



Working in partnership with



Transport and Highways

Supplementary Planning Document

2022 *(Draft for stakeholder engagement)*

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North Tyneside Council

Supplementary Planning Document

Transport and Highways – Supplementary Planning Document *(Draft for stakeholder engagement)*

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1. Introduction

- 1.1 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.
- 1.2 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.”
- 1.3 To support the delivery of the Transport Strategy for North Tyneside, this Supplementary Planning Document (SPD) Transport and Highways, previously referred to as 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.
- 1.4 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 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:
- 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 Urban Drainage Systems (SUDS).
- 1.7 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 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 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 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 the site for pedestrians and cyclists should feel direct and logical. This will often result in a requirement for multiple foot paths and cycle ways 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

- 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 including links to public transport, where appropriate. 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 Appendices B and C to 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.
- 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 The Council will require developers to actively engage with and contribute to the continued expansion and improved quality of the cycling network. Developers will be required to 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.
- 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.

2.4 Public Rights of Way

- 2.4.1 North Tyneside currently benefits from 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 must connect into existing recorded Public Rights of Way in the vicinity of a site wherever possible 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 certain types of application, consultation with Nexus (Tyne and Wear 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 public transport 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 a minimum frequency of once every 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 There is a requirement to offer two Pay As You Go Pop Cards per dwelling with £50 of credit preloaded onto each card. This cost will be reviewed and updated as appropriate during the lifetime of the document.

3. Assessment of Transport for New Developments

3.1 Travel Plans

- 3.1.1 Appendices F, G and H to 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.”
- 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 G.
- 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, however the full agreement of 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 or not 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. This is outlined in Appendix F. 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 by North Tyneside Council to implement additional sustainable transport measures.
- 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, 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 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 application may not be validated. This will ensure all new developments are delivering effective Travel Plans, reducing car-borne trips and encouraging sustainable travel.
- 3.1.9 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.
- 3.1.10 A scoping document will be provided to indicate minimum requirements of the Travel Plan.
- 3.1.11 Developers 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 submission process.

3.2 Transport Assessments and Transport Statements

- 3.2.1 Appendix G to 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 G. 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.

3.3 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 highways 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 (LHA) 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 LHA to ensure that they are of a suitable standard for adoption by the Authority.

- 3.4.2 The LHA can reserve the right to refuse enter a Section 38 agreement to adopt any infrastructure if it does not meet the required construction and layout standards and developers can construct a development that they do not intend to offer up for adoption by the LHA and 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 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 Community Infrastructure Levy (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 LHA, the Council retains the right to design and construct any works on the publicly maintained highway.
- 3.5.3 Any developments that may have a significant impact on strategic transport corridors within the borough will be required to provide a financial contribution to wider highway infrastructure improvements along these routes when deemed necessary by the Council as part of the assessment of the development.

3.6 Section 278 Agreements

- 3.6.1 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.
- 3.6.2 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.
- 3.6.3 As the LHA, the Council retains the right to design and construct any works on the publicly maintained highway.

- 3.6.4 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.

3.8 New Developments and Parking Control Measures

- 3.8.1 The impact of some new developments may require the introduction of a permit parking scheme on adjacent streets.
- 3.8.2 In new developments situated close to established sites 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 to prevent these issues such as waiting restrictions or residents permit schemes prior to the area being adopted by the Council.
- 3.8.3 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.
- 3.8.4 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.
- 3.8.5 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.

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 are easy to make. It is expected that the design will need to meet the Council's adoption standards and early engagement with the Local Highway Authority (LHA) 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 LHA's adoption standards.
- 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 ultimate aim of a mesh width of 250m. Refer to Section 14 of LTN1/20 for further information.
- 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 allow bus access within 400m actual walking distance, any traffic calming design features should be suitable for bus use. Refer to LTN 1/07 and NTC adoption requirements.

5. Sustainable Urban 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 Urban 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 <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 (FRA) will be carried out by the developer. All major planning applications will also be required to submit a FRA.

6. Parking

6.1 Introduction

- 6.1.1 Appendices D and E to 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 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. 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 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 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 required, 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 to 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 to be read in conjunction with Section 6.4 (Electric Vehicle charging infrastructure).
- 6.4.2 All new residential development which includes garages and car parking spaces must make provision for access to an electrical facility suitable for charging electric vehicles. In communal parking areas, developers must provide charging facilities for residents in addition to the parking requirements of the development as set out in Appendix D.
- 6.4.3 For those electric vehicle users unable to charge their vehicle at home, charging points in non-residential developments will provide charging facilities. For developments other than residential developments, electric vehicle charging points will be required as detailed in Appendix D.
- 6.4.4 Residential buildings undergoing major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have at least one electric vehicle charge point for each dwelling with associated parking within the site boundary and cable routes in all spaces without charge points;
- 6.4.5 All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces.

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 (2018-32)
- 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's 'Gear Change' document (2020)
- Department for Transport's Local Transport Note LTN 1/20 Cycle Infrastructure Design (2020)
- Department for Transport's Local Transport Note 3/08 Mixed priority routes: practitioners' guide (2008)

- North Tyneside Local Cycling and Walking Infrastructure Plan (in preparation)
- Nexus Planning Liaison Policy (2019)
- The North East Bus Service Improvement Plan
- North East Bus Enhanced Partnership Plan and Scheme (in development)
- Department for Transport's Local Transport Note 1/07 Traffic Calming (2007)

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 |
| B | 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 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 stand per 50m ² |
| F - Local Community and Learning; F1 - Learning and non-residential institutions F1 (a) Provision of Education | 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 |
| 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 | <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 |
| 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 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 | | • Public Houses, wine bars or drinking establishments | 1 stand per 25m ² of public floor area |
| | | | | • Drinking establishments with expanded food provision | 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 of on street cycle parking 'hangars' in 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 | No change | • General Industrial Premises | 1 space per 50m ² | Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter | All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces; |
| | | | • 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 | No change | • 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 | No change | • 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 | All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces. |
| | C2 Residential Institutions | No change | • 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 | Every new home, including those created from a change of use, with associated parking within the site boundary to have an electric vehicle charge point; Residential buildings undergoing major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have at least one electric vehicle charge point for each dwelling with associated parking within the site boundary and cable routes in all spaces without charge points. |
| | | | <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 | All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces; |
| | 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 | Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter |
| <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 | All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces; All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces. |
| | 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 • Banks, Building Societies, Offices etc. | 1 space per 50m ² | Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter | |
| | 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 | B1 Business | | 1 space per 30m ² | Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter | <p>All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces;</p> <p>All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces.</p> |
| | | | | | |
| 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 | <p>2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff</p> <p>Parking for associated offices to be provided in accordance with parking standard for B1 Office use</p> | 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 | <p>2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff</p> <p>Parking for students by negotiation</p> <p>Visitor provision and drop off and pick up area to be agreed</p> <p>Parking for associated offices to be provided in accordance with parking standard for B1 Office use</p> | | |
| | | F1(a) Provision of education | | | |

| 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 | A1 shops | 1 space per 50m ² | Minimum 2 disabled spaces & 1 disabled space per 20 spaces thereafter | All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces; All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces. |
| | 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 | 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 | All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces; All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces. |
| | | • 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 • Taxis 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>All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces;</p> <p>All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces.</p> |

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

Two-wheeled motorised transport (motorcycles, mopeds)

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. See also Appendix E.

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) | 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 (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 Bond and Travel Plan Monitoring

(Referenced section 3.1)

Transport Assessments, Transport Statements and Travel Plans
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated

Transport Statement and Full Travel Plan

| Current Use Class (2020) | Former Use Class (1987) | Development Size (GFA) | Travel Plan Bond | NTC Annual Travel Plan Monitoring and Review Fee |
|--|--|---|---------------------------------|--|
| B2 Industrial | No change | 2,500m ² - 4,000m ² | Assessed on an individual basis | To be agreed at submission |
| B8 Storage or Distribution | No change | 3,000m ² - 5,000m ² | Assessed on an individual basis | To be agreed at submission |
| C1 Hotels | No change | 75 - 100 bedrooms | Assessed on an individual basis | To be agreed at submission |
| C2 Residential Institutions | No change | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |
| C2A Secure Residential Institutions | C2 Residential Institutions | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |
| C3 Dwelling Houses | No change | 0 - 80 dwellings | Assessed on an individual basis | To be agreed at submission |
| C4 Houses in Multiple Occupation | No change | 50 - 80 bedrooms | Assessed on an individual basis | To be agreed at submission |
| E (a) Display or retail sale of food, other than hot food | A1 shops | 250 m ² - 800m ² | Assessed on an individual basis | To be agreed at submission |
| E (b) Sale of food and drink for consumption (mostly) on the premises | A3 Restaurants and Cafés | 300m ² - 2,500m ² | Assessed on an individual basis | To be agreed at 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 | 1,000m ² - 2,500m ² | Assessed on an individual basis | To be agreed at submission |
| E (d) Indoor sport, recreation or fitness | D2 Assembly and Leisure | 500m ² - 1,500m ² | Assessed on an individual basis | To be agreed at submission |
| E (e) Provision of medical or health services | D1 Non-Residential Institutions | 500m ² - 1,000m ² | Assessed on an individual basis | To be agreed at submission |
| E (f) Creche, day nursery or day centre | D1 Non-Residential Institutions | 500m ² - 1,000m ² | Assessed on an individual basis | To be agreed at submission |
| 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 | 1,500m ² - 2,500m ² | Assessed on an individual basis | To be agreed at submission |
| F1 Learning and non-residential institutions | D1 Non-Residential Institutions | 500m ² - 1,000m ² | Assessed on an individual basis | To be agreed at submission |
| F2 (a) Shops | A1 shops | 800m ² - 1,500m ² | Assessed on an individual basis | To be agreed at submission |
| F2 (b) Halls or meeting places F2 (c) Places for outdoor sport or recreation F2 (d) Swimming oools or skating rinks | D2 Assembly and Leisure | 500m ² - 1,500m ² | Assessed on an individual basis | To be agreed at submission |
| Sui Generis | | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |

All bond amounts are Guidelines to be confirmed by NTC on an individual basis

Transport Assessment and Full Travel Plan

| Current Use Class (2020) | Former Use Class (1987) | Development Size (GFA) | Travel Plan Bond | NTC Annual Travel Plan Monitoring and Review Fee |
|--|--|---------------------------------|---------------------------------|--|
| B2 Industrial | No change | over 4,000m ² | £15,000 | To be agreed at submission |
| B8 Storage or Distribution | No change | over 5,000m ² | £15,000 | To be agreed at submission |
| C1 Hotels | No change | over 100 bedrooms | £15,000 | To be agreed at submission |
| C2 Residential Institutions | No change | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |
| C2A Secure Residential Institutions | C2 Residential Institutions | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |
| C3 Dwelling Houses | No change | Over 80 dwellings | £1000 per dwelling | To be agreed at submission |
| C4 Houses in Multiple Occupation | No change | Over 80 bedrooms | £15,000 | To be agreed at submission |
| E (a) Display or retail sale of food, other than hot food | A1 shops | Over 800m ² | £10,000 | To be agreed at submission |
| E (b) Sale of food and drink for consumption (mostly) on the premises | A3 Restaurants and Cafés | Over 2,500m ² | Assessed on an individual basis | To be agreed at 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 | Over 2,500m ² | £15,000 | To be agreed at submission |
| E (d) Indoor sport, recreation or fitness | D2 Assembly and Leisure | Over 1,500m ² | £15,000 | To be agreed at submission |
| E (e) Provision of medical or health services | D1 Non-Residential Institutions | Over 1,000m ² | £15,000 | To be agreed at submission |
| E (f) Creche, day nursery or day centre | D1 Non-Residential Institutions | Over 1,000m ² | £15,000 | To be agreed at submission |
| 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 | Over 2,500m ² | £20,000 | To be agreed at submission |
| F1 Learning and non-residential institutions | D1 Non-Residential Institutions | Over 1,000m ² | £15,000 | To be agreed at submission |
| F2 (a) Shops | A1 shops | Over 1,500m ² | | To be agreed at submission |
| F2 (b) Halls or meeting places F2 (c) Places for outdoor sport or recreation F2 (d) Swimming oools or skating rinks | D2 Assembly and Leisure | Over 1,500m ² | £15,000 | To be agreed at submission |
| Sui Generis | | Assessed on an individual basis | Assessed on an individual basis | To be agreed at submission |

Appendix G

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 | 20 - 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 | A2 Financial and Professional Services | 1,000m ² - 2,500m ² | Over 2,500m ² |
| 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 | 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 | B1 Business | 1,500m ² - 2,500m ² | Over 2,500m ² |
| 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 | | | |
| 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 | D2 Assembly and Leisure | 500m ² - 1,500m ² | Over 1,500m ² |
| F2 (c) Places for outdoor sport or recreation | | | |
| F2 (d) Swimming opools or skating rinks | | | |
| Sui Generis | | Assessed on an individual basis | |

Appendix H

Travel Plan Incentives

(Referenced section 3.1)

Residential Travel Plan Incentives

For residential developments of 20 or more dwellings, the developer will meet the costs of two introductory tickets per dwelling to the equivalent of four weeks' travel per ticket. These tickets should be offered to residents as part of the Welcome Pack with the onus on residents to apply for these through the necessary process. What form the tickets take and the process of providing it to residents must be agreed with Nexus and the Authority as part of the discharge of conditions process.

At the time this policy was published, the tickets required are two Pop Pay As You Go cards per dwelling with £50 of credit preloaded onto each of them; these to be provided by the developer to new residents subject to residents applying for the cards. The process of applying for the cards must be promoted as part of the homebuyer's welcome pack. This is to encourage a greater take-up of public transport from the outset.

In addition, the developer will provide 1 x pedestrian / cycle voucher with a value of £150 to each dwelling. The voucher should be eligible for walking and cycling retail shops in the vicinity of the development.

Workplace Travel Plan Incentives

1 x £50 pre-loaded on a Pop card per employee; (matching guidance above)



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