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CAPITA

Transport and Highways

Supplementary Planning Document

Local Development Document 12
May 2017



Local Development Document 12 - Transport and Highways

CONTENTS

1. Introduction	1
2. Sustainable Transport	3
3. Assessment of Transport for New Developments	6
4. Design and Quality	10
5. Sustainable Urban Drainage Systems (SUDS)	11
6. Parking	12

Appendices

• Appendix A Policy Background	16
• Appendix B Cycle Parking Standards	17
• Appendix C Transport Assessments and Transport Statements	20
• Appendix D Parking Standards	21

1. Introduction

- 1.1 The North Tyneside Transport Strategy sets out the Council's aspirations for transport in the borough. It seeks to ensure that ***“North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”*** It sets out five principles which are key to achieving this:
- i. **Improve safety, health and well-being outcomes and sustainability;** in relation to people, communities and the environment
 - ii. **Support economic growth;** through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”
 - iii. **Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world
 - iv. **Enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to
 - v. **Manage demand;** on transport networks and assets and address current and future transport challenges.
- 1.2 To support the delivery of the North Tyneside Transport Strategy, this Supplementary Planning Document (SPD), LDD12, sets out in detail the policies and procedures adopted by North Tyneside Council with regard to the traffic and transport impact of new development.
- 1.3 This document is consistent with the emerging North Tyneside Local Plan and the SPD LDD8 – Planning Obligations, and is written with regard to current and emerging national and strategic guidance as set out in Appendix A.
- 1.4 This document provides direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate mitigation measures secured. It covers the following topics:
- Sustainable transport
 - Assessment of transport for new developments
 - Links with the strategic road network
 - Design guidance, standards and quality
 - Sustainable Urban Drainage Systems (SUDS)

- 1.5 Notwithstanding the direction and guidance provided, prospective developers are advised that it is in their interest to enter into pre-application discussions with the Council. This approach will minimise delay and confusion 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 attractors support the health and wellbeing of residents and visitors as well as improve air quality and build stronger communities. This is essential in order 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 the Council's policies which will:
- Optimise the use of existing infrastructure
 - Reduce the need to travel
 - 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.

2.2 Walking

- 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 high standard and which are convenient and safe.
- 2.2.2 The Council will require developers to contribute to the continued improvement of the walking network. Developers will be required to provide direct, well lit and safe links to the walking network, including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing walking network.

2.3 Cycling

- 2.3.1 Cycle use in North Tyneside has trebled since 2005, with the largest growth in weekday trips. The Council is committed to continuing this sustained growth and to establishing cycling as a viable choice for everyday travel.
- 2.3.2 The North Tyneside cycle network extends throughout the borough and incorporates provision both within the street environment and on routes away from traffic, allowing a choice of cycling journeys by the most direct route. In summary these routes should be simple, safe, direct and attractive.
- 2.3.3 The Council will require developers to contribute to the continued improvement of the cycling network. Developers will be required to provide direct, well lit and safe links to the cycling network including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing cycling network so as to create a strategic network of cycle routes. Unless suitable separate corridors can be justified, these routes will be included as high quality dedicated cycling provision within the street environment. Parallel routes should ideally be separated by no more than 250m.
- 2.3.4 Cycle infrastructure will be created in accordance with the Council's cycle design guidance (currently in preparation). Until this guidance is adopted appropriate guidance must be used in agreement with the Council.
- 2.3.5 All developments will provide direct, convenient and legible access to secure cycle parking facilities from the strategic cycle network. Such access will be separate from vehicular accesses.
- 2.3.6 Cycle parking will be conveniently located near main and staff entrances, secure, overlooked and provided in accordance with North Tyneside's cycle design guidance and the cycle parking standards (see Appendix B).

2.4 Public Rights of Way

- 2.4.1 For all major developments, the Council's Public Rights of Way Officer must be consulted at the earliest possible stage to identify, discuss and include all aspects of statutory obligations. Developers should also be mindful of the requirements of the Tyne and Wear Rights of Way Improvement Plan.
- 2.4.2 The legal processes associated with Public Rights of Way can be lengthy and costly and it is therefore in the interest of developers to include and enhance existing and potentially claimable routes within any masterplan.
- 2.4.3 The sustainable transport provision for new developments will be based on the adopted highway element; Public Rights of Way will be addressed separately.

2.5 Public Transport

- 2.5.1 For certain types of application, consultation with Nexus (Passenger Transport Executive) will be required to establish access to the public transport network, available capacity on public transport services and the inclusion of both new and diverted routes.
- 2.5.2 For all applications that include a Transport Assessment or Transport Statement, early engagement with Nexus is essential to ensure adequate public transport accessibility and to identify any necessary improvements to infrastructure and services.
- 2.5.3 There will need to be a public transport service operating more frequently than 30 minutes Monday to Saturday daytime and hourly evenings and Sundays within 400m actual walking distance of the entire development site. Public transport provision will need to connect to both local centres and major employment sites as agreed with the Council. If this is not achievable, the developer 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 will be designed to allow bus permeability by the most direct route together with the provision of service infrastructure.
- 2.5.5 For larger non-residential developments and residential developments such as sheltered accommodation, pre-application discussions will be carried out to determine the requirement for taxi provision.

3. Assessment of Transport for New Developments

3.1 Travel Plans

- 3.1.1 The National Planning Policy Framework (NPPF) (2012) advises that: *“All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*
- 3.1.2 A Travel Plan is required whenever a Transport Assessment is provided. Where a Transport Statement is provided either a full Travel Plan or a Travel Plan Statement must be included.
- 3.1.3 The National Planning Policy Framework (NPPF) (2012) and the corresponding National Planning Practice Guidance (NPPG) (2016) 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 but the full agreement of these matters with the Council is required before submission.
- 3.1.4 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 or not targets have been met.
- 3.1.5 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 is likely to result in a reduced bond. When targets have not been achieved the Travel Plan Bond will be used to implement additional sustainable transport measures.
- 3.1.6 A Travel Plan is specific to a site or development and will consider all travel to and from the site, including, for example, staff, visitors, students, clients, deliveries and fleet movements. Early engagement with the Council is required to ensure that appropriate measures are addressed and included.
- 3.1.7 Developers 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 Council will carry out the coordinator role on behalf of the developer at the developer's expense. This will ensure all new developments are delivering effective Travel Plans, reducing car-borne trips and encouraging sustainable travel.

3.1.8 When developments impacts the Strategic Road Network (SRN), the nature of the Travel Plan measures need to be specifically developed in conjunction with Highways England.

3.2 Transport Assessments and Transport Statements

3.2.1 Paragraph 32 of the National Planning Policy Framework (NPPF) (2012) outlines that all developments which generate significant amounts of movement will be supported by a Transport Assessment or Transport Statement. This requirement is maintained by the emerging North Tyneside Local Plan, in Policy DM/10.4 - New Development and Transport.

3.2.2 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.

3.2.3 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. 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.

3.2.4 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.

3.2.5 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 C. The Council reserves the right to require a Transport Assessment or Transport Statement at lower levels where considered appropriate.

3.2.6 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.

3.2.7 In accordance with the requirements of the Department for Transport's Circular 02/2013 - Strategic Road Network and the delivery of sustainable development; consultation at pre-application stage with Highways England (HE) is required for any development that has a material impact on the Strategic Road Network (SRN). The coverage and detail of the Transport Assessment or Transport Statement would need to be agreed with Highways England.

3.3 New developments and Developer Contributions

- 3.3.1 The impact of some new developments may require the introduction of a permit parking scheme on adjacent streets. A new housing development within or adjacent to an existing resident parking scheme may necessitate the extension of that scheme. In developments situated close to existing uses that may cause 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 to prevent these issues such as waiting restrictions or residents permit schemes prior to the area being adopted by the Council.
- 3.3.2 A new commercial development may generate parking demand that necessitates the introduction of parking control measures in the vicinity of the site. In all cases the developer will meet all the costs of any parking control measures directly related to the development.
- 3.3.3 The Council reserves the right, where a new development is proposed in or adjacent to an existing resident parking permit area, not to issue parking permits to residents of the new development.
- 3.3.4 All measures will be secured through planning conditions or legal agreement, as set out in the Council's Supplementary Planning Document - LDD8 (Planning Obligations).

3.4 Section 106 and Section 278 agreements

- 3.4.1 Potential off site mitigation measures required as a result of development can be provided via Section 106 of the Town and Country Planning Act 1990 or Section 278 of the Highways Act 1980. Where applicable, the Council's Developer Contribution Model prepared as part of the Local Plan process will identify appropriate off-site mitigation contributions.

3.5 Section 106 Agreements

- 3.5.1 Section 106 of the Town and Country Planning Act 1990 allows new developments to fund enhancements, subject to compliance with the CIL tests, for a range of measures which can 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.
- 3.5.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.

- 3.5.3 In cases where the cumulative residual transport impact of a number of proposed developments will result in the need for highway improvement works, including works on the major transport corridors in North Tyneside, a proportional and commuted sum may be requested. In this instance, any contributions made by developers will be the subject of a Section 106 Agreement that will prescribe the purposes to which the monies could be used. As of April 2015 there are restrictions on the pooling of planning obligations and it is no longer possible to pool more than five S106 obligations (dating back to March 2010) to pay for a single infrastructure project or type of project.
- 3.5.4 Any developments that may have an impact on strategic transport corridors within the borough will be required to provide a financial contribution to highway infrastructure improvements along these routes. The Council currently has transport models for the majority of the strategic corridors and it is envisaged that models for other corridors will emerge in the future.

3.6 Section 278 Agreements

- 3.6.1 Section 278 of the Highways Act 1980 allows developments to provide new or improved highway such as the provision of a light controlled crossing, upgrade of existing traffic signals etc. on the existing publicly maintained highway as to mitigate the impact of the development. The associated costs will be met by the developer and thereafter the work will be carried out by either the Council or the developer. The developer is 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.
- 3.6.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.
- 3.6.3 Where appropriate, the Council will seek payment for future maintenance of the new or improved highway 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 when development increases future maintenance liability and where considered appropriate and agreed with the Council.

4. Design and Quality

- 4.1 Manual for Streets 1 and 2 focuses mainly on lightly-trafficked residential streets and putting well designed streets at the heart of sustainable communities. These manuals update the link between planning policy and street design, including revised design guidance and place strong emphasis on a co-ordinated design approach. The Council also has a Supplementary Planning Document on Design Quality (2010). Nonetheless the design will need to meet the Council's adoption standards.
- 4.2 The Council recognises the advice provided in Manual for Streets 1 and 2, however, it does not accept that the principles are appropriate in certain locations and along certain routes within the borough. Developers are therefore required to consult with the Council to establish whether Manual for Streets 1 and 2 are accepted for each proposed connection to the existing network. Where the Council deems that advice in Manual for Streets 1 and 2 is not applicable, all connections to the network must be designed in accordance with the Design Manual for Roads and Bridges and the Council's adoption standards.
- 4.3 All development related works within the existing highway network including accesses will be subject to Road Safety Audit in accordance with the North Tyneside Road Safety Audit Policy and HD09/15.

5. Sustainable Urban Drainage Systems (SUDS)

5.1 Context

5.1.1 Paragraph 103 of the National Planning Policy Framework (NPPF) (2012) states that when determining planning applications, local authorities will only consider development appropriate in areas at risk of flooding where it can be demonstrated that:

- Within the site the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location
- Development is appropriately flood resilient and resistant including safe access and escape routes where required and it gives priority to the use of Sustainable Urban Drainage Systems

5.2 Design

5.2.1 The design of any sustainable urban drainage systems in new developments should be carried out in accordance with government guidance as set out in the Sustainable Drainage Technical Standards.

5.2.2 Site layouts must be designed to minimise flood risk and developers are encouraged to integrate Sustainable Urban Drainage System features through a development as amenity features. Sustainable Urban Drainage Systems 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.

5.2.3 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. They can also view the Council's Flood Alleviation Programme - Implementation Plan.

5.2.4 For all planning applications where the application site is over 0.5 hectares within critical drainage areas a Flood Risk Assessment (FRA) 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 Parking standards for all forms of development are set out in Appendix D. The standards 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 standards may be considered acceptable. The applicant will need to demonstrate that this will not have a detrimental impact on highway safety or exacerbate existing parking problems.

6.1.2 Where developments and their parking provision have an impact on the Strategic Road Network, it is required that Highways England are consulted. Given the distinct link between parking, trip generation and sustainable transport, Highways England often make comments as part of the review process in order to ensure that:

- The level of parking is commensurate with the level of development, or rather the trip generating potential
- There is a balance between providing enough parking so as not to cause problems on the surrounding network and providing a level of parking that does not impact on the aims to promote sustainable travel

6.2 Residential Developments

6.2.1 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 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 will usually be preferred for houses where they are acceptable in terms of design and highway impact, as this encourages active street frontages. In developments consisting of flats and apartments courtyard provision is usually considered to be more appropriate.

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 due to size constraints, residential garages

will be expected to comfortably accommodate cycles as well as cars. Minimum dimensions for garages and parking areas are set out in Appendix D.

- 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. A reduction in driveway length may be considered if a roller shutter door is fitted on the garage or where no garage exists. 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. Design details for these parking areas are provided in the Council's design guide.
- 6.2.6 Visitor parking may take the form of lay-by parking, adopted parking bays or private bays in shared surface and courtyard areas.

6.3 Non Residential Developments

- 6.3.1 Where the level of parking provision does not comply with the Council's standards, this must be justified and supported by the introduction of a Travel Plan and robust Parking Management Strategy.
- 6.3.2 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 to the car. A planning condition or planning obligation will also be required to ensure robust and effective parking management.
- 6.3.3 Commercial proposals will be expected, regardless of size, to provide disabled parking spaces, which must take priority over other car parking needs.
- 6.3.4 Disabled parking spaces serving a development must always be located as close to the main building entrance and staff entrances as possible and preferably within 50m of the building entrance.
- 6.3.5 In developments such as wholesale cash and carry warehouses and trade centres, parking provision for vehicles other than cars, i.e. vans, lorries etc. will be agreed on an individual basis to serve the needs of that development.
- 6.3.6 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 standard for each of the use classes.
- 6.3.7 The parking requirement for secondary office areas associated with larger developments such as storage and distribution warehouses will be calculated

based on the parking standard for office use in addition to the relevant standard for the primary use.

6.4 Electric vehicle (EV) charging infrastructure

- 6.4.1 All new residential development which includes garages and car parking spaces should make provision for access to an electrical facility suitable for charging electric vehicles. In communal parking areas, developers are encouraged to provide charging facilities for residents in addition to the parking requirements of the development as set out in Appendix D.
- 6.4.2 It is anticipated that most electric vehicle users will be able to charge their vehicle at home during the night however these charging points will provide facilities for those that need to charge their vehicle while they are away from home. For developments other than residential developments, electric vehicle charging points will be required, by negotiation taking account of the scale of the development.

6.5 Two-wheeled motorised transport

- 6.5.1 Parking provision for two-wheeled motorised transport, i.e. motorcycles, motor scooters and mopeds, shall be incorporated into all major non-residential developments, as set out in Appendix D.

APPENDICES

Appendix A

Policy Background

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

- North Tyneside UDP (2002)
- Emerging North Tyneside Local Plan
- Tyne and Wear Local Transport Plan 3 'Keep Tyne and Wear Moving' (2011)
- North East Combined Authority (NECA) Transport Manifesto (2016)
- North Tyneside Network Management Plan
- North Tyneside Parking Strategy
- North Tyneside Road Safety Strategy
- North Tyneside Cycling Strategy
- Tyne and Wear Rights of Way Improvement Plan (RoWIP)
- The Tyne and Wear Public Rights of Way and Development Document (2008)
- National Planning Policy Framework (NPPF) (2012)
- National Planning Practice Guidance (NPPG) (2016)

Appendix B

Cycle Parking Standards

Cycle parking will be conveniently located near main and staff entrances; secure, overlooked and provided in accordance with North Tyneside's cycle design guidance and the cycle parking standards below.

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
A1 Shops	Small Shops (less than 1,000m ²)	1 stand per 50m ²
	Food Retail (1,000m ² - 2,500m ²)	1 stand per 50m ²
	Food Superstores (over 2,500m ²)	1 stand per 50m ²
	Non-food Retail (1,000m ² - 2,500m ²)	1 stand per 50m ²
	Non-food Retail (over 2,500m ²)	1 stand per 50m ²
A2 Financial and Professional Services	Banks, Building Societies, Offices etc.	1 stand per 50m ²
A3 Restaurants and Cafés	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
A4 Drinking Establishments	Pubs and Bars	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	Takeaways	1 stand per 50m ²
B1 Business	Offices and Light Industrial Premises	1 stand per 50m ²
	Call Centres	1 stand per 50m ²
B2 Industrial	General Industrial Premises	1 stand per 50m ²
	Vehicle Repair Garages	1 stand per 50m ²
B8 Storage or Distribution	Storage and Distribution Warehouses	1 stand per 300m ²
	Wholesale Cash and Carry Warehouses (over 2,500m ²)	1 stand per 300m ²

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
C1 Hotels	Hotels, Boarding Houses and Guest Houses	1 stand per 2 bedrooms
C2 Residential Institutions	Residential Care Homes and Nursing Homes	1 stand per 5 bedrooms
	Hospitals	1 stand per 5 beds 1 stand per 10 consulting rooms for outpatients
	Residential Schools, Colleges and Training Centres	1 stand per bedroom
C3 Dwelling Houses	Dwelling Houses	2 spaces per dwelling
	Flats (New Build and Conversions)	2 spaces per dwelling
	Aged Accommodation	1 space per 2 dwellings
C4 Houses in Multiple Occupation	Sheltered or Warden Accommodation for the Elderly etc.	1 stand per 5 bedrooms
	Hostels	1 stand per bedroom
	Student Accommodation	1 stand per bedroom
D1 Non-Residential Institutions	Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc.	1 stand per consulting room
	Crèches, Day Nurseries and Day Centres	1 stand per 10 pupils 1 stand per 50 pupils for visitors
	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
	Secondary Schools	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

Cycle Parking Standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Type of Development	Cycle Parking Standard
D1 Non-Residential Institutions continued	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
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 stand per 50m ²
	Places of Worship and Religious Instruction	1 stand per 50m ²
D2 Assembly and Leisure	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	Assessed on an individual basis
	Dance Halls, Discotheques and Night Clubs	
	Stadia	
	Skating Rinks	
	Bowling Alleys and Bowling Greens	
	Swimming Pools	
	Sports Halls	
	Sports Pitches	
	Health and Fitness Centres	
	Golf Courses	
Golf Driving Ranges		
Sui Generis	Car Showrooms	Assessed on an individual basis
	Taxi and Private Hire Offices	
	Petrol Filling Stations	
	Hand Car Wash	
	All other uses	

Appendix C**Transport Assessments and Transport Statements**

Transport Assessments and Transport Statements		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
Use class	Transport Statement. Full Travel Plan or Travel Plan Statement	Transport Assessment and Full Travel Plan
A1 Food Retail	250m ² - 800m ²	over 800m ²
A1 Non-Food Retail	800m ² - 1,500m ²	over 1,500m ²
A2 Financial and Professional Services	1,000m ² - 2,500m ²	over 2,500m ²
A3 Restaurants and Cafes	300m ² - 2,500m ²	over 2,500m ²
A4 Drinking Establishments	300m ² - 600m ²	over 600m ²
A5 Hot Food Takeaways	250m ² - 500m ²	over 500m ²
B1 Business	1,500m ² - 2,500m ²	over 2,500m ²
B2 General Industrial	2,500m ² - 4,000m ²	over 4,000m ²
B8 Storage or Distribution	3,000m ² - 5,000m ²	over 5,000m ²
C1 Hotels	75 - 100 bedrooms	over 100 bedrooms
C2 Residential Institutions - Medical	30 - 50 beds	over 50 beds
C2 Residential Institutions - Residential Education	50 - 150 students	over 150 students
C2 Residential Institutions - Institutional Hostels	250 - 400 residents	over 400 residents
C3 Dwelling Houses	50 - 80 dwellings	over 80 dwellings
C4 Houses in Multiple Occupation	50 - 80 bedrooms	over 80 bedrooms
D1 Non-Residential Institutions	500m ² - 1,000m ²	over 1,000m ²
D2 Assembly and Leisure	500m ² - 1,500m ²	over 1,500m ²
Sui Generis	Assessed on an individual basis	

Appendix D

Parking Standards

Parking standards		
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.		
Use class	Type of development	Car parking standard
A1 Shops	Small Shops (less than 1,000m ²)	1 space per 50m ² Electric Vehicle (EV) charging points by negotiation
	Food Retail (1,000m ² - 2,500m ²)	1 space per 14m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
	Food Superstores (over 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
	Non-Food Retail (1,000m ² - 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Floor area used to determine parking provision must include outdoor sales or display areas Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces

Parking standards		
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.		
Use class	Type of development	Car parking standard
A1 Shops continued	Non-Food Retail (over 2,500m ²)	1 space per 20m ² In addition 1 disabled space per 20 spaces Parent and child spaces by negotiation Floor area used to determine parking provision must include outdoor sales or display areas Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces
A2 Financial and Professional Services	Banks, Building Societies, Offices etc.	1 space per 50m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
A3 Restaurants and Cafés	Restaurants, Snack Bars and Cafés	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
A4 Drinking Establishments	Pubs and Bars	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
A5 Hot Food Takeaways	Takeaways	1 space per 25m ² Electric Vehicle (EV) charging points by negotiation
B1 Business	Offices and Light Industrial Premises	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on developments with more than 100 spaces

Parking standards		
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.		
Use class	Type of development	Car parking standard
B1 Business continued	Call Centres	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
	General Industrial Premises	1 space per 50m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
B2 Industrial	Vehicle Repair Garages	4 spaces per MOT, repair, service or valet bay In addition 1 disabled space per 20 spaces Staff and customer parking to be clearly identified on site with associated signage A suitable area to allow a recovery vehicle to turn within the site will be required Electric Vehicle (EV) charging points by negotiation
	Storage and Distribution Warehouses	1 space per 200m ² In addition 1 disabled space per 20 spaces Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces
B8 Storage or Distribution	Wholesale Cash and Carry Warehouses (over 2,500m ²)	1 space per 25m ² In addition 1 disabled space per 20 spaces Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis Electric Vehicle (EV) charging points to be provided by negotiation and at a minimum rate of 1% of the overall total number of spaces on sites with more than 100 spaces

Parking standards		
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Use class	Type of development	Car parking standard
C1 Hotels	Hotels, Boarding Houses and Guest Houses	<p>1 space per bedroom for guests</p> <p>1 space per 5 bedrooms for staff.</p> <p>In addition 1 disabled space per 20 spaces</p> <p>Additional parking for bars, restaurants, conference areas etc. to be provided in accordance with the relevant parking standard</p> <p>Electric Vehicle (EV) charging points by negotiation</p>
C2 Residential Institutions	Residential Care Homes and Nursing Homes	<p>1 space per 5 bedrooms</p> <p>In addition 1 disabled space per 20 spaces</p> <p>Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed</p> <p>Electric Vehicle (EV) charging points by negotiation</p>
	Hospitals	<p>1 space per bed for overnight patients</p> <p>5 spaces per consulting room for outpatients</p> <p>In addition 1 disabled space per 20 spaces</p> <p>Drop off and pick areas to be agreed</p> <p>Provision for servicing, ambulances and other essential vehicles to be incorporated into the layout design</p> <p>Electric Vehicle (EV) charging points by negotiation</p>
	Residential Schools, Colleges and Training Centres	<p>2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff</p> <p>In addition 1 disabled space per 20 spaces</p> <p>Drop off and pick areas to be agreed</p> <p>Visitor and student provision to be agreed</p> <p>Electric Vehicle (EV) charging points by negotiation</p>
C3 Dwelling Houses	Dwelling Houses	<p>1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter</p> <p>1 space per 3 dwellings for visitors</p> <p>Provision for access to an electrical facility suitable for charging an Electric Vehicle (EV)</p>
	Flats (New Build and Conversions)	<p>1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter</p> <p>1 space per 3 dwellings for visitors</p> <p>Electric Vehicle (EV) charging points by negotiation</p>

Parking standards		
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Use class	Type of development	Car parking standard
C4 Houses in Multiple Occupation	Aged Accommodation	1 space per dwelling 1 space per 3 dwellings for visitors Electric Vehicle (EV) charging points by negotiation
	Sheltered or Warden Accommodation for the Elderly etc.	1 space per 5 bedrooms In addition 1 disabled space per 10 bedrooms Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed Electric Vehicle (EV) charging points by negotiation
	Hostels and Houses in Multiple Occupation	1 space per bedroom 1 space per 3 bedrooms for visitors Electric Vehicle (EV) charging points by negotiation
	Student Accommodation	1 space per 2 bedrooms for residents 1 space per 6 bedrooms for visitors In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
D1 Non-Residential Institutions	Health Centres, Local Clinics, Doctors Surgeries, Dentists Surgeries, Veterinary Surgeries etc.	5 spaces per consulting room In addition 1 disabled space per 20 spaces Drop off and pick up area close to the main entrance for ambulances and other vehicles to be agreed Electric Vehicle (EV) charging points by negotiation
	Crèches, Day Nurseries and Day Centres	2 spaces per classroom or activity room for staff In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation

Parking standards		
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Use class	Type of development	Car parking standard
D1 Non-Residential Institutions continued	Primary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
	Secondary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
	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 In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Places of Worship and Religious Instruction	1 space per 30m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation

Parking standards		
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Use class	Type of development	Car parking standard
D2 Assembly and Leisure	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	1 space per 5 seats In addition 1 disabled space per 20 spaces Provision for standing areas to be agreed Electric Vehicle (EV) charging points by negotiation
	Dance Halls, Discotheques and Night Clubs	1 space per 10m ² of public floor area In addition 1 disabled space per 20 spaces 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 Electric Vehicle (EV) charging points by negotiation
	Stadia	1 space per 10 seats In addition 1 disabled space per 20 spaces Provision for standing areas to be agreed Coach Parking to be agreed Electric Vehicle (EV) charging points by negotiation
	Skating Rinks	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Swimming Pools	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Sports Halls	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Bowling Alleys and Bowling Greens	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
	Sports Pitches	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation

Parking standards		
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Use class	Type of development	Car parking standard
D2 Assembly and Leisure continued	Health and Fitness Centres	1 space per 25m ² In addition 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Golf Courses	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
	Golf Driving Ranges	Sites to be considered on an individual basis Suitable provision of disabled parking will be required Electric Vehicle (EV) charging points by negotiation
Sui Generis	Car Showrooms	1 space per 5 sales vehicles In addition 1 disabled space per 20 spaces Staff and customer parking to be clearly identified on site with associated signage Parking for vehicle repairs to be provided in accordance with standard for B2 Industrial (Vehicle Repair Garages) use A suitable area to allow a car transporter to turn within the site will be required Electric Vehicle (EV) charging points by negotiation
	Taxi and Private Hire Offices	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 Electric Vehicle (EV) charging points by negotiation
	Petrol Filling Stations	Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway Parking provision for associated shop to be provided in accordance with A1 retail use A suitable area to allow a petrol tanker to turn within the site will be required Electric Vehicle (EV) charging points by negotiation

Parking standards		
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Use class	Type of development	Car parking standard
Sui Generis continued	Hand Car Wash	Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway Electric Vehicle (EV) charging points by negotiation
	All other uses	All other developments to be determined on an individual basis

Minimum Parking Dimensions	
Single drive (up and over door)	3.0m x 5.5m with 6.0m reversing distance
Double drive (up and over door)	6.0m x 5.5m with 6.0m reversing distance
Single drive (roller shutter door)	3.0m x 5.0m with 6.0m reversing distance
Double drive (roller shutter door)	6.0m x 5.0m with 6.0m reversing distance
Single garage (includes cycle storage)	7.0m x 3.0m (internal dimensions)
Double garage (includes cycle storage)	7.0m x 6.0m (internal dimensions)
Parking bay (90° to carriageway)	5.0m x 2.5m with 6.0m reversing distance
Motorcycle bay	1.0m x 2.0m
Single lay-by	5.5m x 2.5m with 4.8m splays
Double lay-by	11.0m x 2.5m with 4.8m splays

Two-wheeled motorised transport
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, e.g. colleges and higher education establishments.
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.



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