



North Tyneside Council

# Transport and Highways



## Supplementary Planning Document Local Development Document LDD12

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# North Tyneside Council

## Supplementary Planning Document

### Local Development Document LDD12 - Transport and Highways

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## 1. Introduction

- 1.1 This Supplementary Planning Document (SPD) sets out the policies and procedures adopted by North Tyneside Council with regard to the traffic and transport impact of new development.
- 1.2 The 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. The document covers the following topics:
- Sustainable transport
  - Assessment of transport for new developments
  - Links with the strategic road network
  - Design guidance, standards and quality
  - Sustainable Urban Drainage Systems (SUDS)
- 1.3 This document is consistent with published guidance and is written with regard to current and emerging national and strategic guidance (see Appendix A), the emerging North Tyneside Local Plan and the Council's Supplementary Planning Document - LDD8 (Planning Obligations).
- 1.4 Notwithstanding the direction and guidance provided, prospective developers are advised that it is in their interest to enter into pre-application discussions with the Council. This approach will minimise delay and confusion during the application process.

## **2. Sustainable Transport**

### **2.1 Context**

- 2.1.1 The planning process plays a vital role in making sustainable travel an attractive and convenient option by ensuring that high standard sustainable transport infrastructure and facilities are provided as an integral part of new development.
- 2.1.2 This section sets out a framework which will help to reduce the need for motorised travel within the borough and create a connected, safe, attractive and convenient network for movement by non-motorised users including pedestrians, cyclists and equestrians.
- 2.1.3 The development of a comprehensive strategic network for non-motorised users will provide sustainable access to employment and other attractors support the health and wellbeing of residents and visitors as well as improve air quality and build stronger communities. This is essential in order to achieve the Council's ambition of all new development achieving a high level of sustainable transport use in line with best practice examples in the region.
- 2.1.4 This supplementary planning document sets out the Council's policies which will:
- Optimise the use of existing infrastructure
  - Reduce the need to travel
  - Enable the integration of transport modes
  - Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport

### **2.2 Walking**

- 2.2.1 Making walking journeys easier contributes to improved health and plays a vital role in reducing motorised travel for short journeys. The borough's walking network is under constant development with the aim to provide direct links of high standard and which are convenient and safe.
- 2.2.2 The Council will require developers to contribute to the continued improvement of the walking network. Developers will be required to provide direct, well lit and safe links to the walking network, including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing walking network.

## 2.3 Cycling

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

## 2.4 Public Rights of Way

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

## 2.5 Public Transport

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



### 3. Assessment of Transport for New Developments

#### 3.1 Travel Plans

- 3.1.1 The National Planning Policy Framework (NPPF) (2012) advises that: *“All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*
- 3.1.2 A Travel Plan is required whenever a Transport Assessment is provided. Where Transport Statement is provided either a full Travel Plan or a Travel Plan Statement must be included.
- 3.1.3 The National Planning Policy Framework (NPPF) (2012) and the corresponding online National Planning Practice Guidance (NPPG) (2016) provides advice on the overarching principles of Travel Plans including advice on preparation, content and monitoring. This guidance should be considered when preparing a Travel Plan for a development in the borough but the full agreement of these matters with the Council is required before submission.
- 3.1.4 A Travel Plan is a strategy and action plan to minimise single occupancy car travel and improve accessibility to a development by a range of modes. It must set out time bound targets and clearly defined measures for achieving those targets. Regular monitoring and updates must be provided to the Council to confirm that measures have been implemented and whether or not targets have been met.
- 3.1.5 A Travel Plan Bond will be required and the size of the bond will depend on the scale of development, site accessibility, provision of infrastructure and robustness of targets. In summary, the greater accessibility of the site, provision of infrastructure, enhancements to public transport, cycle and walking links is likely to result in a reduced bond. When targets have not been achieved the Travel Plan Bond will be used to implement additional sustainable transport measures.
- 3.1.6 A Travel Plan is specific to a site or development and will consider all travel to and from the site, including, for example, staff, visitors, students, clients, deliveries and fleet movements. Early engagement with the Council is required to ensure that appropriate measures are addressed and included.
- 3.1.7 Developers are required to identify a Travel Plan Coordinator who will remain responsible for the delivery, monitoring and reporting of the Travel Plan. In the absence of a Travel Plan Coordinator being identified at the planning stage, the Council will carry out the coordinator role on behalf of the developer at the developer's expense. This will ensure all new developments are delivering effective Travel Plans, reducing car-borne trips and encouraging sustainable travel.

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

## **3.2 Transport Assessments and Transport Statements**

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

3.2.2 All significant developments seeking planning approval in North Tyneside will be required to submit a Transport Assessment or Transport Statement. Early engagement with the Council is required to ensure that an appropriate document is submitted.

3.2.3 A Transport Assessment must provide a detailed examination of the demand for travel generated by a development and how this can be accommodated in a safe and sustainable way. Any detrimental impacts the development may have on the surrounding transport network, local community and the environment should be mitigated whilst also maximising the positive impacts of the development. The Transport Assessment will be accompanied by a robust Travel Plan and a Travel Plan Bond.

3.2.4 A Transport Statement is a less detailed evaluation of the transport impacts of a development and will be submitted when a development is anticipated to generate limited new transport movements.

3.2.5 Appendix C sets out the thresholds above which a Transport Assessment or Transport Statement is required and the Council's requirements for the completion of these documents. The Council reserves the right to require a Transport Assessment or Transport Statement at lower levels where considered appropriate.

3.2.6 Failure to submit a satisfactory Transport Assessment or Transport Statement where appropriate to assess the overall motorised traffic impact of the development may render the application invalid and could result in refusal of planning approval.

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

### **3.3 Section 106 and Section 278 agreements**

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

### **3.4 Section 106 Agreements**

3.4.1 Section 106 of the Town and Country Planning Act 1990 allows new developments to fund enhancements, subject to compliance with the CIL tests, for a range of measures which can include capital contributions to highway infrastructure such as the provision of a new junction, light controlled crossing, upgrade of exiting traffic signals etc. or a financial contribution for sustainable measures such as provision of new or diverted bus services.

3.4.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.

3.4.3 In cases where the cumulative residual transport impact of a number of proposed developments will result in the need for highway improvement works, including works on the major transport corridors in North Tyneside, a proportional and commuted sum may be requested. In this instance, any contributions made by developers will be the subject of a Section 106 Agreement that will prescribe the purposes to which the monies could be used. As of April 2015 there are restrictions on the pooling of planning obligations and it is no longer possible to pool more than five S106 obligations (dating back to March 2010) to pay for a single infrastructure project or type of project.

3.4.4 Any developments that may have an impact on strategic transport corridors within the borough will be required to provide a financial contribution to highway infrastructure improvements along these routes. The Council currently has transport models for the majority of the strategic corridors and it is envisaged that models for other corridors will emerge in the future.

### **3.5 Section 278 Agreements**

3.5.1 Section 278 of the Highways Act 1980 allows developments to provide new or improved highway infrastructure such as the provision of a new junction, light controlled crossing, upgrade of exiting traffic signals etc. on the existing publicly maintained highway as to mitigate the impact of the development. The associated costs will be met by the developer and thereafter the work will be carried out by either the Council or the developer. The developer is required to deposit a Bond of Surety with the Council to cover the cost of the works, inspection fees, charges and commuted sums. This bond ensures that the

Council does not incur any costs if the highway works are stalled, changed or aborted by the developer. If the developer fails to perform or observe any of the agreement conditions, the Council can use the bond to complete the highway works, recover fees, charges and retain the commuted sums to cover future maintenance costs.

- 3.5.2 As the Local Highway Authority, the Council retains the right to design and construct any works on the publicly maintained highway.
- 3.5.3 Where appropriate, the Council will seek payment for future maintenance of the new or improved highway from the developer, acquiring funding through commuted sums where necessary. Commuted sums allow greater flexibility to adopt non-standard materials as well as ensuring future maintenance of infrastructure such as traffic signals when development increases future maintenance liability and where considered appropriate and agreed with the Council.

### **3.6 New developments and Developer Contributions**

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

## **4. Design and Quality**

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

## 5. Sustainable Urban Drainage Systems (SUDS)

### 5.1 Context

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

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

### 5.2 Design

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

5.2.2 Site layouts must be designed to minimise flood risk and developers are encouraged to integrate Sustainable Urban Drainage System features through a development as amenity features. Sustainable Urban Drainage Systems also provide a variety of additional benefits with regard to biodiversity, landscape, townscape character, visual amenity and recreation. Careful design, green landscaping and planting can reduce the impacts of climate change, flooding, and reflection and urban heat issues.

5.2.3 Developers must consult North Tyneside Council's Local Flood Risk Management Strategy when preparing a planning application and particularly in areas of known flood risk. They can also view the Council's Flood Alleviation Programme - Implementation Plan.

5.2.4 For all planning applications where the application site is over 0.5 hectares within critical drainage areas a Flood Risk Assessment (FRA) will be carried out by the developer. All major planning applications will also be required to submit a Flood Risk Assessment.

## **6. Parking**

### **6.1 Introduction**

6.1.1 Parking standards for all forms of development are set out in Appendix D. The standards set out are the expected levels of parking provision, however in areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable. The applicant will need to demonstrate that this will not have a detrimental impact on highway safety or exacerbate existing parking problems.

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

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

### **6.2 Residential Developments**

6.2.1 Developers should consider a range of approaches regarding car parking to minimise its impact and will need to satisfy the Council that they have proposed the most appropriate scheme.

6.2.2 A key consideration for parking design will be the potential impact on the appearance, function and overall character of the street or public realm. Generally, the Council will give priority to the street environment when assessing parking provision for residential developments. Driveways will usually be preferred for houses where they are acceptable in terms of design and highway impact, as this encourages active street frontages. In developments consisting of flats and apartments courtyard provision is usually considered to be more appropriate.

6.2.3 A garage will only be considered as a parking space if accompanied by a suitable area of hard standing to the front or side and it must have minimum internal dimensions sufficient to allow for both car parking and storage. Cycle storage is expected to be provided separately in the form of a suitable shed where space allows within the boundary of the property. If it is not possible to provide a shed within the boundaries of a property due to size constraints, residential garages

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

- 6.2.4 Where the Council agrees that designated on-site parking is the most appropriate option, the driveway should meet or exceed the authority's minimum dimensions. A reduction in drive length may be considered if a roller shutter door is fitted on the garage or where no garage exists. A vehicle access footway crossing will also need to be constructed as well as suitable access for pedestrians.
- 6.2.5 Where dwellings do not have their own driveways, communal or courtyard parking areas may be included as part of the development. Design details for these parking areas are provided in the Council's design guide.
- 6.2.6 Visitor parking may take the form of lay-by parking, adopted parking bays or private bays in shared surface and courtyard areas.

### **6.3 Non Residential Developments**

- 6.3.1 Where the level of parking provision does not comply with the Council's standards, this must be justified and supported by the introduction of a Travel Plan and robust Parking Management Strategy.
- 6.3.2 There may be potential for shared use parking, particularly though not exclusively for developments in town centres. The Council will consider shared use parking for mixed use sites where the different forms of development have substantially different peaks in terms of traffic flow and parking demand and when the site has a good level of accessibility by alternative modes to the car. A planning condition or planning obligation will also be required to ensure robust and effective parking management.
- 6.3.3 Commercial proposals will be expected, regardless of size, to provide disabled parking spaces, which must take priority over other car parking needs.
- 6.3.4 Disabled parking spaces serving a development must always be located as close to the main building entrance and staff entrances as possible and preferably within 50m of the building entrance.
- 6.3.5 In developments such as cash and carry warehouses, trade centres etc. parking for vehicles other than cars such as vans and lorries will be required and agreed on an individual basis to serve the needs of that development.

### **6.4 Electric vehicle (EV) charging infrastructure**

- 6.4.1 All new residential development which includes garages and car parking spaces should make provision for access to an electrical facility suitable for charging electric vehicles. In communal parking areas, developers are encouraged to



provide charging facilities for residents in addition to the parking requirements of the development as set out in Appendix D.

- 6.4.2 It is anticipated that most electric vehicle users will be able to charge their vehicle at home during the night however these charging points will provide facilities for those that need to charge their vehicle while they are away from home. For developments other than residential developments, electric vehicle charging points will be required, by negotiation taking account of the scale of the development.

# APPENDICES

## Appendix A

### Policy background

This supplementary planning guidance was drafted with reference to the following documents:

1. North Tyneside UDP (2002)
2. Emerging North Tyneside Local Plan
3. Tyne and Wear Local Transport Plan 3 'Keep Tyne and Wear Moving' (2011)
4. North Tyneside Network Management Plan
5. North Tyneside Parking Strategy
6. North Tyneside Road Safety Strategy
7. North Tyneside Cycling Strategy
8. Tyne and Wear Rights of Way Improvement Plan (RoWIP)
9. The Tyne and Wear Public Rights of Way and Development Document (Oct 2008)
10. National Planning Policy Framework (NPPF) (2012)
11. National Planning Practice Guidance (As Amended)

**Appendix B****Cycle Parking Standards**

<b>Cycle Parking Standards</b>		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated		
<b>Use class</b>	<b>Type of development</b>	<b>Cycle parking standard</b>
<b>A1 Shops</b>	Small Shops (less than 1,000m <sup>2</sup> )	1 stand per 50m <sup>2</sup>
	Food Retail (1,000m <sup>2</sup> - 2,500m <sup>2</sup> )	1 stand per 50m <sup>2</sup>
	Food Superstores (over 2,500m <sup>2</sup> )	1 stand per 50m <sup>2</sup>
	Non-food Retail (1,000m <sup>2</sup> - 2,500m <sup>2</sup> )	1 stand per 50m <sup>2</sup>
	Non-food Retail (over 2,500m <sup>2</sup> )	1 stand per 50m <sup>2</sup>
<b>A2 Financial and Professional Services</b>	Banks, Building Societies, Offices etc.	1 stand per 50m <sup>2</sup>
<b>A3 Restaurants and Cafés</b>	Restaurants, Snack Bars and Cafés	1 stand per 25m <sup>2</sup> (public floor space)
<b>A4 Drinking Establishments</b>	Pubs and Bars	1 stand per 25m <sup>2</sup> (public space)
<b>A5 Hot Food Takeaways</b>	Takeaways	1 stand per 50m <sup>2</sup>
<b>B1 Business</b>	Offices and Light Industrial Premises	1 stand per 50m <sup>2</sup>
	Call centres	1 stand per 50m <sup>2</sup>
<b>B2 Industrial</b>	General Industrial Premises	1 stand per 50m <sup>2</sup>
	Vehicle Repair Garages	1 stand per 50m <sup>2</sup>
<b>B8 Storage or Distribution</b>	Storage and Distribution Warehouses	1 stand per 300m <sup>2</sup> Plus 1 stand per 50m <sup>2</sup> for office space
	Wholesale Cash and Carry (over 2,500m <sup>2</sup> )	1 stand per 300m <sup>2</sup> Plus 1 stand per 50m <sup>2</sup> for office space
<b>C1 Hotels</b>	Hotels, Boarding Houses and Guest Houses	1 stand per 2 bedrooms

<b>Cycle Parking Standards</b>		
<b>The standards below are determined on Gross Floor Area (GFA) unless otherwise stated</b>		
<b>Use class</b>	<b>Type of development</b>	<b>Cycle parking standard</b>
<b>C2 Residential Institutions</b>	Residential Care Homes and Nursing Homes	1 stand per 5 rooms
	Hospitals	1 stand per 5 beds
	Residential Schools, Colleges and Training Centres	1 stand per unit
<b>C3 Dwelling Houses</b>	Dwelling Houses	2 spaces per unit
	Flats (New Build and Conversions)	2 spaces per unit
	Aged accommodation	1 space per 2 units
<b>C4 Houses in multiple occupation</b>	Sheltered or Warden Accommodation for the Elderly etc.	1 stand per 5 rooms
	Hostels	1 stand per unit
	Student Accommodation	1 stand per unit
<b>D1 Non-residential Institutions</b>	Health Centres, Doctors and Dentists Surgeries, Local Clinics and Veterinary Surgeries etc.	1 stand per consulting room
	Crèches, Day Nurseries and Day Centres	1 stand per 10 pupils 1 stand per 50 pupils (Visitors)
	Primary Schools	1 stand per 10 pupils 1 stand per 50 pupils (Visitors)
	Secondary Schools	1 stand per 5 pupils 1 stand per 50 pupils (Visitors)
	Sixth Form Colleges, Further Education Colleges and Higher Education Establishments	1 stand per 5 students 1 stand per 50 pupils (Visitors)
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 stand per 50m <sup>2</sup>
	Places of Worship and Religious Instruction	1 stand per 50m <sup>2</sup>

<b>Cycle Parking Standards</b>		
<b>The standards below are determined on Gross Floor Area (GFA) unless otherwise stated</b>		
<b>Use Class</b>	<b>Type of development</b>	<b>Cycle parking standard</b>
<b>D2 Assembly and Leisure</b>	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	Assessed on individual basis
	Dance halls, discotheques and Night Clubs	
	Stadia	
	Skating Rinks	
	Bowling Alleys and Bowling Greens	
	Swimming Pools	
	Sports Halls	
	Sports pitches	
	Health and Fitness Centres	
	Golf Courses	
	Golf driving ranges	
<b>Sui Generis</b>	Car Showrooms	Assessed on individual basis
	Taxi and Private Hire Offices	
	Petrol Filling Stations	
	Hand Car Wash	
	All other uses	

**Appendix C****Transport Assessments and Transport Statements**

<b>Transport Assessments and Transport Statements</b>		
<b>The standards below are determined on Gross Floor Area (GFA) unless otherwise stated</b>		
<b>Use class</b>	<b>Transport Statement. Full Travel Plan or Travel Plan Statement</b>	<b>Transport Assessment and Full Travel Plan</b>
<b>A1 Food Retail</b>	250m <sup>2</sup> - 800m <sup>2</sup>	over 800m <sup>2</sup>
<b>A1 Non-Food Retail</b>	800m <sup>2</sup> - 1,500m <sup>2</sup>	over 1,500m <sup>2</sup>
<b>A2 Financial and Professional Services</b>	1,000m <sup>2</sup> - 2,500m <sup>2</sup>	over 2,500m <sup>2</sup>
<b>A3 Restaurants and Cafes</b>	300m <sup>2</sup> - 2,500m <sup>2</sup>	over 2,500m <sup>2</sup>
<b>A4 Drinking Establishments</b>	300m <sup>2</sup> - 600m <sup>2</sup>	over 600m <sup>2</sup>
<b>A5 Hot food takeaway</b>	250m <sup>2</sup> - 500m <sup>2</sup>	over 500m <sup>2</sup>
<b>B1 Business</b>	1,500m <sup>2</sup> - 2,500m <sup>2</sup>	over 2,500m <sup>2</sup>
<b>B2 General industrial</b>	2,500m <sup>2</sup> - 4,000m <sup>2</sup>	over 4,000m <sup>2</sup>
<b>B8 Storage or distribution</b>	3,000m <sup>2</sup> - 5,000m <sup>2</sup>	over 5,000m <sup>2</sup>
<b>C1 Hotels</b>	75 - 100 Bedrooms	over 100 Bedrooms
<b>C2 Residential Institutions - Medical</b>	30 - 50 Beds	over 50 Beds
<b>C2 Residential Institutions - Residential Education</b>	50 - 150 Students	over 150 Students
<b>C2 Residential Institutions - Institutional Hostels</b>	250 - 400 Residents	over 400 Residents
<b>C3 Dwelling Houses</b>	50 - 80 Units	over 80 Units
<b>C4 Houses in Multiple Occupation</b>	50 - 80 Units	over 80 Units
<b>D1 Non-Residential Institutions</b>	500m <sup>2</sup> - 1,000m <sup>2</sup>	over 1,000m <sup>2</sup>
<b>D2 Assembly and leisure</b>	500m <sup>2</sup> - 1,500m <sup>2</sup>	over 1,500m <sup>2</sup>
<b>Sui Generis</b>	Assessed on individual basis	

## Appendix D

### Parking Standards

Parking standards		
The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.		
Use class	Type of development	Car parking standard
<b>A1 Shops</b>	Small Shops (less than 1,000m <sup>2</sup> )	1 space per 50m <sup>2</sup>
	Food Retail (1,000m <sup>2</sup> - 2,500m <sup>2</sup> )	1 space per 14m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Food Superstores (over 2,500m <sup>2</sup> )	1 space per 20m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Floor area used to determine parking provision must include outdoor sales or display areas
	Non-Food Retail (1,000m <sup>2</sup> - 2,500m <sup>2</sup> )	1 space per 20m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Floor area used to determine parking provision must include outdoor sales or display areas
	Non-Food Retail (over 2,500m <sup>2</sup> )	1 space per 20m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Floor area used to determine parking provision must include outdoor sales or display areas
<b>A2 Financial and Professional Services</b>	Banks, Building Societies, Offices etc.	1 space per 50m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
<b>A3 Restaurants and Cafés</b>	Restaurants, Snack Bars and Cafés	1 space per 10m <sup>2</sup> of public floor area 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation In outline or pre-planning applications where the public floor area is not known a parking standard of 1 space per 20m <sup>2</sup> GFA will be applied



<b>Parking standards</b>		
<b>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.</b>		
<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>A4 Drinking Establishments</b>	Pubs and Bars	1 space public per 10m <sup>2</sup> of floor area 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation In outline or pre-planning applications where the public floor area is not known a parking standard of 1 space per 20m <sup>2</sup> GFA will be applied
<b>A5 Hot Food Takeaways</b>	Takeaways	1 space per 25m <sup>2</sup>
<b>B1 Business</b>	Offices and Light Industrial Premises	1 space per 30m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Call Centres	1 space per 30m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
<b>B2 Industrial</b>	General Industrial Premises	1 space per 50m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Vehicle Repair Garages	4 spaces per MOT, repair, service or valet bay 1 disabled space per 20 spaces Staff and customer parking to be clearly identified on site with associated signage A suitable area to allow a recovery vehicle to turn within the site will be required
<b>B8 Storage or Distribution</b>	Storage and Distribution Warehouses	1 space per 200m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis
	Warehouses Wholesale Cash and Carry (over 2,500m <sup>2</sup> )	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Parking for vehicles other than cars, such as vans and lorries to be agreed on an individual basis

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<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>C1 Hotels</b>	Hotels, Boarding Houses and Guest Houses	<p>1 space per bedroom for guests</p> <p>1 space per 5 bedrooms for staff.</p> <p>1 disabled space per 20 spaces</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>Additional parking for bars, restaurants and conference areas to be provided in line with relevant parking standard</p>
<b>C2 Residential Institutions</b>	Residential Care Homes and Nursing Homes	<p>1 space per 5 beds</p> <p>1 disabled space per 10 beds</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>An ambulance and pickup/drop off space must also be provided close to the main entrance</p>
	Hospitals	<p>1 space per bed for overnight patients</p> <p>5 spaces per consulting room for outpatients</p> <p>2 disabled spaces minimum plus 1 disabled space per 10 spaces thereafter</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>Provision for servicing, ambulances and essential vehicles to be incorporated in design of layout</p> <p>Drop off and pick areas to be agreed</p>
	Residential Schools, Colleges and Training Centres	<p>2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff</p> <p>4 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for students</p> <p>1 disabled space per 20 spaces</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>Visitor provision and drop off and pick areas to be agreed</p>
<b>C3 Dwelling Houses</b>	Dwelling Houses	<p>For properties up to 2 bedrooms 1 space per dwelling, 1 additional space for each additional bedroom thereafter</p> <p>1 space per 3 dwellings for visitors</p> <p>Provision for access to an electrical facility suitable for charging electric vehicles</p>

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<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>C3 Dwelling Houses continued</b>	Flats (New Build and Conversions)	For properties up to 2 bedrooms 1 space per dwelling, 1 additional space for each additional bedroom thereafter  1 space per 3 dwellings for visitors  Electric Vehicle (EV) charging points by negotiation
	<b>C4 Houses in multiple occupation</b>	Aged Accommodation
	Sheltered or Warden Accommodation for the Elderly etc.	1 space per dwelling  1 space per 3 dwellings for visitors  Electric Vehicle (EV) charging points by negotiation  1 space per 5 beds  1 disabled space per 10 beds  An ambulance and pick up and drop off space must also be provided close to the main entrance  Electric Vehicle (EV) charging points by negotiation
	Hostels and Houses in Multiple Occupation	1 space per unit or bedroom  1 space per 3 units for visitors  Electric Vehicle (EV) charging points by negotiation
	Student Accommodation	1 space per 2 bedrooms for residents  1 space per 6 bedrooms for visitors  1 disabled space per 20 spaces  Electric Vehicle (EV) charging points by negotiation
<b>D1 Non- residential Institutions</b>	Health Centres, Doctors and Dentists Surgeries, Local Clinics and Veterinary Surgeries etc.	5 spaces per consulting room  1 disabled space per 2 consulting rooms  Electric Vehicle (EV) charging points by negotiation  An ambulance and drop off and pick up space must also be provided close to the main entrance
	Crèches, Day Nurseries and Day Centres	2 spaces per class/activity room  1 disabled space per 20 spaces  Electric Vehicle (EV) charging points by negotiation  Pick up and set down provision to be agreed

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<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>D1 Non-residential Institutions continued</b>	Primary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided as for B1 Office use
	Secondary Schools	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided as for B1 Office use
	Sixth Form Colleges, Further Education Colleges and Higher Education Establishments	2 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for staff 4 spaces per classroom, hall, gym, sports hall, multi-use games area and sports pitch for students 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Visitor provision and drop off and pick up area to be agreed Parking for associated offices to be provided as for B1 Office use
	Art Galleries, Museums, Public Halls, Exhibition Centres, Public Libraries and Reading Rooms	1 space per 30m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Places of Worship and religious Instruction	1 space per 30m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation

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<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>D2 Assembly and Leisure</b>	Cinemas, Concert Halls, Bingo Halls, Casinos and Conference Facilities	1 space per 5 seats 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Dance Halls, Discotheques and Night Clubs	1 space per 10m <sup>2</sup> of public floor area 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation  In outline or pre-planning applications where the public floor area is not known a parking standard of 1 space per 20m <sup>2</sup> GFA will be applied
	Stadia	1 space per 15 seats. 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Sufficient coach parking should be provided and this should be managed so that it is not used general car parking
	Skating Rinks	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Swimming Pools	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Sports Halls	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Bowling Alleys and Bowling Greens	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation  The maximum standard for this type of may not accurately reflect the likely demand for parking; a more suitable standard would be 1 space per 2 players and officials where applicable

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<b>D2 Assembly and Leisure continued</b>	Sports Pitches	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation The maximum standard for this type of may not accurately reflect the likely demand for parking; a more suitable standard would be 1 space per 2 players (including substitutes) and officials where applicable
	Health and Fitness Centres	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation
	Golf Courses	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation The maximum standard for this type of may not accurately reflect the likely demand for parking; a more suitable standard would be 4 spaces per hole
	Golf Driving Ranges	1 space per 25m <sup>2</sup> 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation The maximum standard for this type of may not accurately reflect the likely demand for parking; a more suitable standard would be 1 space per driving bay
<b>Sui Generis</b>	Car Showrooms	1 space per 5 sales vehicles 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation Staff and customer parking to be clearly identified on site with associated signage A suitable area to allow a car transporter to turn within the site will be required
	Taxi and Private Hire Offices	1 space per licensed vehicle 1 disabled space per 20 spaces Electric Vehicle (EV) charging points by negotiation 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

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<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>Sui Generis continued</b>	Petrol Filling Stations	<p>1 space per car 4 pumps for staff</p> <p>1 space per pump position plus 1 waiting space per pump position not impeding entry or exit from site</p> <p>1 disabled space per 20 spaces</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>Parking provision for associated shop to be provided in accordance with A1 retail use</p> <p>Parking provision for associated automatic car wash to be provided at 5 waiting spaces per bay</p> <p>A suitable area to allow a petrol tanker to turn within the site will be required</p>
	Hand Car Wash	<p>1 space per car 2 wash bays for staff</p> <p>5 waiting spaces per bay</p> <p>Electric Vehicle (EV) charging points by negotiation</p> <p>Sites to be considered on an individual basis, the development must not allow backing up onto the adjacent highway</p>
	All other uses	All other developments to be determined on an individual basis

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



**North Tyneside Council**

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