

North Tyneside Council

Report to Cabinet

Date: 17 October 2022

Title: Transport and Highways Supplementary Planning Document

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham
Report from Service Areas:	Regeneration and Economic Development
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development Tel: (0191) 643 6091
Wards affected:	All

PART 1

1.1 Executive Summary:

Cabinet in March 2022 approved a process of stakeholder engagement on an updated version of the Supplementary Planning Document on Transport and Highways (“the SPD”). Revisions have been made to the document to reflect the responses received as part of this process and this report invites Cabinet to give its approval for the revised SPD.

The SPD, which was last updated in 2017, forms part of the suite of supporting documents for the North Tyneside Local Plan. It is an important document that provides guidance for prospective developers on the policies and procedures adopted by the Authority to ensure that the transport implications of new developments are rigorously, and consistently, assessed and appropriate mitigation measures secured.

The national, regional, and local policy context has substantially developed since 2017, resulting in the requirement to revise the existing guidance. This context includes the Authority’s strengthened objectives for working towards carbon net zero, as set out in the Our North Tyneside Plan 2021 to 2025; the North Tyneside Transport Strategy, updated in 2021; and the North East Transport Plan, adopted at regional level in 2021.

Responses to the engagement process were received from a number of relevant stakeholders including statutory consultees; other public and voluntary sector bodies; and private sector stakeholders.

Revisions have been made to aspects of the draft SPD to reflect the feedback received, such as clarifying the links to specific Local Plan policies; citing the updated Building Regulations with regard to charging provision for electric vehicles; and using less

prescriptive wording on aspects of developers' Travel Plans while continuing to focus on supporting sustainable travel.

The revised draft SPD is attached in Appendix 1. It sets out updated guidance on the Authority's planning policies relating to transport and highways considerations, specifically in relation to sustainable transport; the assessment of transport for new developments; design and quality; Sustainable Urban Drainage Systems (SUDS); and parking. A summary of the responses received and revisions proposed is attached in Appendix 2.

Cabinet is therefore invited to approve the revised SPD.

1.2 Recommendation:

It is recommended that Cabinet:

1. approves the revised Supplementary Planning Document on Transport and Highways attached as Appendix 1 to this report; and
2. authorises the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and the Cabinet Member for Environment, to make amendments to the Supplementary Planning Document on Transport and Highways from time to time to reflect national and local circumstances.

1.3 Forward Plan:

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published on 5 August 2022.

1.4 Council Plan and Policy Framework

The proposals in this report support the following priority in 'Our North Tyneside', the Council Plan 2021 to 2025:

- A green North Tyneside
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - 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

The proposals also relate to part of the suite of Supplementary Planning Documents which support the North Tyneside Local Plan.

1.5 Information:

1.5.1 Background

Supplementary Planning Documents build upon and provide more detailed advice and guidance on the policies contained in the Local Plan. The purpose of the Supplementary Planning Document on Transport and Highways ("the SPD") is to provide direction and guidance for prospective developers so as to ensure that the transport implications of new developments are rigorously, and consistently, assessed and appropriate mitigation measures secured.

The current SPD, previously also referred to as Local Development Document LDD12, was last revised in 2017. Since then, the national, regional and local policy context has substantially developed, with greater emphasis, for example, on provision for electric vehicles (EVs) and on carbon net zero objectives.

A report to Cabinet of 28 March 2022 set out how an updated draft SPD had been prepared to reflect this changing context: for example, details of car parking and cycle parking standards had been reviewed and realigned to the Use Classes Order which was updated at national level in 2020. Focus was given to sustainable transport requirements and additional detail was provided on the provision of infrastructure for EVs. The updates to the document sought to ensure that the draft SPD supported development that is sustainable, makes efficient use of land and resources and demonstrates good design, in accordance with relevant policy at national, regional and local level.

Cabinet in March agreed that a process of stakeholder engagement should take place on the draft SPD. It was noted in the report that, owing to the technical nature of the document, the engagement process would particularly seek to involve relevant stakeholders such as developers, local and national voluntary and public sector organisations, as well as neighbouring local authorities.

1.5.2 Stakeholder engagement

The engagement process was carried out over a six-week period between 31 May and 15 July 2022.

Nine responses were submitted by or on behalf of relevant external stakeholders. These included Historic England, Natural England and National Highways, which are statutory consultees for planning applications. Responses were also received from further public and voluntary sector stakeholders such as the Energy Saving Trust, Nexus and Northumberland County Council, and from private sector stakeholders including the consortium of developers for the Killingworth strategic site identified in the Local Plan.

Revisions have been made to specific aspects of the draft SPD where appropriate to reflect feedback received as part of the stakeholder engagement process. These have included clarifying the links to specific policies in the North Tyneside Local Plan; referring to recent updates to the Building Regulations regarding charging provision for electric vehicles; and making the wording less prescriptive on specific measures expected as part of a developer's Travel Plan, while continuing to emphasise the importance of supporting the use of more sustainable modes of transport.

A summary of the responses received, and revisions to the document proposed as a consequence, is attached as Appendix 2 to the report.

1.5.3 Scope of the revised draft SPD

The revised draft SPD first covers sustainable transport, setting out specific requirements in relation to walking, wheeling, cycling, Public Rights of Way and public transport provision.

It then sets out the Authority's requirements for the assessment of transport provision for new developments. This includes details of a Travel Plan, which developers may be required to prepare to support accessibility by more sustainable modes; Transport Assessments and Transport Statements, which serve to demonstrate that the transport

impacts of new developments have been appropriately assessed; and parking control measures as they relate to new developments.

The document proceeds to set out the Authority's specifications with regard to design quality, including links to its approach to tree planting and management, as well as Sustainable Urban Drainage Systems (SUDS) in new developments. This includes requirements on developers to carry out a Flood Risk Assessment (FRA).

Finally the document then sets out requirements in relation to parking provision at both residential and non-residential developments. This includes enhanced detail of required arrangements regarding the provision of EV charging equipment and/or cable routes which facilitate the future installation of such equipment.

It is intended that the revised SPD, once finalised, will continue to offer effective direction and guidance to prospective developers and applicants in the borough, in accordance with the North Tyneside Local Plan 2017 and the North Tyneside Transport Strategy, and will make a valuable contribution to meeting the Authority's aim of taking steps and seeking investment to be carbon net zero by 2030.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

Approving the revised Transport and Highways SPD will reflect how the national, regional, and local policy context has developed since the SPD was last revised in 2017 and will enable the Authority's 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.

1.8 Appendices:

Appendix 1 North Tyneside Transport and Highways Supplementary Planning Document (draft for approval)

Appendix 2 Summary of responses to stakeholder consultation

1.9 Contact officers:

Paul Dowling, Head of Regeneration and Transport, 0191 643 1441

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Local Plan](#)
- (3) [North East Transport Plan](#)
- (4) [North Tyneside Transport and Highways Supplementary Planning Document](#) (existing document approved in 2017)
- (5) [Cabinet report 28 March 2022](#) – Transport and Highways Supplementary Planning Document
- (6) [North Tyneside Zero Emission Vehicles Strategy](#)
- (7) [National Planning Policy Framework \(NPPF\)](#)
- (8) [The Town and Country Planning \(Use Classes\) \(Amendment\) \(England\) Regulations 2020](#)
- (9) HM Government policy paper '[The ten point plan for a green industrial revolution](#) – building back better, supporting green jobs, and accelerating our path to net zero'
- (10) Department for Transport [Consultation Response](#) – EV [Electric Vehicle] Charge points in Residential and Non-residential Buildings, November 2021

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and resource implications directly arising from this report. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

Under the Town and Country Planning (Local Planning) (England) Regulations 2012 (the Regulations), the Authority may adopt Supplementary Planning Documents (SPDs). SPDs build upon and provide more detailed advice or guidance on the policies in the Local Plan.

Regulation 8 of the Regulations requires the SPD to contain a date on which the document is adopted by the Authority and a reasoned justification of the policies contained in it. Any SPD must not conflict with the Local Development Document. Other requirements in the Regulations must be met in relation to the publication of the SPD.

As the Supplementary Planning Document on Transport and Highways is not specified in the Authority's Local Development Scheme as a Development Plan document this is a matter for Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has involved the Cabinet Member for Environment, the Deputy Mayor, the Director of Regeneration and Economic Development and officers in relevant service areas.

2.3.2 External Engagement

A process of stakeholder engagement took place between 31 May and 15 July 2022 as described in section 1.5.2.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

The draft SPD has been formulated having regard to the public sector equality duty imposed on the Authority by section 149 of the Equality Act 2010. The highway designs for new developments are reviewed as part of the planning application and the highway adoption process. When approving detailed highway designs consideration is given to the needs of all road users and their protected characteristics as evidenced by an equality impact assessment.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications arising directly from this report.

2.8 Environment and sustainability

Aspects of the draft SPD aim to improve environmental sustainability, e.g. through securing measures which facilitate cycling, walking and wheeling in preference to car use and facilitating the shift to zero-emission vehicles in place of petrol or diesel vehicles.

PART 3 - SIGN OFF

- Chief Executive X
- Director of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X