

- 9.25 To encourage greater use of sustainable transport modes, development should provide adequate and secure cycle parking. Provision must be commensurate to the scale of development, conveniently and safely located; if not then the lack of parking facilities could be a hindrance to increasing the number of cyclists. In commercial/employment development such as office units, industrial locations and educational establishments', consideration should be given to providing shower and/or changing facilities and storage lockers for cyclists.
- 9.26 Car parking facilities must be commensurate to the scale and location of development, for example within the town centre less car parking is required as there are greater opportunities to use public transport or walk or cycle to shops and services. In other areas where there may be fewer opportunities for sustainable travel and depending on the size of the development more parking may be required. The Tees Valley design guide and specifications provides a guide to what level of car parking provision may be appropriate in relation to different types of development. The location of car parking can be vital to the appearance and function of development and, as often as possible, parking should be out of view from the street scene. Where this is not possible however appropriate landscaping and tree planting should be used to ensure that car parking does not dominate a development. Furthermore parking areas should be conveniently located so that residents and visitors do not have to face unnecessary obstacles or take convoluted routes. Every attempt should be made to ensure that high standards of design remain for the lifetime of development. Inconsiderate parking can have a negative impact upon the overall visual amenity of an area, the absorption rate of areas especially if grassed areas are turned to mud and the flow of pedestrians. Well designed and placed obstacles, such as rocks or vegetation, should be incorporated into development to ensure that areas such as open spaces and pavements are kept vehicle free.

QP3: Location, Accessibility, Highway Safety and Parking

The Borough Council will seek to ensure that development is safe and accessible along with being in a sustainable location or has the potential to be well connected with opportunities for sustainable travel.

When considering the design of development developers will be expected to have regard to the following matters:

- 1) The proximity of the development to nearby shops and services and how shops and services can be accessed along with how access can be improved particularly via the green infrastructure network.**
- 2) Ensuring all residents and visitors can move with ease and safety and that features such as doors, entrance ways and parking are conveniently located.**
- 3) Servicing arrangements and highway safety provisions are in line**

with the relevant local guidance and the requirements to maintain such provisions over the lifetime of the development.

- 4) Creating multi-purpose environments, managing the conflict between highways users specifically by distinguishing between paths and roads, whilst recognising the need to limit and/or create sympathetic highways safety measures.
- 5) The provision of adequate, safe, secure and conveniently located car and cycle parking, having regard to the possible movement of residents and visitors.
- 6) Ensure new car parking areas and proposals that include car parking should, where viable, use permeable paving solutions and/or introduce a SuDS scheme to mitigate for any increase in surface water run-off.
- 7) Recognise the wider benefits that safety improvements at level crossings can bring about.

To maintain traffic flows and safety on the primary road network no additional access points or intensification of use of existing access points, other than new accesses associated with development allocated within this Local Plan, will be permitted on the following roads – A19(T), A689, A179. And A178 (south of Seaton Carew to Brenda Road/Tees Road roundabout) unless these have the approval of Highways England and/or the highways authority. This should be in conjunction with the proportionate provision of sustainable travel modes. All roads to which this policy relates are shown on the Policies Map.

Where the site is not adequately served by public transport or there is no provision within the vicinity of the site then a developer may be required to provide a subsidised bus service or contribute to the expansion of an existing service. Further information relating to improving connectivity can be viewed in the Green Infrastructure and Planning Obligations policies and the Green Infrastructure and Planning Obligations SPD.

Proposals relating to residential development should be in accordance with the Residential Design SPD.

Layout and design of development

- 9.27 There are many factors that can impact upon the success of a development. Well designed buildings and spaces can impact upon how users interact with the development, how they move around within the development and how it makes them feel. Well designed buildings and spaces can assist in facilitating social interaction and achieving social cohesion. If buildings and spaces are designed correctly they should, in most instances, blend seamlessly with surrounding land uses, reflect local character and create a sense of place. Well designed buildings and spaces should be aesthetically pleasing and assist in uplifting mood or heightening senses in a bid to improve the overall wellbeing of residents and visitors.
- 9.28 The layout of development should, as often as possible, respect and reflect the surrounding land uses. In most instances the density of development should be reflective of its location with higher densities more likely to be