

North Tyneside Council

Report to Cabinet

Date: 28 March 2022

Title: Transport and Highways Supplementary Planning Document

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham
Report from Service Areas: Environment, Housing and Leisure	
Responsible Officer: Phil Scott, Director of Environment, Housing and Leisure	Tel: (0191) 643 7295
Wards affected: All	

PART 1

1.1 Executive Summary:

The Supplementary Planning Document on Transport and Highways (“the SPD”), previously also referred to as Local Development Document LDD12, sets out the policies and procedures adopted by the Authority with regard to assessing the traffic and transport impacts of new developments and was last revised in 2017.

This is an important policy that provides direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously and consistently assessed with appropriate mitigation measures secured.

The national, regional, and local policy context has substantially developed since 2017, resulting in the requirement to revise our existing policy. The Authority declared a climate emergency in 2019 and strengthened objectives for working towards carbon net zero are central to the Our North Tyneside Plan 2021 to 2025 and the recently updated North Tyneside Transport Strategy.

The revised draft SPD attached in Appendix 1, sets out updated guidance on the Authority’s planning policies relating to transport and highways considerations, specifically in relation to:

- i. sustainable transport;
- ii. assessment of transport for new developments;
- iii. design and quality;
- iv. Sustainable Urban Drainage Systems (SUDS); and
- v. parking.

It is proposed that a process of stakeholder engagement be carried out on the revised draft SPD. Following the stakeholder engagement, the draft SPD will be further updated as necessary and brought to a future meeting of Cabinet for approval.

1.2 Recommendation:

It is recommended that Cabinet agrees that: -

1. A process of stakeholder engagement should be carried out on the revised draft Supplementary Planning Document attached as Appendix 1 to this report.
2. The Director of Environment, Housing and Leisure be given authority to undertake all necessary steps in relation to undertaking the stakeholder engagement on the Supplementary Planning Document; and
3. The Director of Environment Housing and Leisure will present a further report to Cabinet at the end of the engagement process for Cabinet's approval of the Supplementary Planning Document prior to its publication, having regard to any stakeholder comments made during the engagement process.

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 28 January 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

1.5 Information:

1.5.1 Background

Supplementary Planning Documents build upon and provide more detailed advice or guidance on the policies 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.

1.5.2 The revised draft SPD

The revised and updated draft SPD (attached as Appendix 1) has been prepared with a clear eye on the national, regional and local policy context, which has substantially developed since the SPD was last revised.

At national level, in 2020 the Government introduced an updated set of use classes, or categories of development used in the planning system, which replaced the previous use classes referred to in the current SPD; and in 2021 the National Planning Policy Framework, which sets out the Government's planning policies for England and how these are expected to be applied, was also revised. At regional level, the North East Transport Plan was approved by the Joint Transport Committee in March 2021.

The Authority declared a climate emergency in 2019 and the 'Our North Tyneside Plan 2021 to 2025' commits to publishing an action plan of the steps the Authority will take and the national investment it will seek to make North Tyneside carbon net-zero by 2030. The North Tyneside Transport Strategy, updated in 2021, places an emphasis in its objectives on progressing towards achieving carbon net zero and, as part of this, securing increased provision for more sustainable modes of transport. The North Tyneside Zero Emission Vehicles (ZEV) Strategy, approved by Cabinet in November 2021, included a commitment to update the SPD and its requirements in relation to electric vehicle (EV) charging and associated measures.

As part of the review of the SPD, details of car parking and cycle parking standards have been reviewed and realigned to the new use classes. Focus has also been given to sustainable transport and additional detail provided on the provision of infrastructure for EVs. The revisions to the document have sought to ensure that the revised SPD will support 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.

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 Local Plan and the North Tyneside Transport Strategy.

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 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; and Sustainable Urban Drainage Systems (SUDS) in new developments, including requirements on developers to carry out a Flood Risk Assessment (FRA).

The document then sets out requirements in relation to parking provision at both residential and non-residential developments, including enhanced detail of required

arrangements regarding the provision of EV charging equipment and/or cable routes which facilitate the future installation of such equipment.

1.5.4 Proposed stakeholder engagement

It is anticipated that, subject to the recommendation being approved, stakeholder engagement will be carried out in May-June 2022 over a six week period. It is proposed that the engagement will be open to any person who wishes to respond; however, owing to the technical nature of the document, the engagement process will particularly seek to involve stakeholders such as developers, local and national voluntary sector organisations in the transport sector, neighbouring local authorities, Nexus, and Transport North East.

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:

Approval for the stakeholder engagement will allow the views of stakeholders to be considered as the updated SPD is finalised.

1.8 **Appendices:**

Appendix 1 – North Tyneside Transport and Highways Supplementary Planning Document (draft for stakeholder engagement)

1.9 **Contact officers:**

Colin MacDonald, Senior Manager – Technical and Regulatory Services (0191) 643 6620
Andrew Flynn, Integrated Transport Manager (0191) 643 6083
John Cram, Integrated Transport Officer (0191) 643 6122
David McCall, Team Leader – New Developments, Capita (0191) 643 6107
Cathy Davison, Principal Accountant Investment (Capital) and Revenue (0191) 643 5727

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) [North Tyneside Zero Emission Vehicles Strategy](#)
- (6) [National Planning Policy Framework \(NPPF\)](#)
- (7) [The Town and Country Planning \(Use Classes\) \(Amendment\) \(England\) Regulations 2020](#)
- (8) 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'
- (9) 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 2012 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 2012 Regulations requires the SPD to contain a date on which the document is adopted by the Authority and a reasoned justification for the policies contained in it. Any SPD must not conflict with the Local Development Document. Other requirements in the 2012 Regulations must be met in relation to the publication of the SPD.

In accordance with the requirements of the Local Government Act 2000 and the Regulations made under that Act, Cabinet would be responsible for determining and approving the SPD when finalised.

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

This report seeks approval to carry out external engagement as described in section 1.5.4.

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 the detailed highway design consideration is given to the needs of all road users and their protected characteristics.

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**

There are no environment and sustainability implications arising directly from the proposed stakeholder engagement on the draft SPD. Aspects of the draft SPD aim to improve environmental sustainability, e.g. through facilitating the shift to zero-emission vehicles in place of petrol or diesel vehicles.

PART 3 - SIGN OFF

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