments should normally include measures which offer residents an incentive for public transport use, such as the provision of public transport season tickets.

3. Assessment of Transport for New Developments

3.1 Travel Plans

- 3.1.1 Appendices F and G should be read in conjunction with Section 3.1 (Travel Plans).
- 3.1.2 The National Planning Policy Framework (NPPF) (2021) advises that: “All developments which generate significant amounts of movement should be required to provide a Travel Plan.” This ties into the Department for Transport Circular 02/2013 which states the ‘implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure.’
- 3.1.3 A Travel Plan is required whenever a Transport Assessment is provided. Where a Transport Statement is provided a Full Travel Plan must also be included. Please refer to Appendix F.
- 3.1.4 The NPPF and the corresponding National Planning Practice Guidance (NPPG) provides advice on the overarching principles of Travel Plans including advice on preparation, content and monitoring. This guidance should be considered when preparing a Travel Plan for a development in the borough. The approach to these matters will need to be agreed with the Council prior to submission of the planning application.
- 3.1.5 A Travel Plan is a strategy and action plan to minimise single occupancy car travel and improve accessibility to a development by a range of modes. It must set out time bound targets and clearly defined measures for achieving those targets. Regular monitoring and updates must be provided to the Council to confirm that measures have been implemented and whether agreed targets have been met.
- 3.1.6 A Travel Plan Bond will be required, and the size of the bond will depend on the scale of development, site accessibility, provision of infrastructure and robustness of targets. In summary, the greater accessibility of the site, provision of infrastructure, enhancements to public transport, cycle and walking links the greater the likelihood that a reduced bond can be agreed. When targets have not been achieved the Travel Plan Bond will be used by North Tyneside Council to implement additional sustainable transport measures, such as installing new cycle links or funding public transport services.
- 3.1.7 A Travel Plan is specific to a site or development and will consider all travel to and from the site, including, for example, residents, staff, visitors, students, clients, deliveries and fleet movements. Early engagement with the Council is required to ensure that appropriate measures are addressed and included.

- 3.1.8 There are several types of Travel Plans which will be accepted by the Council subject to the type of development. Typically, Full Travel Plans are to be submitted where the proposed use and accessibility needs are known. In some circumstances Framework or Interim Travel Plan's will be accepted where the future occupants of the development may not be known. However, the Interim Framework or Travel Plan would be expected to cover the outcome targets for the maximum levels of trip. It would also be expected to state when the Full Travel Plan will be completed.
- 3.1.9 Applicants are required to identify a Travel Plan Coordinator who will remain responsible for the delivery, monitoring and reporting of the Travel Plan. In the absence of a Travel Plan Coordinator being identified at the planning stage, the application may not be validated. This will ensure all new developments are delivering effective Travel Plans, reducing car-borne trips and encouraging sustainable travel. The applicant would be required to provide a monitoring fee for the officer time spent reviewing travel plans and agreeing future measures with the Travel Plan Coordinator. The monitoring fee would be agreed on an individual basis per development.
- 3.1.10 When developments impact the Strategic Road Network (SRN), the nature of the Travel Plan measures need to be specifically developed in conjunction with National Highways.
- 3.1.11 The Council will provide a scoping document to the applicant at the pre-application stage. The scoping document should be used as a guide to the requirements of the Travel Plan.
- 3.1.12 Applicants will be required to enter into a legal agreement for an annual Travel Plan monitoring fee from first occupation to 5 years post-final occupation. The annual monitoring fee costs will vary based on size and type of development and will be agreed during the application process.

3.2 Transport Assessments and Transport Statements

- 3.2.1 Appendix F should be read in conjunction with Section 3.2 (Transport Assessments and Transport Statements).
- 3.2.2 Paragraph 113 of the latest National Planning Policy Framework (NPPF) (2021) outlines that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.
- 3.2.3 All significant developments seeking planning approval in North Tyneside will be required to submit a Transport Assessment or Transport Statement. Early

engagement with the Council is required to ensure that an appropriate document is submitted.

- 3.2.4 A Transport Assessment must provide a detailed examination of the demand for travel generated by a development and how this can be accommodated in a safe and sustainable way on the local highway network in the year of opening and the agreed future year scenario. Any detrimental impacts the development may have on the surrounding transport network, local community and the environment should be mitigated whilst also maximising the positive impacts of the development. The Transport Assessment will be accompanied by a robust Travel Plan and a Travel Plan Bond.
- 3.2.5 A Transport Statement is a less detailed evaluation of the transport impacts of a development and will be submitted when a development is anticipated to generate limited new transport movements.
- 3.2.6 The thresholds above which a Transport Assessment or Transport Statement is required and the Council's requirements for the completion of these documents are set out in Appendix F. The Council reserves the right to require a Transport Assessment or Transport Statement at lower levels where considered appropriate.
- 3.2.7 Failure to submit a satisfactory Transport Assessment or Transport Statement where appropriate to assess the overall motorised traffic impact of the development may render the application invalid and could result in refusal of planning approval.
- 3.2.8 In accordance with the requirements of the Department for Transport's Circular 02/2013 - Strategic Road Network (SRN) and the delivery of sustainable development; consultation at pre-application stage with National Highways is required for any development that has a material impact on the SRN. The coverage and detail of the Transport Assessment or Transport Statement would need to be agreed with National Highways.
- 3.2.9 Developers should be mindful of the National Highways Document 'The strategic road network: Planning for the future' stating:

"You will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might have a bearing on the way in which the development is planned and/or delivered." (Paragraph 94)

3.3 Legal Agreements to Secure Highway Infrastructure

- 3.3.1 There are three legal mechanisms to secure necessary highway infrastructure. Section 38 Agreements cover the construction and adoption of new highway infrastructure within a development. Off-site mitigation measures required as a result of development can be delivered via Section 106 of the Town and Country Planning Act 1990 or Section 278 of the Highways Act 1980. The necessary contributions will be determined in accordance with the Council's Planning Obligations Supplementary Planning Document.

3.4 Section 38 Agreements

- 3.4.1 Section 38 of the Highways Act 1980 allows the Local Highway Authority to adopt highway infrastructure constructed as part of the development. Prior to entering into the agreement, the developer must have obtained planning permission. These new roads and footpaths will be constructed by the developer and inspected by the Local Highway Authority to ensure that they are of a suitable standard for adoption by the Authority.
- 3.4.2 The Local Highway Authority can reserve the right to refuse to enter into a Section 38 agreement to adopt any infrastructure if it does not meet the required construction and layout standards. Applicants and developers can identify routes that they do not intend to offer up for adoption by the Local Highway Authority. They would be responsible for the maintenance of that development thereafter. The developer will be required to make the non-adopted highway status clear to all end users.

3.5 Section 278 Agreements

- 3.5.1 Section 278 of the Highways Act 1980 allows developments to provide improvements to the existing-highway such as the provision of a light controlled crossing, upgrade of existing traffic signals etc. to mitigate the impact of the development. The associated costs will be met by the developer and the work will be carried out by the either the Council or the developer.
- 3.5.2 Developers are required to deposit a Bond of Surety with the Council to cover the cost of the works, inspection fees, charges and commuted sums. This Bond ensures that the Council does not incur any costs if the highway works are stalled, changed or aborted by the developer. If the developer fails to perform or observe any of the agreement conditions, the Council can use the Bond to complete the highway works, recover fees, charges and retain the commuted sums to cover future maintenance costs.
- 3.5.3 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.

- 3.5.4 Where appropriate, the Council will seek payment for future maintenance of the new or improved highway infrastructure from the developer, acquiring funding through commuted sums where necessary. Commuted sums allow greater flexibility to adopt non-standard materials as well as ensuring future maintenance of infrastructure such as traffic signals, bus stops and shelters when development increases future maintenance liability and where considered appropriate and agreed with the Council.

3.6 Section 106 Agreements

- 3.6.1 Section 106 of the Town and Country Planning Act 1990 allows applicants to enter into a planning obligation for provision or funding of infrastructure, subject to compliance with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) tests. Applicants may need to agree a range of planning obligations to mitigate the impact of development. This could include capital contributions to highway infrastructure such as the provision of a light controlled crossing, upgrade of existing traffic signals etc. or a financial contribution for sustainable measures such as provision of new or diverted bus services.
- 3.6.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.
- 3.6.3 Applications for development that may lead to traffic growth and impact the highway network will be required to provide an assessment of the proposal's impacts. Where proposals may have an impact on strategic transport corridors that would require mitigation to ensure the proposals are acceptable, a financial contribution to highway infrastructure improvements is likely to be required. The Council will discuss and agree these potential requirements with the Application as part of the planning process.

3.7 New Developments and Parking Control Measures

- 3.7.1 The impact of some new developments may require the introduction of a permit parking scheme on adjacent streets.
- 3.7.2 For development proposals situated close to established uses that have the potential to generate intrusive parking issues in the new development, such as areas of retail, commerce or metro stations it may be necessary for the developer to introduce parking control measures in the new development prior to the area being adopted by the Council. This would be targeted at managing potential issues with measures such as waiting restrictions or residents permit schemes.
- 3.7.3 In developments where new schools are provided, it will be necessary for the developer to include a scheme to prevent drop off and pick up parking in the vicinity of the school such as 'School Keep Clear' markings and measures to

prevent parked vehicles impacting on residents, such as waiting restrictions or residents permit schemes prior to the area being adopted by the Council.

- 3.7.4 In all cases where resident permit parking or other parking control measures are required as a result of development, the developer will meet all the associated costs.
- 3.7.5 Where a new development is proposed in or adjacent to an existing resident parking permit area, parking permits will not be issued to residents of the new development.
- 3.7.6 Where a development is proposed adjacent to the Strategic Road Network, the network must not be impacted by parking associated with that development.

4. Design and Quality

- 4.1 Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. New developments should contribute towards well designed movement networks that make connections to destinations, places and communities, both within the site and beyond its boundaries.
- 4.2 New developments should be designed with a clear layout and hierarchy of streets and other routes to assist people in finding their way around so that journeys, particularly by foot or bicycle, are easy to make. It is expected that the design will need to meet the Council's adoption standards. Early engagement with the Local Highway Authority to agree the extent of the highways being offered for adoption is recommended.
- 4.3 Manual for Streets 1 and 2 provides guidance for the planning, design, provision and approval of new streets, and modifications to existing ones. The documents aim to increase quality of life through good design which creates more people-oriented streets. Developers should consult with the New Developments team to establish whether Manual for Streets 1 and 2 are appropriate for a particular site. Where it is deemed that advice in Manual for Streets 1 and 2 is not appropriate, schemes must be designed in accordance with the Design Manual for Roads and Bridges (DMRB) 2020 as well as the Local Highway Authority adoption standards. Similar consideration should apply to the emerging updated Manual for Streets which is anticipated in due course to replace Manual for Streets 1 and 2.
- 4.4 Cycle Infrastructure Design LTN 1/20 supports the delivery of high-quality cycle infrastructure, and reflects current good practice, standards and legal requirements. The Council has also developed the North Tyneside Cycling Design Guide. Proposed infrastructure must satisfy the requirements of these documents.
- 4.5 High quality links with protected space for cycling would be expected on all routes within the development unless they conform to Quiet Street requirements. Cycle networks should provide a grid of routes across the site, with the aim of a mesh width of 250m. Refer to Section 14 of LTN1/20 for further information. The layout and provision of cycle infrastructure would be agreed on an individual basis to serve the needs of that development.
- 4.6 The transport network offers great opportunities for increasing tree planting and the Council Tree Planting Strategy 2021-2024 seeks the design of schemes to increase tree planting. This could be, but not limited to, highway renewal schemes, new highway schemes, major development and redevelopment that could provide additional tree planting. This approach is in accordance with the

latest guidance from The National Planning Policy Framework (NPPF) (2021) that supports all new streets to be tree lined.

- 4.7 The design of developments should seek to incorporate access suitable for buses, which allows existing bus services to divert through the site. On any routes identified as necessary to achieve bus access within 400m actual walking distance of residents, any traffic calming design features should be suitable for bus use. Refer to LTN 1/07 and NTC adoption requirements.
- 4.8 Where land is available on larger developments, the provision of an emergency access to the adjacent highway network should be considered. This will typically consist of a permanent pedestrian & cycle link to the site from the wider highway network with collapsible bollards that can be used by emergency vehicles if the main access becomes blocked.
- 4.9 A Construction Management Plan will be required to minimise disruption on the highway network for the duration of build out. The Construction Management Plan will need to include details of routes to and from the site; sites access; loading, unloading, and turning areas; compounds and site accommodation; material storage, parking areas for site operatives; control of mud and dust; wheel wash and measures to control mud on the highway such as the use of mechanical sweepers. Whilst it is recommended that a construction management plan is submitted with the planning application to avoid delays on commencement of works on site, this can be covered by planning condition.

5. Sustainable Drainage Systems (SuDS)

- 5.1 The Local Highway Authority considers the possibility of flood risk with all applications. Developers may be required to provide a site-specific flood risk assessment. Paragraph 167 of The National Planning Policy Framework (NPPF) (2021) provides further detail on information that would be expected within the flood risk assessment.
- 5.2 The design of any Sustainable Drainage Systems (SuDS) in new developments should be carried out in accordance with government guidance as set out in the Sustainable Drainage Technical Standards and follow the guidance set out in the North East Regional standards; please refer to:
<https://my.northtyneside.gov.uk/category/1135/flooding>
- 5.3 Site layouts must be designed to minimise flood risk and developers are encouraged to integrate SuDS features through a development as amenity features. SuDS also provide a variety of additional benefits with regard to biodiversity, landscape, townscape character, visual amenity and recreation. Careful design, green landscaping and planting can reduce the impacts of climate change, flooding, and reflection and urban heat issues.
- 5.4 Developers must consult North Tyneside Council's Local Flood Risk Management Strategy when preparing a planning application and particularly in areas of known flood risk.
- 5.5 For all planning applications where the application site is over 0.5 hectares within critical drainage areas a Flood Risk Assessment will be carried out by the developer. All major planning applications will also be required to submit a Flood Risk Assessment.

6. Parking

6.1 Introduction

- 6.1.1 Appendices D and E should be read in conjunction with Section 6 (Parking).
- 6.1.2 Car parking requirements for all forms of development are set out in Appendix D. The requirements set out are the expected levels of parking provision, however in areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these requirements may be considered. Developers will need to demonstrate that this will not have a detrimental impact on highway safety or exacerbate existing parking problems.

6.2 Residential Developments

- 6.2.1 Resident and visitor parking should provide sufficient space and be well integrated so that it does not dominate the street. Developers should consider a range of approaches regarding car parking to minimise its impact and will need to satisfy the Council that they have proposed the most appropriate scheme.
- 6.2.2 Car parking should be located where it is safe, secure, accessible and likely to be well used. A key consideration for parking design will be the potential impact on the appearance, function and overall character of the street or public realm. Generally, the Council will give priority to the street environment when assessing parking provision for residential developments. Driveways are likely to be appropriate for most house types where they are acceptable in terms of design and highway impact. In developments consisting of flats and apartments courtyard provision is usually considered to be more appropriate. Further design advice about different options for parking solutions are outlined in the Design Quality Supplementary Planning Document (SPD).
- 6.2.3 A garage will only be considered as a parking space if accompanied by a suitable area of hard standing to the front or side and it must have minimum internal dimensions sufficient to allow for both car parking and storage. Cycle storage is expected to be provided separately in the form of a suitable shed where space allows within the boundary of the property. If it is not possible to provide a shed within the boundaries of a property owing to size constraints, residential garages will be expected to comfortably accommodate cycles as well as cars. Minimum dimensions for garages to allow storage for two cycles, and parking areas, are set out in Appendix E.
- 6.2.4 Where the Council agrees that designated on-site parking is the most appropriate option, the driveway should meet or exceed the Council's minimum dimensions and consideration will need to be taken on the type of garage door installed, as this has an impact on the required drive length, as set out in

Appendix E. A vehicle access footway crossing will also need to be constructed as well as suitable access for pedestrians.

- 6.2.5 Where dwellings do not have their own driveways, communal or courtyard parking areas may be included as part of the development. Further design advice for the provision of parking areas in development are provided in the Council's Design Quality SPD.
- 6.2.6 Well designed visitor parking should be evenly distributed in small clusters. This should take the form of one or two-bay lay-by parking, adopted parking bays or private bays in shared surface and courtyard areas. Visitor car parking should be enhanced in a suitable adoptable material, such as an alternative finish than the main carriageway to improve the street scene. This is expected on all new developments.

6.3 Non-Residential Developments

- 6.3.1 Appendix D should be read in conjunction with Section 6.3 (Non-Residential Developments).
- 6.3.2 Where the level of parking provision does not comply with the Council's parking requirements, this must be justified and supported by robust supporting information to prove that the amount of parking will be sufficient. This will need to be complemented by the inclusion of a robust Travel Plan and a parking management strategy.
- 6.3.3 There may be potential for shared use parking, particularly (though not exclusively) for developments in town centres. The Council will consider shared use parking for mixed use sites where the different forms of development have substantially different peaks in terms of traffic flow and parking demand and when the site has a good level of accessibility by alternative modes of transport to the car.
- 6.3.4 Commercial proposals will be expected, regardless of size, to provide disabled parking spaces in accordance with the requirements set out in Appendix D, which must take priority over other car parking needs.
- 6.3.5 Disabled parking spaces serving a development must always be located as close to the main building entrance and staff entrances as possible and include standard 1.2m hatched areas to allow suitable access for users.
- 6.3.6 In larger retail developments such as supermarkets, parent and child provision will need to be agreed on an individual basis to serve the needs of that development.

- 6.3.7 Parking provision for two-wheeled motorised transport, i.e., motorcycles, motor scooters and mopeds will need to be agreed on an individual basis to serve the needs of that development.
- 6.3.8 In mixed use developments, the overall parking requirement will be determined by breaking down the various elements of the development by use class and applying the relevant parking allowances for each of the use classes.

6.4 Electric Vehicle (EV) Charging Infrastructure

- 6.4.1 Appendix D should be read in conjunction with Section 6.4 (Electric Vehicle charging infrastructure).
- 6.4.2 Local Plan policy DM7.4 establishes that EV charging points would be required as part of development. Provision of EV charging points should, as a minimum, meet the standard set out in Building Regulations.
- 6.4.3 Where relevant, e.g. when EV charging points are provided in publicly accessible locations, the charging points should be well positioned and accessible – including consideration of collision barriers, removal of trip hazards, and signage – and a management and maintenance plan should be provided.

7. Digital Advertising

- 7.1 Digital adverts are becoming more widespread as technology advances and can include both existing sites where traditional 48 and 96 sheet adverts have been long established or new sites seeking to introduce a digital advert.
- 7.2 Sites close to signalised junctions; roundabouts, signalised crossings and merges onto classified roads should be avoided.
- 7.3 As part of a planning application for the upgrade of an existing advert site or for the installation of an advert at a new site a Road Safety Audit will be required and will need to include a detailed assessment of the site, accident data for 5 years in the vicinity of the site, identification of any hazards specific to the location and proposed mitigation measures to deal with issues identified.
- 7.4 The proposed display must not contain moving images, will need to operate with low levels of luminance, contain a light sensor designed to adjust the brightness to changes in ambient light, include a feature that will turn off the screen if the display experiences a malfunction or error, and operate with smooth uninterrupted transition from one image to another.
- 7.5 If planning permission is granted, it will be for an initial period of 5 years. A review of accident data in the vicinity of the site will need to be carried out by the applicant after 12 months of first use and a report will be submitted to the Local Planning Authority prior to 18 months of first use; a further report will need to be carried out after 36 months of use and submitted prior to 42 months of use and an updated report will be required covering the life of the advert if permission is sought for renewal covering, as near as reasonably possible, the period up to the date of the new application.
- 7.6 The site shall cease use with immediate effect if either this report has not been received within 18 months, there is an increase in traffic incidents within the vicinity of the site or there have been any traffic incidents where driver distraction was established as a direct cause or contributing to an incident.

APPENDICES

Appendix A

Policy Background

This Supplementary Planning Document was drafted with reference to the following documents:

- North Tyneside Local Plan (2017)
- North Tyneside Council Planning Obligations SPD (2018)
- North Tyneside Council Design Quality SPD (2018)
- North Tyneside Council Tree Planting Strategy (2021)
- North Tyneside Council Tree Management Policy (2016)
- The Transport Strategy for North Tyneside, 2017-32 (Revised 2021)
- Highway tree management: operation note 51 (2019)
- North East Transport Plan (2021)
- North Tyneside Network Management Plan
- North Tyneside Parking Strategy
- North Tyneside Travel Safety Strategy
- North Tyneside Cycling Strategy
- North Tyneside Local Cycling and Walking Infrastructure Plan (in preparation: to form an appendix to the Cycling Strategy)
- Tyne and Wear Rights of Way Improvement Plan (RoWIP)
- The Tyne and Wear Public Rights of Way and Development Document (2008)
- The Environment Act (2021)
- National Planning Policy Framework (NPPF) (2021)
- National Planning Practice Guidance (NPPG) (as amended)
- Department for Transport – Gear change: a bold vision for cycling and walking (the Cycling and Walking Plan for England) (2020)
- Department for Transport – Local Transport Note LTN 1/20 Cycle Infrastructure Design (2020)

- Department for Transport – Local Transport Note 1/07 Traffic Calming (2007)
- Department for Transport – Local Transport Note 3/08 Mixed priority routes: practitioners' guide (2008)
- The North East Bus Service Improvement Plan
- North East Bus Enhanced Partnership Plan and Scheme (in development)
- Nexus Planning Liaison Policy (2019)

Appendix B

Cycle Parking Requirements

(Referenced section 2.3)

Cycle parking will be suitable for the anticipated use. Separate parking facilities would likely be required for long and short stay use. Accessible cycle parking should normally be placed close to accessible car parking spaces. The parking provision should be conveniently located near main and staff entrances; secure, overlooked and provided in accordance with LTN1/20, North Tyneside's cycle design guidance and the cycle parking allowances below. For residential properties parking spaces should be secure and ideally covered.

Cycle parking requirements			
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.			
Current Use Class (2020)	Former Use Class (1987)	Type of development	Cycle parking allocation
M	B2 Industrial	No change	<ul style="list-style-type: none"> General Industrial Premises Vehicle Repair Garages 1 stand per 50m ²
	B8 Storage or Distribution	No change	<ul style="list-style-type: none"> Storage and Distribution Warehouses 1 stand per 300m ²
C	C1 Hotels	No change	<ul style="list-style-type: none"> Hotels, Boarding Houses and Guest Houses 1 stand per 2 bedrooms
	C2 Residential Institutions	No change	<ul style="list-style-type: none"> Residential care homes & nursing homes 1 stand per 5 bedrooms
			<ul style="list-style-type: none"> Hospitals 1 stand per 5 beds 1 stand per 10 consulting rooms for outpatients
			<ul style="list-style-type: none"> Boarding schools, residential colleges and training Centres 1 stand per bedroom
	C2A Secure Residential Institutions	C2 Residential Institutions	<ul style="list-style-type: none"> Secure residential accommodation including use as a prison, young offender's institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks Assessed on an individual basis
	C3 Dwelling Houses	No change	<ul style="list-style-type: none"> Dwelling Houses Flats (New Build and Conversions) 2 spaces per dwelling
			<ul style="list-style-type: none"> Accommodation for over 55's 1 space per 2 dwellings
<ul style="list-style-type: none"> Sheltered or Warden Accommodation for the Elderly etc. 1 stand per 5 bedrooms			
<ul style="list-style-type: none"> Extra care accommodation 			
C4 Houses in Multiple Occupation	No change	<ul style="list-style-type: none"> Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom Student Accommodation 1 stand per bedroom	

Cycle parking requirements				
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.				
Current Use Class (2020)	Former Use Class (1987)	Type of development	Cycle parking allocation	
E - Commercial Business and Service	E (a) Display or retail sale of food, other than hot food	A1 shops	<ul style="list-style-type: none"> • Small Shops (less than 1,000m²) • Food Retail (1,000m² - 2,500m²) • Food Superstores (over 2,500m²) • Non-Food Retail (1,000m² - 2,500m²) • Non-Food Retail (over 2,500m²) 	1 stand per 50m ²
	E (b) Sale of food and drink for consumption (mostly) on the premises	A3 Restaurants and Cafés	<ul style="list-style-type: none"> • Restaurants, Snack Bars and Cafés 	1 stand per 25m ² of public floor area 1 stand per 50m ² GFA if public floor area unknown at time of submission
	E (c) (i) Financial Services E (c) (ii) Professional Services (other than health or medical services) E (c) (iii) Other appropriate services in a commercial, business or service locality	A2 Financial and Professional Services	<ul style="list-style-type: none"> • Banks, Building Societies, Offices etc. 	1 stand per 50m ²
	E (d) Indoor sport, recreation or fitness	D2 Assembly and Leisure	<ul style="list-style-type: none"> • Sports Halls 	Assessed on an individual basis
	E (e) Provision of medical or health services	D1 Non-Residential Institutions	<ul style="list-style-type: none"> • Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc. 	1 stand per consulting room
	E (f) Creche, day nursery or day centre	D1 Non-Residential Institutions	<ul style="list-style-type: none"> • Crèches, Day Nurseries and Day Centres 	1 stand per 10 pupils 1 stand per 50 pupils for visitors

Cycle parking requirements			
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.			
Current Use Class (2020)	Former Use Class (1987)	Type of development	Cycle parking allocation
E - Commercial Business and Service	B1 Business		1 stand per 50m ²
F - Local Community and Learning; F1 - Learning and non-residential institutions	D1 Non-Residential Institutions	<ul style="list-style-type: none"> Provision of education - Primary Schools 	1 stand per 10 pupils 1 stand per 1 classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 pupils for visitors
		<ul style="list-style-type: none"> Provision of education - Secondary Schools Provision of education - Sixth Form Colleges, Further Education Colleges and Higher Education Establishments 	1 stand per 5 students 1 stand per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 stand per 50 students for visitors
	D1 Non-Residential Institutions		1 stand per 50m ²

Cycle parking requirements			
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.			
Current Use Class (2020)	Former Use Class (1987)	Type of development	Cycle parking allocation
F - Local Community and Learning; F2 - Local Community	F2 (a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres	A1 shops	1 stand per 50m ²
	F2(b) Halls or meeting places for the principal use of the local community	D2 Assembly and Leisure	
	F2 (c) Areas or meeting places for outdoor sport or recreation (not involving motorised vehicles or firearms)	D2 Assembly and Leisure	Assessed on an individual basis
	F2 (d) Indoor or outdoor swimming pools or skating rinks	D2 Assembly and Leisure	

Cycle parking requirements			
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.			
Current Use Class (2020)	Former Use Class (1987)	Type of development	Cycle parking allocation
Sui Generis		<ul style="list-style-type: none"> • Theatres • Amusement arcades, centres or funfairs • Laundrettes • Fuel Stations • Hiring, selling or displaying motor vehicles • Taxis businesses • Scrap yards or a yard for the storage or distribution of mineral or the breaking of motor vehicles • Alkali work • Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste • Nightclubs • Casinos • Betting offices & shops • Pay day loan shops • Venues for live music • Cinemas • Concert Halls • Bingo Halls • Dance Halls • All other uses 	Assessed on an individual basis
		• Hostels	1 stand per bedroom
		• Retail warehouse clubs	1 stand per 300m ²
	A4 Drinking Establishments	<ul style="list-style-type: none"> • Public Houses, wine bars or drinking establishments • Drinking establishments with expanded food provision 	1 stand per 25m ² of public floor area 1 stand per 50m ² GFA if public floor area unknown at time of submission
	A5 Hot Food Takeaways	• Hot food takeaways	1 stand per 50m ²

Appendix C

Cycle Parking Provision Quality Standards *(Referenced section 2.3)*

The type of cycle parking provided must comply with section 11 of the Department for Transport's Cycle Infrastructure Design – Local Transport Note 1/20 (LTN 1/20):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

This document specifies the type of cycle parking that should be provided for different locations and usage types, such as:

- Short and long stay parking
- Residential and workplace locations
- Secure cycle storage facilities for all types of cycles

For residential properties, where there are no garages, dedicated secure ground floor secure parking is necessary. LTN1/20 provides examples such as on-street cycle parking 'hangars' which are typically available to registered key-holders.

Appendix D

Car Parking Requirements

(Referenced section 6.1, 6.3, 6.4)

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
B	B2 Industrial	• General Industrial Premises	1 space per 50m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	In accordance with Building Regulations
		• Vehicle Repair Garages	4 spaces per MOT, repair, service or valet bay Staff and customer parking to be clearly identified on site with associated signage Parking for care sales to be provided in accordance with standard for sui generis (Hiring, selling or displaying motor vehicles) use A suitable area to allow a recovery vehicle to turn within the site will be required	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
	B8 Storage or Distribution	• Storage and Distribution Warehouses	1 space per 200m ² Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
		• Wholesale Cash and Carry Warehouses (over 2,500m ²)	1 space per 25m ² Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis		
C	C1 Hotels	• Hotels, Boarding Houses and Guest Houses	1 space per bedroom for guests 1 space per 5 bedrooms for staff Additional parking for bars, restaurants, conference areas etc. to be provided in accordance with the relevant parking standard	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
	C2 Residential Institutions	• Residential care homes & nursing homes	1 space per 5 bedrooms Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
		• Hospitals • Boarding schools, residential colleges and training Centres	To be determined on an individual basis Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business	To be determined on an individual basis	
C2A Secure Residential Institutions	C2 Residential Institutions	• Secure residential accommodation including use as a prison, young offender's institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks	To be determined on an individual basis Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business	To be determined on an individual basis	

Parking requirements						
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.						
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle	
C	C3 Dwelling Houses	No change	<ul style="list-style-type: none"> Dwelling Houses Flats (New Build and Conversions) 	1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter 1 space per 3 dwellings for visitors	To be determined on an individual basis	In accordance with Building Regulations
			<ul style="list-style-type: none"> Accommodation for over 55's Extra care accommodation 	1 space per 2 dwellings 1 space per 5 dwellings for visitors	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
			<ul style="list-style-type: none"> Sheltered or Warden Accommodation for the Elderly etc. 	1 space per 5 bedrooms Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed	Minimum 2 disabled spaces & 1 disabled space per 20 bedrooms spaces thereafter	
	C4 Houses in Multiple Occupation	No change	<ul style="list-style-type: none"> Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Student Accommodation 	To be determined on an individual basis Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business	To be determined on an individual basis	
	E - Commercial Business and Service	E (a) Display or retail sale of food, other than hot food	A1 shops	<ul style="list-style-type: none"> Small Shops (less than 1,000m²) 	1 space per 50m ²	
<ul style="list-style-type: none"> Food Retail (1,000m² - 2,500m²) 				1 space per 14m ² Parent and child spaces to suit the needs of the development Click and collect spaces to suit the needs of the development	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
<ul style="list-style-type: none"> Food Superstores (over 2,500m²) 				1 space per 20m ² Parent and child spaces to suit the needs of the development Click and collect spaces to suit the needs of the development	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
<ul style="list-style-type: none"> Non-Food Retail (1,000m² - 2,500m²) Non-Food Retail (over 2,500m²) 				1 space per 20m ² Parent and child spaces to suit the needs of the development Click and collect spaces to suit the needs of the development Floor area used to determine parking provision must include outdoor sales or display areas	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
E - Commercial Business and Service	E (b) sale of food and drink for consumption (mostly) on the premises	A3 Restaurants and Cafés • Restaurants, Snack Bars and Cafés	1 space per 10m ² of public floor area, includes outdoor seating areas In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m ² GFA will be applied	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	In accordance with Building Regulations
	E (c) (i) Financial Services	A2 Financial and Professional Services • Banks, Building Societies, Offices etc.	1 space per 50m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
	E (c) (ii) Professional Services (other than health or medical services)				
	E (c) (iii) Other appropriate services in a commercial, business or service locality				
	E (d) Indoor sport, recreation or fitness	D2 Assembly and Leisure • Sports Halls	1 space per 25m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
	E (e) Provision of medical or health services	D1 Non-Residential Institutions • Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc.	5 spaces per consulting room Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
E (f) Creche, day nursery or day centre	D1 Non-Residential Institutions • Crèches, Day Nurseries and Day Centres	2 spaces per classroom or activity room for staff Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter		

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
E - Commercial Business and Service E (g) Uses which can be carried out in a residential area without detriment to its amenity E (g) (i) Offices to carry out any operational or administrative functions E (g) (ii) Research and development of products or processes E (g) (iii) Industrial processes	B1 Business		1 space per 30m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	In accordance with Building Regulations
F1 - Learning and non-residential institutions	D1 Non-Residential Institutions	<ul style="list-style-type: none"> Provision of education - Primary Schools Provision of education -Secondary Schools 	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff Parking for associated offices to be provided in accordance with parking standard for B1 Office use	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
		<ul style="list-style-type: none"> Provision of education - Sixth Form Colleges, Further Education Colleges and Higher Education Establishments 	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff Parking for students by negotiation Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided in accordance with parking standard for B1 Office use	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
F1 - Learning and non-residential institutions F1 (b) Display of works of art F1 (c) Museums F1 (d) Public libraries or public reading rooms F1 (e) Public halls or exhibition halls F1 (f) Public worship or religious instruction F1 (g) Law courts	D1 Non-Residential Institutions		1 space per 30m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
F2 - Local Community F2 (a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres F2(b) Halls or meeting places for the principal use of the local community F2 (c) Areas or meeting places for outdoor sport or recreation (not involving motorised vehicles or firearms) F2 (d) Indoor or outdoor swimming pools or skating rinks	A1 shops		1 space per 50m ²	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	In accordance with Building Regulations
	D2 Assembly and Leisure		1 space per 25m ²	Minimum 2 disabled spaces & 1 disabled space per	

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
Sui Generis		• Fuel Stations	1 space per 50m ² of retail floor area (kiosk) A suitable area to allow a petrol tanker to turn within the site required Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	In accordance with Building Regulations
		• Hiring, selling or displaying motor vehicles	1 space per 5 sales vehicles Staff and customer parking to be clearly identified on site with associated signage Parking for vehicle repairs, MOT & valet to be in accordance with use class B2 (Vehicle repair garages) A suitable area to allow a car transporter to turn within the site required	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
		• Retail warehouse clubs	1 space per 25m ² Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	
	A5 Hot Food Takeaways	• Hot food takeaways	1 space per 25m ² Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business	To be determined on an individual basis	
	A4 Drinking Establishments	• Public Houses, wine bars or drinking establishments • Drinking establishments with expanded food provision	1 space per 10m ² of public floor area, includes outdoor seating areas In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m ² GFA will be applied	Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter	

Parking requirements					
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these allocations may be considered acceptable.					
Current Use Class (2020)	Former Use Class (1987)	Type of development	Car parking allocation	Disabled parking	Electric vehicle
Sui Generis (cont)		<ul style="list-style-type: none"> • Theatres • Amusement arcades, centres or funfairs • Laundrettes • Taxi businesses • Scrap yards or a yard for the storage or distribution of mineral or the breaking of motor vehicles • Alkali work • Hostels • Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste • Nightclubs • Casinos • Betting offices & shops • Pay day loan shops • Venues for live music • Cinemas • Concert Halls • Bingo calls • Dance Halls • All other uses 	<p>To be determined on an individual basis</p> <p>Adequate measures will need to be demonstrated to avoid the creation of parking and traffic management problems in adjacent streets as a result of cars associated with the business</p>	<p>To be determined on an individual basis</p>	<p>In accordance with Building Regulations</p>

These requirements will be kept under review in accordance with the Authority’s sustainability and climate agenda.

Two-wheeled motorised transport (motorcycles, mopeds)
<p>To be provided by negotiation and at a minimum rate of 5% of the overall total number of spaces on developments with 20 or more car parking spaces. A higher level of provision may be appropriate at some sites, for example. colleges and higher education establishments. See also Appendix E.</p>

Appendix E

Car Parking Dimensions

(Referenced section 6.1)

Minimum Parking Dimensions	
Single drive (garage with roller shutter door)	3.0m x 5.0m with 6.0m reversing distance
Double drive (garage with roller shutter door)	6.0m x 5.0m with 6.0m reversing distance
Single drive (garage with up and over door)	3.0m x 5.5m with 6.0m reversing distance
Double drive (garage with up and over door)	6.0m x 5.5m with 6.0m reversing distance
Single drive (garage with side-opening door)	3.0m by 6.0m with 6.0m reversing distance
Double drive (garage with side-opening door)	6.0m by 6.0m with 6.0m reversing distance
Single garage (includes cycle storage)	6.0m x 3.0m (internal dimensions)
Double garage (includes cycle storage)	6.0m x 6.0m (internal dimensions)
Parking bay (90° to carriageway)	5.0m x 2.5m with 6.0m reversing distance
Single lay-by	5.5m x 2.5m with 45° splays
Double lay-by	11.0m x 2.5m with 45° splays
Motorcycle bay	1.0m x 2.0m

Two-wheeled motorised transport (motorcycles, mopeds)

Minimum parking dimensions - 1.0 x 2.0 metres per vehicle.

Should preferably be under cover and provide a secure anchor point at 600-750mm from ground level onto which a wheel can be chained. See also Appendix D.

Appendix F

Travel Plans, Transport Assessments and Transport Statements

(Referenced section 3.1, 3.2)

Transport Assessments and Transport Statements			
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated			
Current Use Class (2020)	Former Use Class (1987)	Transport Statement and Full Travel Plan 50	Transport Assessment and Full Travel Plan
B2 Industrial	No change	2,500m ² - 4,000m ²	Over 4,000m ²
B8 Storage or Distribution	No change	3,000m ² - 5,000m ²	Over 5,000m ²
C1 Hotels	No change	75 - 100 bedrooms	Over 100 bedrooms
C2 Residential Institutions	No change	Assessed on an individual basis	Assessed on an individual basis
C2A Secure Residential Institutions	C2 Residential Institutions	Assessed on an individual basis	Assessed on an individual basis
C3 Dwelling Houses	No change	50 - 80 dwellings	Over 80 dwellings
C4 Houses in Multiple Occupation	No change	50 - 80 bedrooms	Over 80 bedrooms
E (a) Display or retail sale of food, other than hot food	A1 shops	250m ² - 800m ²	Over 800m ²
E (b) Sale of food and drink for consumption (mostly) on the premises	A3 Restaurants and Cafés	300m ² - 2,500m ²	Over 2,500m ²
E (c) (i) Financial Services			
E (c) (ii) Professional Services (other than health or medical services)	A2 Financial and Professional Services	1,000m ² - 2,500m ²	Over 2,500m ²
E (c) (iii) Other appropriate services in a commercial, business or service locality			
E (d) Indoor sport, recreation or fitness	D2 Assembly and Leisure	500m ² - 1,500m ²	Over 1,500m ²
E (e) Provision of medical or health services	D1 Non-Residential Institutions	500m ² - 1,000m ²	Over 1,000m ²
E (f) Creche, day nursery or day centre	D1 Non-Residential Institutions	500m ² - 1,000m ²	Over 1,000m ²
E (g) Uses which can be carried out in a residential area without detriment to its amenity			
E (g) (i) Offices to carry out any operational or administrative functions	B1 Business	1,500m ² - 2,500m ²	Over 2,500m ²
E (g) (ii) Research and development of products or processes			
E (g) (iii) Industrial processes			
F1 Learning and non-residential institutions	D1 Non-Residential Institutions	500m ² - 1,000m ²	Over 1,000m ²
F2 (a) Shops	A1 shops	800m ² - 1,500m ²	Over 1,500m ²
F2 (b) Halls or meeting places			
F2 (c) Places for outdoor sport or recreation	D2 Assembly and Leisure	500m ² - 1,500m ²	Over 1,500m ²
F2 (d) Swimming opools or skating rinks			
Sui Generis		Assessed on an individual basis	

Appendix G

Travel Plan Incentives

(Referenced section 3.1)

Residential Travel Plan Incentives

For residential developments of 50 or more dwellings, as part of the Travel Plan measures the developer would normally be expected to offer public transport season tickets as an incentive for public transport use by residents in accordance with the Travel Plan objectives. These would normally be offered to residents as part of the welcome pack or equivalent. What form the tickets take and the process of providing them to residents must be agreed with Nexus and the Authority as part of the discharge of conditions process.

In addition, as part of the Travel Plan measures the developer would normally be expected to offer residents a voucher or similar incentive for cycling, walking or wheeling use. This would normally be offered to residents as part of the welcome pack or equivalent. What form such an incentive takes and the process of providing it to residents must be agreed with the Authority as part of the discharge of conditions process.

Workplace Travel Plan Incentives

For larger employment or commercial developments, as part of the Travel Plan measures the developer would normally be expected to offer public transport season tickets as an incentive for public transport use by employees in accordance with the Travel Plan objectives, or an appropriate equivalent measure. What form the tickets, or appropriate equivalent measure, take must be agreed with Nexus and the Authority as part of the discharge of conditions process.

Zero Emission Vehicle (ZEV) car clubs

As part of a Travel Plan, and alongside other incentives relating to public transport and active travel, it may be appropriate for developers to propose the provision of a ZEV 'car club': these allow residents or employees convenient access to zero-emission vehicles on a similar basis to a hire car or pool car. Details would be agreed with the Authority as part of the discharge of conditions process.



North Tyneside Council

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