

South Tyneside Local development framework

Final ADOPTED
Version

SPD 6 Parking Standards

December 2010



South Tyneside Council

The New Development Plan
for your Borough

**Final ADOPTED
Version**

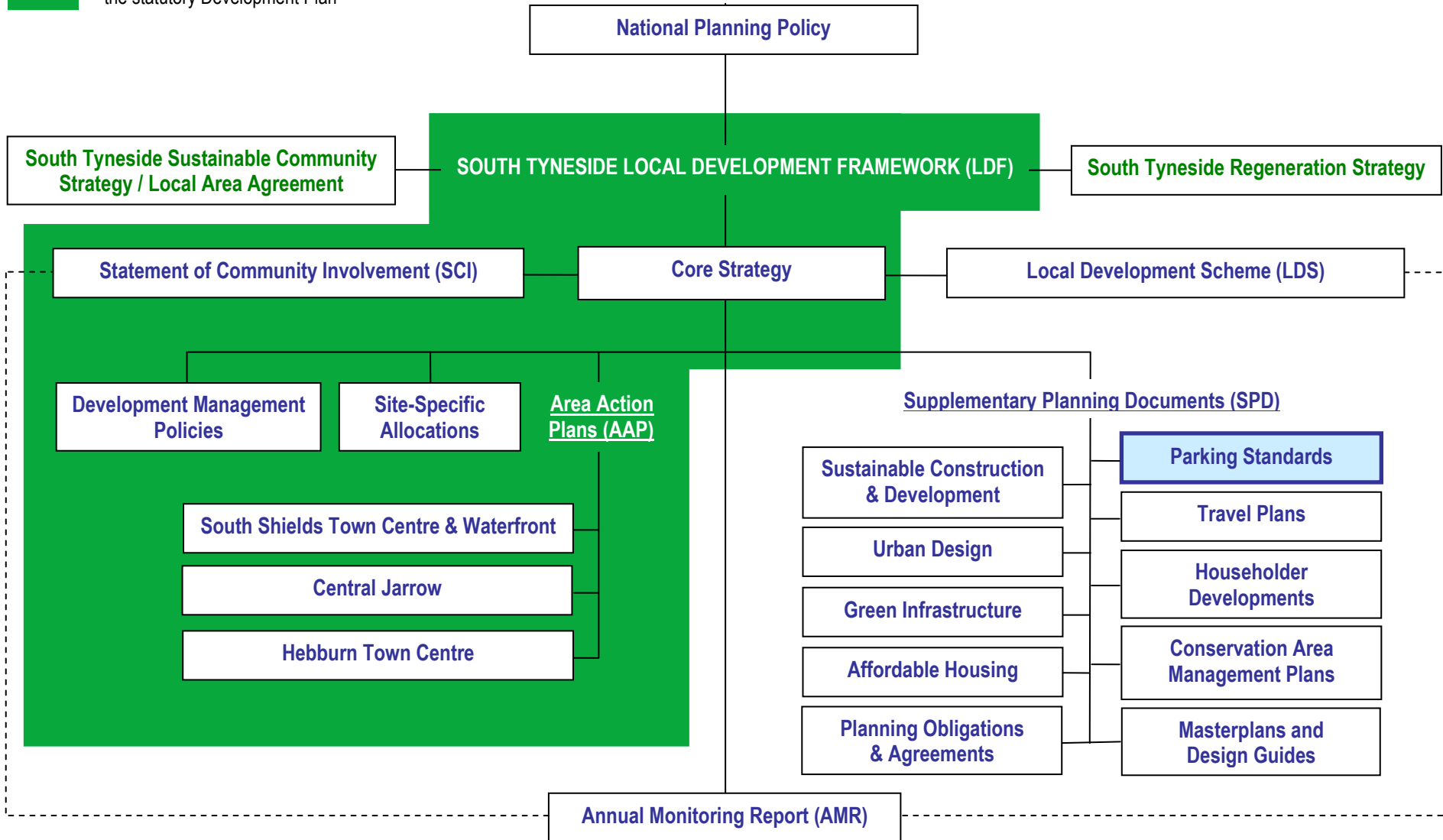
SPD 6 Parking Standards

December 2010

Supplementary Planning Document
Adopted by Cabinet on 1 December 2010

South Tyneside Local Development Framework – Family Tree

- the statutory Development Plan



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1. Introduction

South Tyneside Local Development Framework

Local Development Scheme

Core Strategy (June 2007)

Site-Specific Allocations *

Development Management Policies *

South Shields Town Centre & Waterfront Area Action Plan (November 2008)

Central Jarrow Area Action Plan (September 2010)

Hebburn Town Centre Area Action Plan (October 2008)

SPD5: Planning Obligations & Agreements (October 2008)

SPD7: Travel Plans (April 2010)

SPD9: Householder Developments (December 2010)

Other Guidance

PPS1: Delivering Sustainable Development (2005)

PPS3: Housing (2006)

PPS4: Planning for Sustainable Economic Growth (2009)

PPG13: Transport (2001)

Local Transport Note 2/08: Cycle Infrastructure Design (October 2008)

Guidance on Travel Assessments (March 2007)

Manual for Streets (2007)

Local Transport Plan for Tyne & Wear 2006-2011

Spirit of South Tyneside: Sustainable Community Regeneration Strategy and Local Area Agreement (May 2008)

South Tyneside Integrated Transport Strategy 2008-2011 (October 2008)

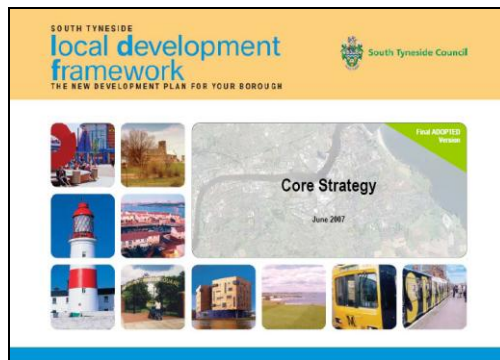
[* Denotes that this document is in draft]

Introduction

- 1.1 Everything we do is about achieving “**a better future for South Tyneside’s people**”. That is our vision for the Borough. To deliver a better future, one of our big challenges is to make South Tyneside a place where people choose to live, work and visit. This means developing new and exciting buildings whilst preserving our cultural heritage, beautiful coastline and countryside. It also means ensuring a quality range of homes, shops and businesses, parks and public spaces, all linked by an excellent transport system. All of these things need to be delivered through the planning system, and in particular the **South Tyneside Local Development Framework (LDF)**. This will guide the future development and use of land and buildings in the Borough over the next 10-15 years, and replace the existing Unitary Development Plan (UDP).
- 1.2 This document sets out the parking standards that the council will have regard to in assessing proposals for new development. These standards cover the maximum levels of provision for car parking, and minimum levels of provision for parking for people with disabilities, cycles and motorcycles. Maximum car parking provision is set by general location / zone within the Borough, and the type / use class and scale of development (refer to Section 3 and Annex C). A worked example is set out at Annex D. The document also provides guidance on standard and alternative car parking layouts (Annex A) and standard cycle parking layouts (Annex B).
- 1.3 The availability of car parking is a major factor influencing people’s travel mode and therefore plays a key role in seeking to achieve sustainable development. The application of maximum car parking standards can therefore act as a demand management measure to help deter unnecessary car use and implement wider government and council policy aimed at promoting modal shift to more sustainable forms of transport. It is also important to balance this aim with often conflicting objectives by ensuring that parking demand does not create adverse implications for road safety, traffic flow or residential amenity, or neighbouring occupiers.
- 1.4 Car ownership in South Tyneside is below the national and regional average, but is rising faster and is expected to continue as we catch up with the rest of the country, particularly as regeneration and transformation programmes come to fruition, increasing employment and wealth in the area. Even with current traffic levels the capacity of the highway network is constrained at certain key junctions and there are already air quality problems in some locations. Hence the role of car parking provision in encouraging travel by more sustainable modes is crucial if we are to avoid the problems already being experienced in other areas, with detrimental consequences of congestion and delays to businesses and individuals, rising carbon emissions and poor air quality. As a compact urban area with relatively high levels of accessibility by public transport, we consider that we can effectively reduce car usage whilst maintaining accessibility.

Sustainability Appraisal and Habitats Regulations Assessment

- 1.5 This Parking Standards Supplementary Planning Document (SPD) has been prepared in support of relevant development plan policies contained within the adopted North East of England Plan (the Regional Spatial Strategy) and the adopted LDF Core Strategy.
- 1.6 Section 180 of the Planning Act 2008 removes the automatic requirement for the sustainability appraisal of supplementary planning documents. The LDF Core Strategy has been the subject of rigorous sustainability appraisals. There is nothing in this guidance that adds any new policies or proposals for specific sites. As such, the sustainability appraisal of the Core Strategy (LDF policies ST1, ST2, A1 and EA5 – refer to Section 2 of this SPD) are sufficient to optimise the sustainability benefits of this document.
- 1.7 Policies ST1, ST2, A1, EA3 and EA5 of the LDF Core Strategy; policies SS3, J3 and H3 of the South Shields Town Centre & Waterfront, Central Jarrow and Hebburn Town Centre Area Action Plans; and Policy DM1 of Development Management Policies have already been formally considered for:
- **Strategic Environmental Assessment** under the European Directive 2001/42/EC;
 - **Sustainability Appraisal** under Section 39 of the Planning & Compulsory Purchase Act 2004; and
 - **Habitats Regulations Assessment** under Articles 6(3) and 6(4) of European Directive 92/43/EEC on Conservation of Natural Habitats and of Wild Flora and Fauna (The Habitats Directive), as translated into English law through Part IVA of the Conservation (Natural Habitats, &c.) Regulations 1994.
- 1.8 The content of this SPD has been formally considered in relation to the requirement to undertake Appropriate Assessment of land use plans under the Habitats Directive. This document does not introduce new policies or proposals for specific sites within the borough, but seeks to provide specific guidance on parking standards provision, as required by Core Strategy Policy A1 *Improving Accessibility*. Core Strategy Policy ST2 *Sustainable Urban Living* also requires new development to incorporate biodiversity and geological features at the design stage. Core Strategy Policy EA3 *Biodiversity and Geodiversity* seeks to secure and enhance the integrity of designated nature conservation sites. Planning applications will be determined in accordance with these adopted policies, which safeguard biodiversity and geological interests.
- 1.9 The council considers that this document will have no impact on European Sites. It follows that it would not affect the integrity of designated European Sites. Consequently, further Appropriate Assessment is not required for this document, but may be necessary for certain significant planning applications.



2. Policy Background

Travel planning

The Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations. Local authorities are expected to consider setting targets for the adoption of travel plans by local businesses and other organisations and to set an example by adopting their own plans.

There is no standard form or content for travel plans, and they may have a variety of names (such as green transport plans, company travel plans and school travel plans). However, their relevance to planning lies in the delivery of sustainable transport objectives, including:

1. reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
2. reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
3. more environmentally friendly delivery and freight movements, including home delivery services.

Paragraphs 87-88, PPG13 *Transport* (2001)



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National Car Parking Policy

- 2.1 The national parking standards guidance set out in Planning Policy Guidance Note 13 *Transport* (PPG13), Planning Policy Statement 3 *Parking Standards* (PPS3) and Planning Policy Statement 4 *Planning for Sustainable Economic Growth* (PPS4) are superseded by the new local parking standards set out in this adopted SPD.
- 2.2 PPS1 *Delivering Sustainable Development* (2005) includes as its key principles addressing the causes of climate change through policies that reduce emissions. For example, by encouraging patterns of development which reduce the need to travel by private car. The general approach outlined in PPS1 is that everyone should be able to access services and facilities on foot, by cycle or by public transport rather than having to rely on access by private car, and that accessible public transport provision should be encouraged.
- 2.3 PPG13 *Transport* (2001) makes reference to the need to achieve a balance between sustainable development, the promotion of alternative modes of transport to the private car and parking provision levels. PPG13 also advocates the application of maximum parking standards as opposed to the previous “predict and provide” approach that catered for unfettered car usage and growth.
- 2.4 PPG13 recommends that consistent parking levels should be set to encourage the use of more sustainable alternatives to the private car, whilst ensuring that the level of parking provision (which may include on-street provision) is realistic to cater for development needs. PPG13 also states that if significant road safety issues cannot be resolved through the use of on-street parking controls, the level of parking provision should be increased to minimise any adverse road safety impacts. Furthermore, it also states that more rigorous parking standards may be adopted where appropriate.
- 2.5 The over-arching priorities for Local Transport Plans, as set out in the Department for Transport’s *Delivering a Sustainable Transport System*, are to contribute to the national transport goals:
 - to **support** national **economic** competitiveness and **growth** by delivering reliable and efficient transport networks;
 - to reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
 - to **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;

- to **promote greater equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
- to **improve quality of life** for transport users and non-transport users, and to **promote a healthy natural environment** [*Delivering a Sustainable Transport System*, November 2008].

The emerging third *Local Transport Plan for Tyne & Wear 2011-2021* will be based on these national goals.

Non-Residential



Tyne & Wear Metro



Waterloo Square retail development, South Shields

- 2.6 PPS4 *Planning for Sustainable Economic Growth* (2009) (PPS4) – relating primarily to the ‘B’ use classes and specifically not to residential development – also seeks to deliver more sustainable patterns of development, reduce the need to travel especially by car and respond to climate change (PPS4, Paragraph 10).
- 2.7 PPS4 Policy EC3.1a *Planning for Centres* seeks to encourage, where appropriate, high-density development that is accessible by public transport, cycling and walking.
- 2.8 PPS4 Policy EC8.1 *Car Parking for Non-Residential Development* states that:
 “Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan and, where relevant, the regional strategy. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.”
- 2.9 PPS4 Policy EC8.2 *Car Parking for Non-Residential Development* states that:
 “In setting their maximum standards, local planning authorities should take into account:
- a. the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking;
 - b. the need to reduce carbon emissions;
 - c. current, and likely future, levels of public transport accessibility;
 - d. the need to reduce the amount of land needed for development;
 - e. the need to tackle congestion;
 - f. the need to work towards the attainment of air quality objectives;
 - g. the need to enable schemes to fit into central urban sites and promote linked trips;
 - h. the need to make provision for adequate levels of good quality secure car parking in town centres to encourage investment and maintain their vitality and viability;



Hebburn Metro station park & ride

- i. the need to encourage the shared use of parking, particularly in town centres and as part of major developments;
- j. the need to provide for appropriate disabled parking and access;
- k. the needs of different business sizes and types and major employees; and
- l. the differing needs of rural and urban areas.”

2.10 PPS4 Policy 18.1 *Application of Car Parking Standards for Non-Residential Development* states that:

“Local parking standards should apply to individual planning applications unless:

- a. the applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking.
- b. for retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:
 - ii. the parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission has been granted;
 - iii. the scale of parking is proportionate to the size of the centre.”

Residential



Residential car parking at The Copperfields, Henley Way, Boldon Colliery

2.11 Planning Policy Statement 3 *Housing* (2006) (PPS3) lists in Paragraph 16 matters to consider when assessing design quality, including the extent to which the proposed development takes a design-led approach to the provision of car parking space that is well integrated with a high quality public realm, and streets that are pedestrian, cycle *and* motor vehicle friendly.

2.12 PPS3, Paragraph 37, states that locations for new housing development should take into account the contribution to be made to cutting carbon emissions, by focussing new development in locations with good public transport accessibility and / or means other than the private car, and take account of accessibility to existing major strategic infrastructure, including public transport and other transport services.

2.13 PPS3, Paragraph 46, refers to using land efficiently and developing housing density policies, and states that local authorities should have regard to the current and future levels of accessibility, particularly public transport accessibility.

Efficient use of land

Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design, and the need to use land efficiently.

Paragraph 51, PPS3 Housing (2006)

Housing development

Parking policies should be framed with good design in mind, recognising that car ownership varies with income, age, household type and its location.

Paragraph 17, PPG13 Transport (2001)



Residential car parking at Lavender Lane, West Harton

- 2.14 *Manual for Streets*, national guidance published in 2007, relates mainly to residential areas and developments. Particular reference is made to PPS3, which states that local authorities should develop parking policies taking account of expected levels of car ownership (Paragraph 51). Dwelling size, type and tenure are also important. Under-provision may be unattractive to potential occupiers and may result in the undesirable conversion of front gardens to parking. Reference is also made to research undertaken by the Commission for Architecture and the Built Environment (CABE), which found that attempts to restrict parking to curb car ownership were unrealistic and had little or no impact on the number of cars a household would acquire.
- 2.15 *Manual for Streets* states that designers of residential developments need to carefully consider how to accommodate the number of cars that are likely to be owned by residents. Other than in-curtilage parking, this may include a variety of layouts such as parking courts or on-street arrangements.
- 2.16 A CABE housing audit concluded that new residential developments in the north of England generally have inadequate parking provision. Specifically, consideration should be given to the calculation of the number of cars that new residential properties would be likely to generate, with provision made on this basis. Careful planning of the need for car parking, together with consideration of the rest of the built environment, can significantly improve both the quality of new developments and the way they operate.
- 2.17 PPG13, PPS3 and *Manual for Streets* all support the general principle of promoting accessibility by sustainable modes rather than the private car. This is more likely to be achieved by restraining demand at the destination and providing better public transport, cycling and walking links to destinations, rather than at the residential origin.

Local Policy

- 2.18 South Tyneside's LDF Core Strategy (adopted June 2007) contains a number of complementary policies to support the aims set out in the Local Transport Plan. These include:
- **Policy ST1 Spatial Strategy for South Tyneside**
The spatial strategy for South Tyneside is to (D) ensure the sustainability of our settlements by reducing the emissions which cause climate change and adapting to its effects.
 - **Policy ST2 Sustainable Urban Living**
High quality in sustainable urban living will be promoted by ensuring that (E) priority is given to alternative modes of transport to the private car, and access by (i) requiring travel plans for developments which would have significant transport implications.

Planning obligations and agreements

Section 106 of the Town & Country Planning Act 1990 allows the council to secure funds through the planning process to provide measures that will assist with parking, road safety, congestion management, or the promotion and implementation of sustainable modes of transport. Where it is considered that the maximum standard should be provided but cannot be accommodated on or near a particular development site, consideration will be given to the appropriateness of a commuted sum. This sum could be used to implement a variety of measures, such as the promotion of sustainable modes of transport, or towards introducing Traffic Regulation Orders. The amount of the sum will depend on the scale, location and design of parking provision involved.

Tyne & Wear Local Transport Plan

The second *Tyne & Wear Local Transport Plan* (LTP) sets out the long-term strategy for the transport network across the sub-region. The strategy mirrors national policy in promoting the use of a range of sustainable transport modes in order to encourage modal shift away from the private car. This needs to be achieved whilst promoting effective land use, encouraging growth and assisting the regeneration of the local economy. Objectives include the need to improve access to the local public transport network, which has been in decline for many years, together with the development and promotion of the borough's cycling and walking networks. In conjunction with this it is recognised that the adoption of robust parking standards for new developments will be an essential component of the council's transport strategy over the coming years.

- **Policy A1 Improving Accessibility**

The council will support public transport, walking and cycling initiatives that maximise the accessibility of new development being focussed at:

- A regeneration areas along the riverside corridor, including South Shields, Jarrow and Hebburn town centres; and

Priority will be given to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the borough and between the borough and:

- B the A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, North Tyneside and South East Northumberland); and
- C other destinations in the Tyne and Wear City Region, such as Newcastle and Sunderland city centres, Newcastle Central Station and Newcastle International Airport.

Transport Assessments will be required for any major development proposal.

Parking standards will apply to new development, and will be set out in a Supplementary Planning Document. [i.e. this document]

- **Policy EA5 Environmental Protection**

To complement the regeneration of the borough, the council will control new development so that it A) acts to reduce levels of pollution, environmental risk and nuisance throughout the borough.

2.19 Relevant 'saved' Unitary Development Plan policies are:

- T2 Development Control – Transport
- T8 Development Control – Mobility Impaired
- T17 Car and Cycle Parking

although these will be superseded upon adoption of the emerging Development Management Policies document (Policy DM1) and this SPD.

2.20 The council's *Integrated Transport Strategy 2008-2011* summarises information on parking management. The overall emphasis of this strategy is to balance the need to support economic viability with the objective of reducing the demand for car travel and promoting more sustainable modes, with the provision of car parking being a major factor influencing demand. Whilst the main purpose of the strategy concerns public car parking, the role of development management standards is also highlighted.

3. Maximum Car Parking Standards Methodology

3.1 The precise amount of car parking required or permitted will be determined by the specific characteristics of the development based on its land use and location / zone, and will take into consideration particular circumstances such as capacity of the local highway network, accessibility by sustainable modes (which may vary considerably within the defined zones – refer to Paragraph 3.3, Figure 3.1 and Annex C) and any existing parking issues or problems in the vicinity.

Type of Development

3.2 The parking standards set out within this document are based on land uses or development categories as defined under the terms of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (as amended). Other land uses that are not specifically included within the schedule (i.e. sui generis) are identified separately. Within the Use Classes Order, certain changes of use can be made without requiring planning consent, providing any physical changes are made in accordance with the General Permitted Development Order. In such cases there need be no changes to the parking provisions. These permitted changes are summarised in Annex E.

Mixed-Use Sites

3.3 Where developments incorporate more than one land use functioning simultaneously (e.g. a public house containing a restaurant), the combined figures applicable to both uses will be considered. Conversely, where it can be shown that multiple land uses operate at different times of the day, consideration will be given to adding flexibility to the standards, allowing for shared use. In some locations, this will be actively encouraged in order to reduce the visual impact of parking areas or to make better use of the land.

Location of Development

3.4 South Tyneside is divided into four distinct zones for the purpose of applying parking standards provision across the borough, as defined at Figure 3.1 and Annex C. These zones are similar to those defined as part of the developer contributions methodology used in adopted SPD5 *Planning Obligations & Agreements*. The locations / zones identified are:

- **South Shields, Jarrow and Hebburn town centres;**
- **Urban Area** (Boldon Colliery and parts of Hebburn, Jarrow and South Shields located outside the three town centres); and
- **Out of Settlement / Urban Fringe** (including Cleadon, East Boldon, West Boldon and Whitburn).



Integrated pedestrianised walkway



South Shields Metro station and bus interchange

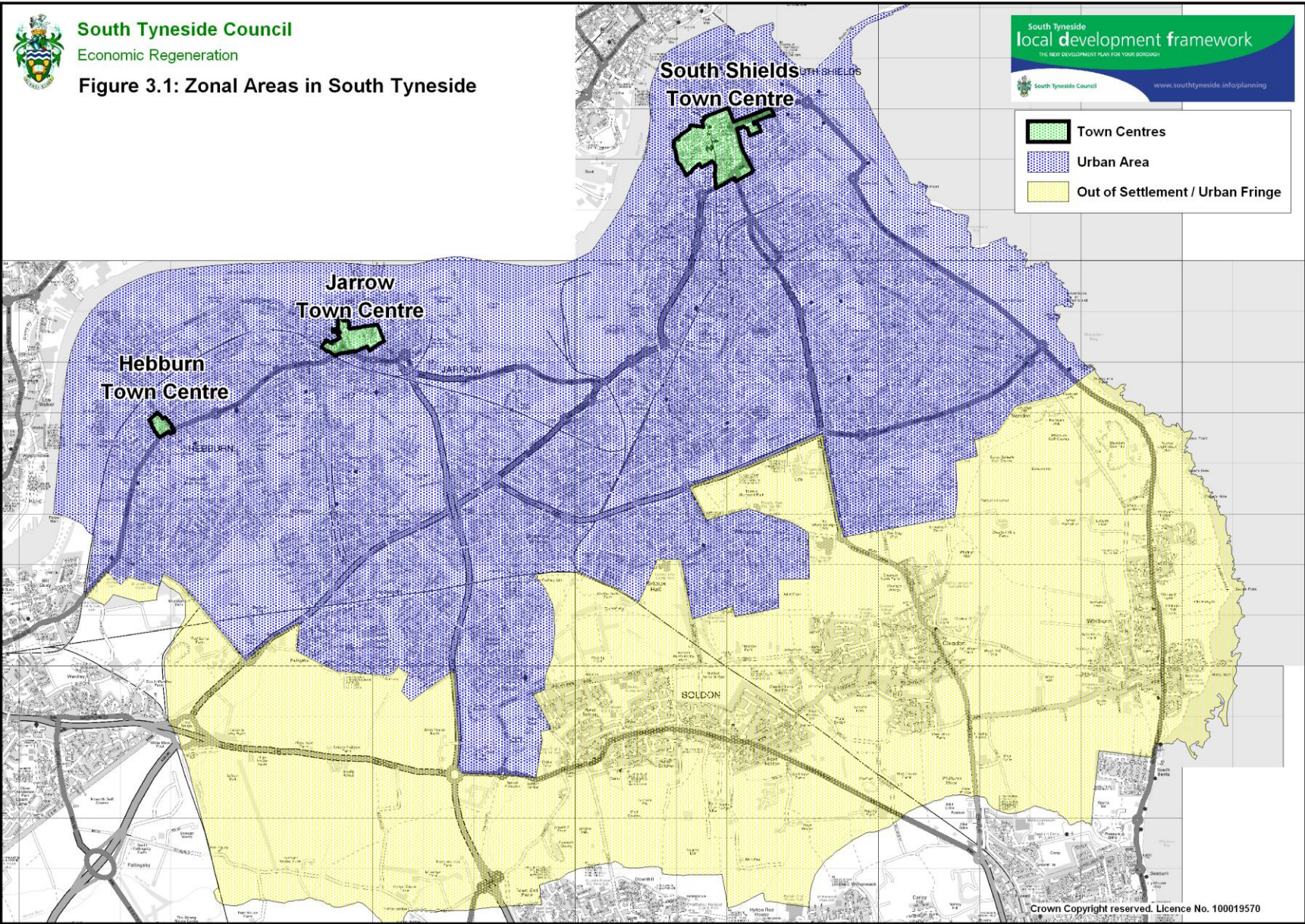


Cross-Tyne pedestrian Shields Ferry



Dunes Adventure Island, South Shields foreshore

- 3.5 The maximum car parking standards methodology set out in this document is based on the principle that the three town centre locations demonstrate better accessibility by public transport (especially in South Shields), walking and cycling, than other more peripheral locations such as the urban fringe villages. Therefore, there is less of a requirement to provide new car parking facilities in these more central locations. Within South Shields town centre and along the foreshore, developments will normally be permitted to provide only for operational space, with parking provision provided by free or pay & display public parking (refer to Section 4). Outside these areas, this requirement will be relaxed to allow a level of non-operational parking determined by land use and location / zone.
- 3.6 As well as supporting the overarching aim of encouraging the use of sustainable modes of transport, allowing for operational space only will assist in achieving a number of additional objectives (refer to Section 4):
- encouraging a more efficient use of land in town centres and the foreshore;
 - avoiding the potential loss of urban form and character in town centres (and local neighbourhoods);
 - avoiding the haphazard distribution of private car parks, not necessarily related to the local road network;
 - concentrating the provision of non-operational parking in town centres and on the foreshore, in the form of strategically located car parks available for use by the general public and with good access arrangements; and
 - adopting an effective parking management policy in central areas to ensure the continued vitality of the borough's town centres.



4. General Principles

Operational Space and Non-Operational Parking

- 4.1 Operational space is defined as space required for vehicles involved in the operation of the site, i.e. for manoeuvring, loading / unloading of delivery vehicles and for the picking-up / setting-down of passengers. Operational requirements will depend on the type of vehicle attracted to the development and the provision of manoeuvring space to allow vehicles to exit a site in a forward gear. This SPD is not intended to provide guidance for uses where the very nature of the development is vehicle-based, e.g. haulage contractor's depot or bus depot, or where there is a requirement to service the site by heavy goods vehicles.
- 4.2 Non-operational parking is defined as that provided for employee and customer car parking. Operational space does not normally include space for staff / customer / client parking unless this is necessary as part of the site's purpose. In some cases, operational car parking space may be additional to non-operational parking. For example, space to store vehicles awaiting MOT servicing at garages. In other cases, operational space will reduce the need for non-operational parking, such as coach parking for leisure / entertainment facilities.

Standard Car and Cycle Parking Layouts

- 4.3 A variety of car and cycle parking arrangements are available (refer to Annexes A and B). These designs should be used as a guide, but specific layouts will be assessed on a case-by-case basis.
- 4.4 The following space standard requirements of some typical vehicles may be used as basic minimum reference values. Different layouts, such as parallel (i.e. 2.4 x 6.0 metres for cars), alternative / herringbone and in-line, have different overall space requirements and the detailed layout of car parking will be site-specific (Annex A). These dimensions are footprint standing spaces only and do not take account of access, manoeuvring or loading space:
- Car 2.4 x 4.8 metres
 - Light van 2.4 x 5.5 metres
 - Rigid vehicle 3.5 x 14.0 metres
 - Articulated vehicle 3.5 x 18.5 metres
 - Coach 3.5 x 14.0 metres



Disabled parking provision and access at Harton & Westoe Miners Welfare ground



Car sharing scheme

Disabled Parking

- 4.5 The provision of disabled parking and access will need to be considered as part of every new development. In particular, allocated spaces should be:
- located as close as possible to the destination / entrance;
 - connected to the destination / entrance without steps (ramps or lifts may be necessary, depending on local circumstances); and
 - sufficiently large to allow unobstructed wheelchair access.
- 4.6 Where disabled parking bays are perpendicular to the access aisle they should be 5.0 x 2.4 metres, and an additional width of at least 1.2 metres should be provided and cross-hatched along each side. There should also be a 1.2 metre-wide cross-hatched safety zone at the rear of each bay to provide boot access or for use of a rear lift.
- 4.7 Where disabled parking bays are parallel to the access aisle they should be 6.0 x 2.4 metres, plus a 1.2 metre-wide cross-hatched safety zone at the rear and nearside of each bay should be provided.
- 4.8 It is recommended that kerbside parking bays should be sited where road gradient and camber are reasonably level, e.g. 1:50. A road with a steep camber may cause difficulties for wheelchair users who have a side lift in their vehicle. Where designated on-street bays are at a different level from the adjacent pavement, dropped kerbs should be provided for wheelchair uses.
- 4.9 Disabled parking bays should be provided at a rate of 6% of the total provision, rounded up to the nearest whole space. For developments associated with medical or elderly services, consideration should be given to increasing the rate to 10% of the total provision. These are not additional spaces, but are included in the total number of spaces defined by the standards at Annex C.

Car Sharing Bays

- 4.10 The provision of car sharing bays will need to be considered as part of every new development for which the preparation of a Travel Plan has or will be specified by the council. The promotion of car sharing as a sustainable mode of transport is an effective way of reducing single person car trips for those who do not feel that walking, cycling or public transport is a viable alternative mode. The provision of bays should be in a preferential location, usually within close proximity to the site entrance, and should be provided from the outset, as travel patterns can be difficult to change once they have become established.

Trip generation and analysis database

TRICS® is a system that challenges and validates assumptions about the transport impacts of new developments. It is the only national (UK and Ireland) trip generation and analysis database, containing trip generation data and site information for over 2,800 sites. Trip rates are based upon land use, size and location.

The South Tyneside Transformational Study identified the impact of anticipated new development traffic on key junctions and links on the highway network and current / future capacity issues. A range of hard and soft improvement measures have been proposed to mitigate against this impact and have been costed accordingly. Refer to SPD5 *Planning Obligations & Agreements*.

Low carbon vehicles

The North East of England is at the forefront of developing new infrastructure for electric vehicles. South Tyneside, as part of the Low Carbon Economic Area, will be one of the first areas in the UK with electric vehicles charging points installed. 1,300 points will be installed across the region to 2013 as part of a £7.8m UK-wide project. The investment in infrastructure will help make electric cars a more viable option in the future. The Government and the Regional Development Agency, ONE North East, are also investing in other nationally and regionally-significant projects, including the new National Low Carbon Vehicle Research & Development Centre and a training college for sustainable manufacturing at Nissan in Washington.

“Charge your Car – Plugged in Places”

www.onenortheast.co.uk/chargeyourcar/cfm

- 4.11 There are no prescribed standards for the number of car sharing bays, as provision should be based on anticipated modal splits associated with development. This could be based on a variety of assessment methodologies, including surveys carried out as part of the travel plan process, the TRICS trip generation and analysis database, or Journey to Work Census data. These are not additional spaces, but are included in the total number of spaces defined by the standards at Annex C.

Parent and Child Bays

- 4.12 In some types of development it may be desirable to designate some spaces reserved for use by parents with young children. There is no specific requirement or proportion of spaces recommended, as this will be at the discretion of the applicant / developer. These are not additional spaces, but are included in the total number of spaces defined by the standards at Annex C.

Electric Vehicle Bays

- 4.13 In November 2009, the Department for Transport published *Delivering Sustainable Low Carbon Travel: A Guide for Local Authorities*. One of the objectives included in this is to increase the take-up of electric cars, and a key factor is for the provision of places to recharge them. Therefore, developers will be encouraged to consider providing such facilities within the parking areas of their developments.

Residential Visitor Parking Bays

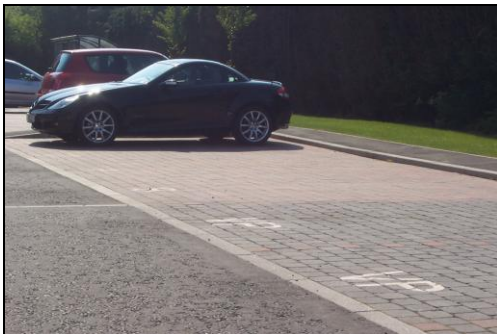
- 4.14 Where parking spaces for visitors are to be provided in residential developments, these should normally be designated within the adoptable highway boundaries. The normal requirement is for one space per three dwellings. Visitor spaces should be evenly distributed throughout the development. Private parking spaces would not be adopted.

Minimum Cycle Parking

- 4.15 The provision of secure, well-located cycle parking is essential if people are to be encouraged to use a cycle as a means of transport. Consideration needs to be made early in the design process to promote this.
- 4.16 The siting of cycle storage is critical to its success. It needs to be sited as close as possible to main entrances, thus offering real advantage over the nearest car parking spaces. Adequate lighting and surveillance would increase confidence in the facility. Cycle parking should be prominent on the ground and clearly signed as a parking place for pedal cycles (diagrams 968 and 968.1 of *Traffic Signs Regulations and General Directions*).



Cycle parking provision and access at Harton & Westoe Miners Welfare ground



Residential car parking for visitors

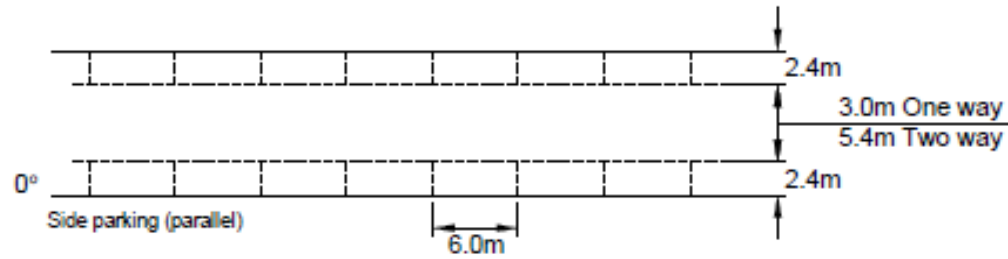
- 4.17 Annex B provides an example of layout (from Sustrans' *Cycle Parking* information sheet FF37). Cycle stands should be easy to access, allow both wheels and frame to be secured safely, and allow for a variety of conventional D locks and cable / chains to be utilised by cyclists. The Sheffield-type stand (Annex B) fulfils the above requirements. It can be improved by the addition of a lower crossbar for a variety of different styles of cycles, as well as children's cycles. Stands should be scratch-resistant or stainless steel to reduce future maintenance costs.
- 4.18 **Siting** details should not cause an obstruction to pedestrians or obstruct pedestrian desire lines. The area should be horizontal. If a planned parking area is incorporated into a new streetscape, then thought needs to be given to highlighting the cycle storage with a change of surface colour or texture. A toaster-rack arrangement of cycle storage may be used where it is inappropriate / impractical to excavate a number of individual stands.
- 4.19 **Short-stay** cycle parking should be sited immediately adjacent to the main entrance of the building they serve. They should be in a secure location, well-lit and signed with possible surveillance. They should not block the footway, and be grouped together and signed. Facilities should be undercover if at all possible, especially at retail developments where cover is essential for packing purposes.
- 4.20 For **long-stay** parking for cyclists expected to stay two hours or more, a secure position is more important than accessibility. Therefore, a protection from the weather would be required. Cycle shelters, areas set aside within buildings, or convenient and overlooked locations within supervised underground car parks, are suitable. Sheffield stands should be provided, locations should be well-signed and some locker facilities considered.
- 4.21 Most local authorities have parking standards that specify the minimum amount of cycle parking / storage to be provided at new developments. This could be applied to existing locations as a rough guideline. However, the demand for spaces should hopefully grow after the initial implementation of cycle storage. It could be useful and convenient to have plenty of small parking areas than one large one, and consideration should be given to installing individual stands parallel to the kerb.

Motorcycle Parking

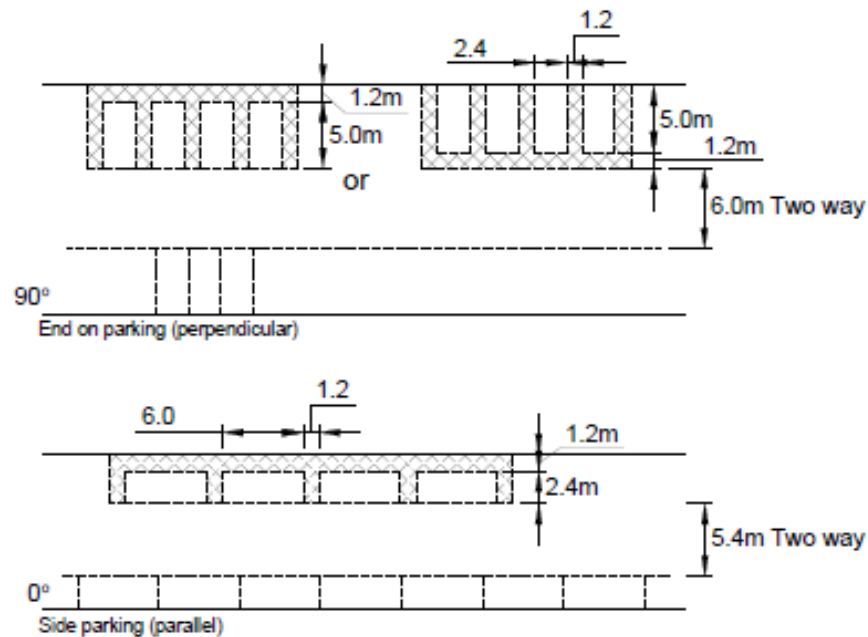
- 4.22 The provision of carefully-planned, secure motorcycle parking facilities that provide for natural surveillance are essential. The provision of security bollards, root-fixed motorcycle clamps, or purpose-built security systems that include storage for clothes and accessories, should be considered. For medium or long-term stays, secure and weather-protected parking will need to be considered.
- 4.23 A minimum of 1.0 x 2.0 metres needs to be required per motorcycle. However, it is not desirable to mark individual bays. Motorcycle parking should be provided at a rate of 5% of the car parking spaces defined by the standards at Annex C (in addition to car parking spaces). A higher level of provision may be appropriate at some sites, such as colleges.

Annex A: Standard and Alternative Car Parking Layouts

Parallel Parking Bays

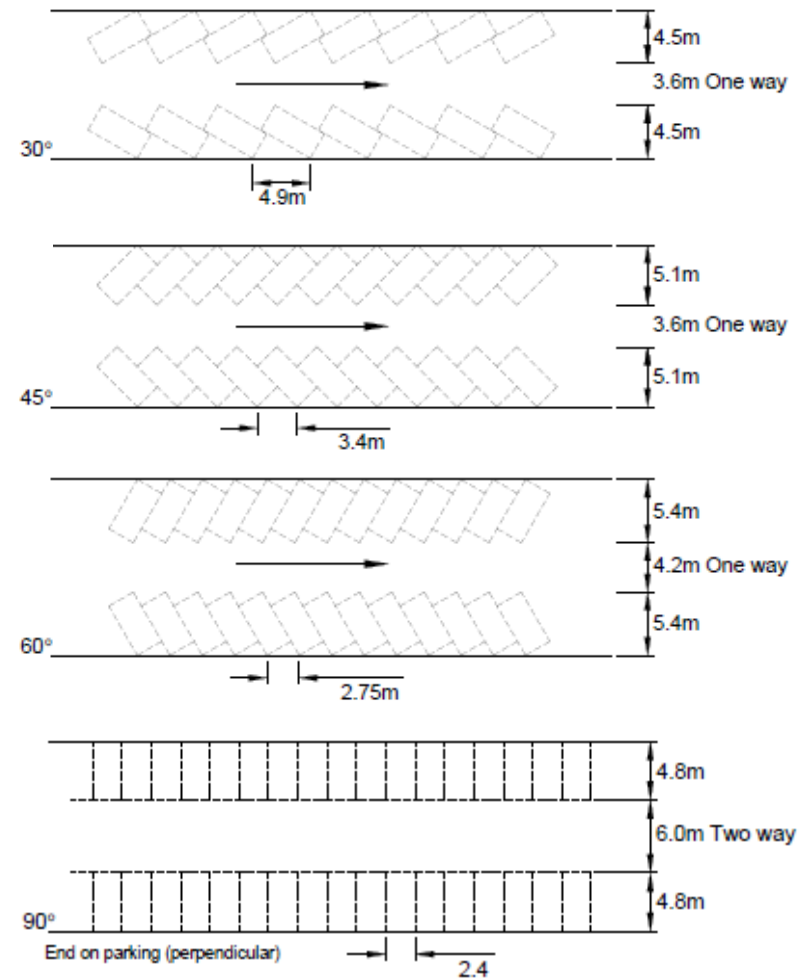


Disabled Parking Layouts



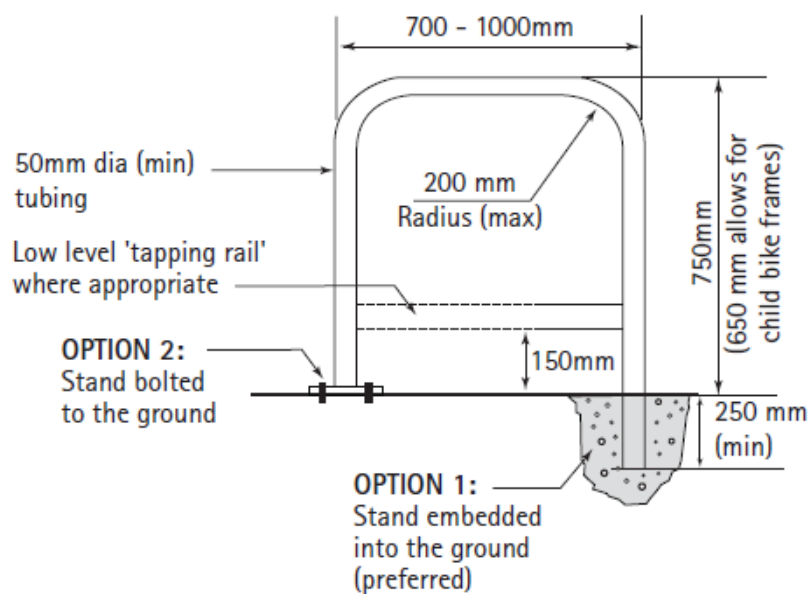
Alternative / Herringbone Parking Layouts

N.B. These arrangements are not normally acceptable adjacent to highways.

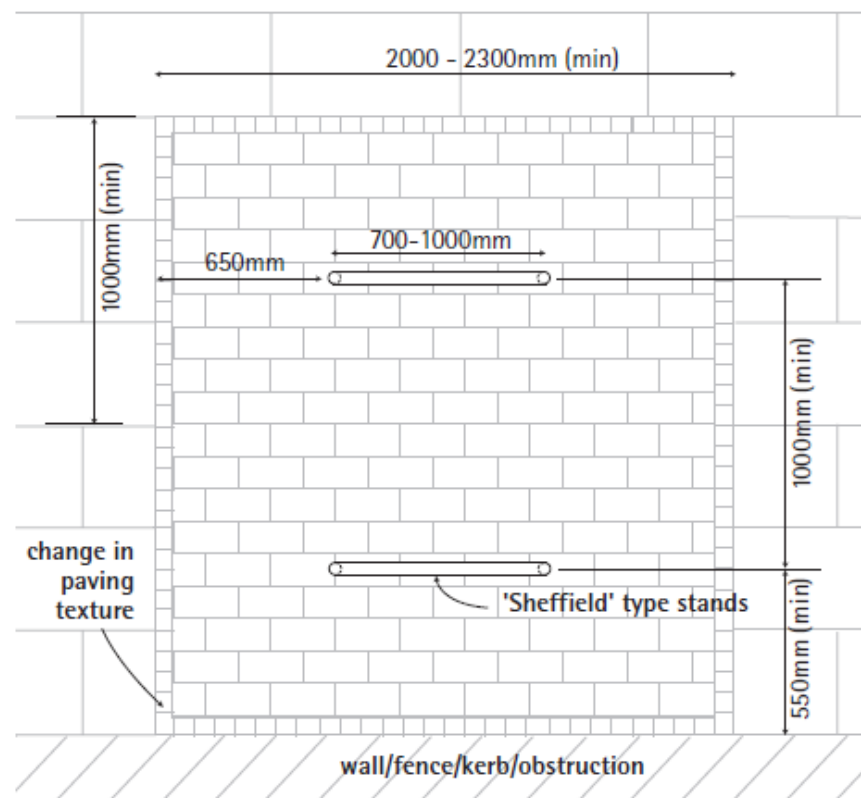


Annex B: Standard Cycle Parking Layouts

Sheffield Stand



Cycle Parking Stand footprint (plan view)



Annex C: Car and Cycle Parking Standards

Note: cycle parking standards are applicable to all locations / zones (not reduced for South Shields town centre, for example).

Use Class A1 (Shops)

TYPE / SCALE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Shops (< 500 sqm GFA)	1 space per 30m ² GFA 2 cycle parking spaces per 100m ² of GFA	10% of standard	25% of standard	75% of standard	As standard
Supermarkets (> 500 sqm GFA)	1 space per 15m ² GFA 2 cycle parking spaces per 500m ² of GFA	50% of standard	50% of standard	As standard	As standard
Retail warehouses (< 500 sqm GFA)	1 space per 50m ² GFA 2 cycle parking spaces per 500m ² of GFA	50% of standard	50% of standard	As standard	As standard
Garden centres	1 space per 50m ² GFA 2 cycle parking spaces per 250m ² GFA	50% of standard	50% of standard	As standard	As standard

Use Class A2 (Financial and Professional Services)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Banks, building societies, estate and employment agencies, professional and financial services, betting offices (refer to use class B1 for other offices)	1 space per 30m ² GFA 2 cycle parking spaces per 200m ² of GFA	10% of standard	25% of standard	75% of standard	As standard

Use Class A3 (Restaurants and Cafés)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Restaurants, snack bars, cafés	1 space per 10m ² GFA	10% of standard	25% of standard	75% of standard	As standard
	2 cycle parking spaces per 50m ² of GFA				
Drive-thru restaurants	1 space per 10m ² GFA	25% of standard	50% of standard	75% of standard	As standard
	2 cycle parking spaces per 50m ² of GFA				

Use Class A4 (Drinking Establishments)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Public houses, wine bars, other drinking establishments (but not night clubs)	1 space per 10m ² GFA	10% of standard	25% of standard	75% of standard	As standard
	2 cycle parking spaces per 50m ² of GFA				

Use Class A5 (Hot Food Takeaways)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Hot food takeaways	1 space per 25m ² GFA	10% of standard	25% of standard	75% of standard	As standard
	2 cycle parking spaces per 50m ² of GFA				

Use Class B1 (Business)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
A) Offices - other than those in use class A2; B) Research and development; C) Light industry	1 space per 30m ² GFA 2 cycle parking spaces per 50m ² of GFA	10% of standard	10% of standard	As standard	As standard
Vehicle repair, MOT servicing	3 spaces per service bay plus 1 space per 2 staff 1 cycle parking spaces per 2 staff	75% of standard	75% of standard	As standard	As standard

Use Class B2 (General Industrial)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
General industrial	1 space per 45m ² GFA 2 cycle parking spaces per 200m ² of GFA	10% of standard	25% of standard	75% of standard	As standard

Use Class B8 (Storage and Distribution)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Storage or distribution	1 space per 180m ² GFA 2 cycle parking spaces per 500m ² of GFA	10% of standard	25% of standard	75% of standard	As standard

Use Class C1 (Hotels)

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Hotels, boarding and guest houses	1 space per 1 bedroom plus 1 space per 5m ² of GFA functions rooms / conference facilities 1 cycle space per 10 bedrooms plus 1 per 50m ² of GFA functions rooms / conference facilities	25% of standard	50% of standard	As standard	As standard

Use Class C2 (Residential Institutions) *continues...*

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Hospitals	1 space per bed plus 3 spaces per consulting room (out patient) 1 cycle space per 20 staff plus 1 per 20 beds for visitors	Existing available public car parking assessed. Development to provide additional to 50% of standard	Existing available public car parking assessed. Development to provide additional to 50% of standard	As standard	As standard
Elderly and care homes (refer to use class C3 for sheltered housing)	1 space per resident staff plus 1 space per 3 staff on the premises plus 1 space per 10 residents for visitors 1 cycle space per 5 staff	50% of standard	50% of standard	As standard	As standard

Use Class C2 (Residential Institutions) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Residential, educational and training centres	1 space per 2 staff plus parking for occupants to be based on use 1 cycle space per 5 staff plus parking for occupants to be based on use	50% of standard	50% of standard	As standard	As standard
Halls of residence	1 space per 10 residents 1 cycle space per 10 residents	10% of standard	25% of standard	75% of standard	As standard

Use Class C2A (Secure Residential Institutions)

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Secure residential accommodation – Prisons, young offenders institutions, detention centres, secure training centres, custody centres, short term holding centres, secure hospitals, secure local authority accommodation and military barracks	1 space per resident staff plus 1 space per 3 staff on the premises plus 1 space per 10 residents for visitors 1 cycle space per 5 staff	50% of standard	50% of standard	As standard	As standard

Use Class C3 (Dwelling Houses) continues...

TYPE OF DEVELOPMENT	PARKING STANDARDS	South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Dwelling houses and flats	See geographical area for specific standards 1 cycle space per dwelling. Provision of secure communal areas will be considered in areas of high density	Maximum provision 1 space per dwelling. However, there is no automatic expectation that any parking provision should be provided as part of residential schemes in these town centre areas, which are by definition exceptionally well served by public transport, cycling and footpath links.		Maximum provision normally 2 spaces per dwelling plus 1 space per 3 dwellings for visitors. However, it may be appropriate to allow provision above these figures in the case of larger dwellings, where provision can be linked to the number of bedrooms per proposed dwelling.	
Local authority, housing association and elderly persons housing	1 space per dwelling plus 1 space per 5 dwellings for visitors Cycle parking provision based on target demographic between 0 and 1 space per dwelling. Provision of secure communal areas will be considered in areas of high density	As standard	Consideration to reducing this standard may be considered in areas that are exceptionally well served by public transport, cycling and footpath links. Similarly, consideration will be given where it can be proved that public parking can be utilised without detriment to other users, traffic flow or highway safety	As standard	As standard

Use Class C3 (Dwelling Houses) continued...

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Sheltered housing (refer to use class C2 for elderly and care homes)	Operational space to include for professional visitors 1 space per resident staff plus 1 space per 3 staff on the premises plus 1 space per 5 residents for visitors 1 cycle space per 5 staff	50% of standard	50% of standard	As standard	As standard

Use Class C4 (Houses in Multiple Occupation)

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Houses in multiple occupation	1 space per 5 units plus 1 space per 5 units for visitors Cycle spaces 1 space per unit plus 1 space per 5 units for visitors. Provision of secure communal areas will be considered	50% of standard	50% of standard	As standard	As standard

Use Class D1 (Non Residential Institutions) continues...

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Places of worship, public and exhibition halls	1 space per 5 seats 2 cycle spaces per 200m ² GFA	10% of standard	25% of standard	75% of standard	As standard
Libraries, art galleries, museums	1 space per 2 staff plus 1 space per 30m ² for visitors 2 cycle spaces per 200m ² GFA	10% of standard	25% of standard	75% of standard	As standard
Health centres, surgeries, specialist clinics	3 spaces per health specialist, plus 1 space per 2 additional full-time staff. Additional consideration if pharmacy provided 1 cycle space per 5 staff	50% of standard	50% of standard	75% of standard	As standard
Nurseries, crèches	1 space per 3 staff plus 1 space per 5 children 1 cycle space per 5 staff	10% of standard	25% of standard	75% of standard	As standard
Primary schools	Operational space to include for picking-up / dropping-off at 1 space per 20 pupils 1 space per 2 full-time staff plus 1 space per 3 part-time staff on the premises 1 cycle space per 5 staff plus 1 cycle space per 10 pupils	10% of standard	25% of standard	75% of standard	As standard

Use Class D1 (Non Residential Institutions) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Secondary schools	Operational space to include for picking-up / dropping-off at 1 space per 10 pupils 1 space per 2 full-time staff plus 1 space per 3 part-time staff on the premises 1 cycle space per 5 staff plus 1 cycle space per 10 pupils	10% of standard	25% of standard	75% of standard	As standard
Further education	1 space per 2 full-time staff plus 1 space per 3 part-time staff on the premises plus 1 space per 10 students 1 cycle space per 5 staff plus 1 cycle space per 10 pupils	10% of standard	25% of standard	75% of standard	As standard

Use Class D2 (Assembly and Leisure) continues...

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Community centres	1 space per 20m ² of GFA 2 cycle spaces per 150m ² GFA	10% of standard	25% of standard	75% of standard	As standard
Cinemas, bingo halls	1 space per 3 staff plus 1 space per 5 seats for visitors 2 cycle spaces per 200m ² GFA plus 1 space per 10 staff	10% of standard	25% of standard	75% of standard	As standard
Sports centres	Operational space to include coach parking – reduce non-operational parking accordingly 1 space per 15m ² GFA plus 1 space per 3 staff. Refer to A3 / A4 use classes for bar / restaurant if included 2 cycle spaces per 100m ² GFA plus 1 space per 5 staff. Refer to A3 / A4 use classes for bar / restaurant if included	10% of standard	25% of standard	75% of standard	As standard
Stadia (indoor and outdoor)	Operational space to include coach parking – reduce non-operational parking accordingly 1 space per 15 seats, plus 1 space 5 staff. Refer to A3 / A4 use classes for bar / restaurant if included 2 cycle spaces per 200m ² GFA plus 1 space per 5 staff. Refer to A3 / A4 use classes for bar / restaurant if included	10% of standard	25% of standard	75% of standard	As standard

Use Class D2 (Assembly and Leisure) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Swimming pool	Operational space to include coach parking – reduce non-operational parking accordingly 1 space per 10m ² pool plus 1 space per 2 staff plus 1 space per 5 spectators. Refer to A3 / A4 use classes for bar / restaurant if included 2 cycle spaces per 200m ² GFA plus 1 space per 5 staff. Refer to A3 / A4 use classes for bar / restaurant if included	10% of standard	25% of standard	75% of standard	As standard
Golf courses	1 space per 2 staff plus 2 spaces per hole. Refer to A3 / A4 use classes for bar / restaurant if included 1 cycle space per 10 staff. Refer to A3 / A4 use classes for bar / restaurant if included	10% of standard	25% of standard	75% of standard	As standard

Sui Generis (Not in any use class) continues...

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Caravan and camping sites, self catering holiday accommodation	1 space per pitch / dwelling plus 1 space per 3 staff on premises 2 cycle parking spaces per pitch / dwelling plus 1 space per 3 staff on premises	As standard	As standard	As standard	As standard
Car showrooms, forecourts, car hire services	Operational parking for service and sale. Allocated spaces must be provided although non standard layouts will be considered 1 space per 100m ² for customers plus 1 space per 2 staff 1 cycle space per 5 staff	50% of standard	50% of standard	As standard	As standard
Car boot sales	1 space per pitch for vendors plus 3 spaces per pitch for customers	50% of standard for customers	75% of standard for customers	As standard	As standard
Amusement arcades, fun fairs	1 space per 3 staff plus 1 space per 5 seats for visitors 1 cycle space per 10 staff	10% of standard	25% of standard	75% of standard	As standard
Theatres	1 space per 3 staff plus 1 space per 5 seats for visitors 2 cycle spaces per 200m ² GFA plus 1 space per 10 staff	10% of standard	25% of standard	75% of standard	As standard

Sui Generis (Not in any use class) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS GFA = gross floor area (measured externally)	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Launderettes	1 space per 30m ² GFA 2 cycle parking spaces per 100m ² of GFA	10% of standard	25% of standard	75% of standard	As standard
Taxi booking offices	Operational space to include for vehicle lay over 1 space per 2 staff 1 cycle space per 5 staff	As standard	As standard	As standard	As standard
Petrol stations	Operational / non-operational and cycle parking to be provided by negotiation. 1 space per 3 staff. Refer to A1 use class for shops if included	As standard	As standard	As standard	As standard

Annex D: Worked Example

It is proposed to develop a new supermarket Use Class A1 (Shops) in Hebburn town centre of 5,000m² gross floor area (GFA). The range of products on sale is considered to be standard for a supermarket of this size. The following items need to be considered:

Operational space: The requirement for operational space needs to consider adequate provision for manoeuvring and loading / unloading. It is assumed that relatively large vehicles will be required to service the site and sufficient space will be required to allow vehicles to leave in a forward gear. Assuming that the picking-up / setting-down of passengers is required, consideration will need to be given to the safe provision of an area including a location for use by taxis.

Non-operational parking: The parking standards state 1 space per 15m² GFA. This equates to a maximum provision of $5,000 / 15 = 334$ spaces. As the proposed site is located within the geographical zonal boundary of Hebburn town centre, the maximum car parking provision is 50% of the standard. This equates to a maximum provision of 50% of 334 = 167 spaces.

Disabled parking: The proposed development has a maximum provision of 167 car parking spaces. Provision of disabled bays is at a rate of 6% = 10 bays provided at the expense of standard bays.

Car sharing bays: The proposed development has a maximum provision of 167 car parking spaces. There are no prescribed standards for the provision of car sharing bays, as provision should be based on the anticipated modal splits associated with the development. After an analysis of similar sites using the TRICS database (refer to text margin at page 13 for TRICS definition), it was established that 10% of person trips to a site was by car sharing. The provision of car share bays should therefore be at a rate of 10% = 17 car sharing bays.

Parent and child bays: There is no specific standard, but a typical level of provision would be derived from similar developments in similar locations.

Motorcycle parking: The proposed development has a maximum of 167 car parking spaces. The provision of motorcycle spaces is at a rate of 5% = 9 spaces provided at the expense of standard bays.

Minimum cycle parking: The standard is 2 cycle parking spaces per 500m² of GFA. This equates to a minimum provision of 20 cycle parking spaces. It is assumed that the provision of both short and long-term duration parking will be required for a development of this type. The breakdown into durations will be based on site-specific information and therefore 6 short-term Sheffield-style spaces could be provided, and an additional 14 spaces provided under a cycle shelter.

Annex E: Use Classes Order and Permitted Changes of Use

USE CLASSES ORDER (ENGLAND AND WALES)	USE / DESCRIPTION OF DEVELOPMENT	PERMITTED CHANGE
A1 Shops	Shops, retail warehouses, hairdressers, travel and ticket agencies, post offices, pet shops, sandwich bars, internet cafés, showrooms, domestic hire shops, dry cleaners and funeral directors.	No permitted change
A2 Financial and Professional Services	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.	A1 Shops (Where there is a ground floor display window)
A3 Restaurants and Cafés	Establishments where the primary purpose is for the sale of food and drink for consumption on the premises – restaurants, snack bars and cafés.	A1 Shops or A2 Financial and Professional Services
A4 Drinking Establishments	Public houses, wine bars or other drinking establishments (but not night clubs).	A1 Shops, A2 Financial and Professional Services and A3 Restaurants and Cafés
A5 Hot Food Takeaways	Establishments where the primary purpose is for the sale of hot food for consumption off the premises.	A1 Shops, A2 Financial and Professional Services and A3 Restaurants and Cafés
B1 Business	<ul style="list-style-type: none"> a) Offices – other than those in A2. b) Research and Development. c) Light Industry – use for any industrial process which can be carried out within a residential area without causing detriment to the amenity of that area. 	B8 Storage and Distribution (where no more than 235sqm)
B2 General Industrial	Use for any industrial process, other than that falling within B1.	B1 Business; B8 Storage and Distribution (where no more than 235sqm)
B8 Storage and Distribution	Storage or Distribution, including open air storage.	B1 Business (where no more than 235sqm)
C1 Hotels	Hotels, boarding and guest houses where no significant element of care is provided.	No permitted change

USE CLASSES ORDER (ENGLAND AND WALES)	USE / DESCRIPTION OF DEVELOPMENT	PERMITTED CHANGE
<p>C2 Residential Institutions</p>	<p>Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</p>	<p>No permitted change</p>
<p>C2A Secure Residential Institutions</p>	<p>Secure residential accommodation – Prisons, young offenders institutions, detention centres, secure training centres, custody centres, short term holding centres, secure hospitals, secure local authority accommodation and military barracks.</p>	<p>No permitted change</p>
<p>C3 Dwelling Houses</p>	<p>a) Houses occupied by a single person, couple, or family (also including an employer and domestic employees, as well as a carer and the person receiving care). b) Houses occupied by up to six people living together as a single household and receiving care (supported housing schemes). c) Houses occupied by up to six people living together as a single household which do not fall within the definition of C4 (e.g. a small religious community or a person / family with a lodger).</p>	<p>C4 Houses in Multiple Occupation (except where the Local Authority has made an Article 4 Direction removing this permitted change)</p>
<p>C4 Houses in Multiple Occupation</p>	<p>Houses occupied by between three and six unrelated individuals as their only or main residence, where basic amenities such as a kitchen or bathroom are shared (e.g. student lets).</p>	<p>C3 Dwelling Houses</p>
<p>D1 Non Residential Institutions</p>	<p>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, places of worship, public halls, exhibition halls, church halls, law courts and non residential education and training centres.</p>	<p>No permitted change</p>
<p>D2 Assembly and Leisure</p>	<p>Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports or where firearms are used).</p>	<p>No permitted change</p>
<p>Sui Generis Not in any use class</p>	<p>Uses include for example: Theatres, houses in multiple paying occupation, hostels providing no significant element of care, scrap yards, petrol filling stations, shops selling and / or displaying motor vehicles, retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres.</p>	<p>No permitted change</p>
	<p>Casinos.</p>	<p>D2 Assembly and Leisure</p>

**To find out more about the new
Local Development Framework, contact:**

Spatial Planning Team, Housing Strategy and Regulatory Services,
South Tyneside Council, Town Hall and Civic Offices,
Westoe Road, South Shields, Tyne and Wear, NE33 2RL

Telephone: **(0191) 424 7688**

Email: **Idf@southtyneside.gov.uk**

Visit: **www.southtyneside.info/planning**

If you know someone who would like this information in a different format contact
the communications team on 0191 424 7385.