

DESIGN

This section of the Local Plan is concerned with the quality and detailed aspects of the development process. Design principles are set out which will be applicable to all developments together with the standards that will be required for aspects such as open space and parking provision. The aim of these policies is to ensure that new development is:

- Well designed.
- Caters well for the varied need of different groups of users.
- Does not detract from the amenities of nearby properties or the environment generally.
- Makes adequate provision for accessibility.
- Has regard to crime prevention and energy conservation.

In considering the design details of development proposals, the Council's aim will be to seek improved standards for the design of buildings and the spaces around them that will:

- Help to provide an attractive environment in the Borough.
- Enhance the quality of life in the Borough.
- Give attention to the needs of people.

Designers of new development will be expected to take into account the principles set out in the policies and the advice contained in the supplementary planning guidance.

Design Principles

POLICY DI THE COUNCIL WILL NORMALLY REQUIRE THE FOLLOWING PRINCIPLES TO BE APPLIED TO THE LAYOUT AND DESIGN OF ALL NEW DEVELOPMENTS:-

- (A) A COMPREHENSIVE AND CO-ORDINATED APPROACH WHICH TAKES ACCOUNT OF THE SITE'S NATURAL AND BUILT FEATURES AND ITS RELATIONSHIP TO ADJACENT LAND USES AND ACTIVITIES;**
- (B) ATTENTION TO THE DESIGN OF BUILDINGS AND THEIR SPATIAL RELATIONSHIPS TO OPEN SPACES, LANDSCAPING AND BOUNDARY TREATMENT TO HELP CREATE A SENSE OF PLACE;**
- (C) SATISFACTORY LANDSCAPING TO BE INCORPORATED IN THE DESIGN AND LAYOUT OF THE SITE;**
- (D) ASSISTING IN ACHIEVING THE OBJECTIVE OF THE CONSERVATION OF ENERGY;**
- (E) ACCOMMODATING THE NEEDS OF USERS OF THE DEVELOPMENT IN ACCORDANCE WITH POLICY D2; AND**
- (F) SATISFACTORY AND SAFE PROVISION FOR PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT, CARS AND OTHER VEHICLES IN ACCORDANCE WITH POLICY D3.**

THE COUNCIL WILL HAVE REGARD TO THE SUPPLEMENTARY PLANNING GUIDANCE ON CONSERVATION AREAS, THE DEVELOPMENT OF PRESTIGE BUSINESS AREAS, THE LAYOUT OF NEW HOUSING, EXTENSIONS TO DWELLINGS, TRAFFIC CALMING, PARKING STANDARDS, OPEN SPACE, LANDSCAPING, THE CONSERVATION OF ENERGY AND CRIME PREVENTION AND PERSONAL SECURITY, AS APPROPRIATE, IN THE IMPLEMENTATION OF THESE GENERAL DESIGN PRINCIPLES.

Reasons for the Policy

Good design of buildings and their environs helps to create attractive settlements. Developers will be encouraged to follow the principles of good design in order to create a development which helps to build a strong and individual "sense of place". New buildings should have an attractive appearance, be durable, function well for their users and be designed to relate well to the surroundings of the site and the landscape setting.

Full advantage should be taken of the natural features of the site, such as changes in levels and good quality trees and hedgerows. Traditional built features constructed of natural materials, such as boundary walls, should be retained wherever possible. In village and countryside settings this is particularly important where the landscape provides the context for any development and built features often have local historic importance.

Where the development consists of several buildings and particularly in new housing areas, thoughtful and imaginative use should be made of all the elements that make up the development including complementary but varied building or house designs, with different massing, roof shapes, orientation and building lines.

External detailing of buildings, spaces between buildings, walls and fences, surface finishes, the inclusion of artistic elements (as set out under Policy D9) and the design of the landscape all help to create individuality and a "sense of place".

New developments should include areas of amenity open space and landscaping to create a pleasant setting for the development. The standards for the provision of open space within new housing areas are set out in Policy L2. A high standard of landscaping will be expected particularly around developments in the countryside and on the periphery of settlements.

Developments should also be designed with the aim of conserving energy by making the maximum use of solar radiation and minimising the cooling effects of the wind. New housing, employment, shopping, community and leisure developments should be served by public transport routes thus ensuring that they are accessible to all sections of the community and helping to create a form of development that is sustainable. Roads in large scale developments should be designed to accommodate buses. Safe and direct footpath links should be provided to bus-stops.

New development should be designed to take into account the requirements of users particularly in terms of accessibility and personal security. Attention should be given in the design and layout of new development to ensure that all sections of the community can move about freely and gain easy access to buildings. Appropriate provision should also be made for pedestrians, cyclists and people using public transport and other vehicles. More detailed consideration of this aspect are set in policies D2 and D3.

The Council's Supplementary Planning Guidance Notes set out advice on various aspects of this policy.

How it will be put into practice

Deciding planning applications.

By applying the advice contained in the Council's Supplementary Planning Guidance. Developments containing a landscape element should be carried out in accordance with a scheme of landscaping to be approved by the Council before the development commences.

POLICY D2 THE REQUIREMENTS OF USERS OF A DEVELOPMENT SHOULD BE TAKEN INTO ACCOUNT IN ITS LAYOUT AND DESIGN. PARTICULAR ATTENTION SHOULD BE GIVEN TO:-

- (A) PERSONAL SAFETY AND THE SECURITY OF PROPERTY, PARTICULARLY AT NIGHT;**
- (B) THE ACCESS NEEDS OF USERS, PARTICULARLY PEOPLE WITH DISABILITIES, ELDERLY PEOPLE AND PEOPLE WITH CHILDREN; AND**
- (C) PROVISION OF TOILETS, BABY CHANGING AND FEEDING FACILITIES AND PUBLIC SEATING WHERE APPROPRIATE.**

Reasons for the policy

Good street lighting, careful design and landscaping can help to create a safer environment. The factors that should be taken into account in the design of new developments to assist in the prevention of crime and to promote personal safety are described in Supplementary Planning Guidance Note 10.

Buildings, footpaths and open spaces should be designed to be accessible to all people. Consideration should be given to the needs of people with different disabilities: people in wheelchairs or with walking difficulties, people who are blind or partially sighted, deaf or hard of hearing or who have a mental handicap, as well as people with young children in pushchairs. Accessible buildings and streets generally provide a better environment for everyone.

In new developments where large numbers of people are attracted and encouraged to stay for a while (e.g. major retail, leisure and entertainment facilities) well-designed and accessible toilets, baby changing and feeding facilities and sheltered seating should be provided.

How it will be put into practice

Deciding planning applications, in consultation with user groups particularly local groups representing people with disabilities.

Encouraging improvements to buildings used by the public which are currently inadequate.

POLICY D3 DEVELOPMENTS SHOULD NORMALLY MAKE SATISFACTORY AND SAFE PROVISION FOR PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT, CARS AND OTHER VEHICLES, AND WILL BE EXPECTED TO INCLUDE THE FOLLOWING, AS APPROPRIATE:-

- (A) **SAFE AND CONVENIENT PEDESTRIAN AND CYCLE ROUTE CONNECTIONS TO HOUSING AREAS, BUS STOPS, SCHOOLS, SHOPS, COMMUNITY FACILITIES AND PLACES OF EMPLOYMENT;**
- (B) **CYCLE PARKING FACILITIES AT DEVELOPMENTS OPEN TO THE PUBLIC;**
- (C) **MEASURES TO MINIMISE CONFLICT BETWEEN PEDESTRIANS, CYCLISTS AND MOTOR VEHICLES;**
- (D) **MEASURES TO MEET THE REQUIREMENTS OF PUBLIC TRANSPORT SERVICES AND USERS;**
- (E) **SATISFACTORY MEANS OF ACCESS, MANOEUVRING, TURNING AND PARKING SPACE FOR THE NUMBER AND TYPE OF VEHICLES USING THE DEVELOPMENT;**
- (F) **ADEQUATE PROVISION OF CAR PARKING AT LEAST SUFFICIENT TO PREVENT SERIOUS TRAFFIC PROBLEMS;**
- (G) **ADEQUATE PROVISION OF PARKING SPACE FOR VEHICLES USED BY PEOPLE WITH DISABILITIES CLOSE TO ENTRANCES OF BUILDINGS OPEN TO THE PUBLIC; AND**

(H) EFFECTIVE ACCESS AT ALL TIMES FOR EMERGENCY VEHICLES.**Reasons for the policy**

Careful consideration should be given in the design of development proposals to the access requirements of pedestrians, cyclists, public transport, cars and other vehicles.

Footpaths and cycle routes should be designed with personal safety in mind and should be located so as to result in minimum conflict with motor vehicles. As far as possible footpath routes and accesses to buildings should be designed to permit access by people in wheelchairs, those with walking difficulties or with pushchairs.

All new developments should have appropriate vehicular access together with parking and manoeuvring space that is both safe and adequate for the needs of the particular use of the development. New developments which are to be served by buses (e.g. major housing and industrial developments) should be laid out to enable buses to turn without reversing. Businesses should have sufficient parking space for vehicles used in carrying out their day-to-day activities. In designing new proposals, consideration should be given to Durham County Council's Guide to Design and Construction of Estate Roads.

Cycle parking facilities and parking spaces for the disabled should be provided at buildings used by the public, for example employment, shopping, leisure and health facilities.

The Council's car parking standards, disabled parking and cycle parking provisions are set out in Supplementary Planning Guidance Note 6. The purpose of SPG6 is to provide guidance on the factors that will be taken into account in determining the adequate level of parking provision that would be appropriate in the circumstances of individual development proposals.

How it will be put into practice

Deciding planning applications.

Advising developers of the servicing requirements for particular developments.

POLICY D4 THE LAYOUT AND DESIGN OF ALL NEW INDUSTRIAL AND BUSINESS DEVELOPMENT WILL NORMALLY BE EXPECTED TO:-

- (A) HAVE A STANDARD OF BUILDING DESIGN APPROPRIATE TO THE TYPE OF ESTATE ON WHICH THE PROPOSAL IS LOCATED;**
- (B) ACCOMMODATE TRAFFIC GENERATED BY THE DEVELOPMENT WITHOUT CAUSING DANGER OR INCONVENIENCE TO OTHER ROAD USERS;**
- (C) HAVE AN APPROPRIATE STANDARD OF LANDSCAPING, INCLUDING SCREENING OF OPEN STORAGE AREAS; AND**
- (D) HAVE REGARD TO POLICIES D1, D2 AND D3.**

Reasons for the policy

It is important that new industrial and business areas are laid out and designed so as to project an attractive image of the Borough. Well-designed estates also take account of the safety and amenity of those working and visiting the area and those living nearby.

Industrial estates can generate and attract large numbers of heavy, slow-moving vehicles. Roads must be of an adequate width to allow for lorries turning into and out of the estate. There should also be room to accommodate pedestrians and cyclists safely with space provided for buses to stop and to turn without reversing. The Council's parking standards for industrial and business premises are set out in Supplementary Planning Guidance Note 6.

The Council will expect the standard of landscaping and the design of new buildings to relate to the function of the estate, with the very highest standards required on Prestige Business Areas. Structural tree planting will be required on all new estates as set out in Policy D7. Landscaping helps to soften the edge of developments and to screen unsightly areas. It also helps to lessen air pollution, reduce the effect of noise on neighbouring uses and provide shelter, thus helping to conserve energy. Supplementary Planning Guidance Note 8 sets out advice on landscaping.

A particularly high standard of design and landscaping is expected in Prestige Business Areas in accordance with the Council's Supplementary Planning Guidance Note 2.

How it will be put into practice

Deciding planning applications

Preparing planning briefs for sites.

POLICY D5 THE LAYOUT OF NEW HOUSING DEVELOPMENTS WILL NORMALLY BE EXPECTED TO:-

- (A) PROVIDE A SAFE AND ATTRACTIVE ENVIRONMENT;**
- (B) HAVE A CLEARLY DEFINED ROAD HIERARCHY WHICH SHOULD BE DESIGNED TO EXCLUDE THROUGH TRAFFIC, TO MINIMISE VEHICLE FLOWS PAST HOUSES, AND TO ENSURE SLOW VEHICLE SPEEDS;**
- (C) MAKE PROVISION FOR APPROPRIATE AREAS OF PUBLIC OPEN SPACE EITHER WITHIN THE DEVELOPMENT SITE OR IN ITS LOCALITY, IN ACCORDANCE WITH THE COUNCIL'S OPEN SPACE POLICY AS SET OUT IN POLICY L2;**
- (D) MAKE PROVISION FOR ADEQUATE AMENITY AND PRIVACY;**
- (E) HAVE WELL-DESIGNED WALLS AND FENCES; AND**
- (F) HAVE REGARD TO POLICIES D1, D2 AND D3.**

Reasons for the policy

The overall aim in designing new housing, which includes residential care homes, should be to provide a safe and a pleasant environment in which to live, with routes that are safe and accessible for all users.

Residential areas should be designed as places for people to live. Estate roads should be designed to preclude through traffic and to keep vehicle speeds low, in the interests of highway safety and to reduce pollution from vehicle noise and fumes. Road layouts should be designed to enable new housing to be served by public transport with space provided for buses to stop and to turn without reversing.

Open space should be provided within the housing site or nearby at the Council's minimum standard or above in order to provide for the sporting and leisure needs of the residents and to provide a high quality environment for the housing development. The Council's open space standards are set out in Policy L2 and further advice is contained in Supplementary Planning Guidance Note 7.

New houses should be laid out and designed to ensure the privacy of the occupants and to prevent overlooking. Main rooms should also receive adequate sunlight and daylight and have a satisfactory outlook. In designing housing developments a balance will have to be achieved between the needs to maintain privacy and to design for personal safety and security.

The retention of existing good quality trees and hedgerows helps to give a "mature" feel to a new housing estate. New trees and landscaping enhance the setting of a new housing area as well as providing shelter and thus helping to conserve energy.

Boundary walls or fences should be designed as an integral part of the design of the housing development. Along boundaries that abut the highway, public footpaths or areas of open space, a well designed wall or fence will be required, that also gives adequate privacy. Walls or fencing should be designed to provide a secluded sitting out area.

Supplementary Planning Guidance Notes 3,5,7,8,9 and 10 set out advice on various aspects of this policy including factors to be considered in the layout of housing areas, traffic calming, in promoting the conservation of energy, crime prevention, privacy and the design of open spaces and landscaping.

How it will be put into practice

Deciding planning applications.

Preparing planning briefs for individual sites.

Implementing the Council's Supplementary Planning Guidance.

POLICY D6 THE LAYOUT AND DESIGN OF NEW AND IMPROVED PEDESTRIAN AREAS AND PUBLIC SPACES WILL NORMALLY BE EXPECTED TO HAVE:-

- (A) A CO-ORDINATED APPROACH TO PAVING, STREET LIGHTING, SIGNS, BUS SHELTERS, STREET FURNITURE, ROAD CROSSING POINTS AND LANDSCAPING; AND**
- (B) REGARD TO THE GENERAL DESIGN PRINCIPLES SET OUT IN POLICIES D1, D2 AND D3.**

Reasons for the policy

Good design of pedestrian areas and public spaces can help all members of the public to move around safely, and make the Borough more attractive.

Well designed and co-ordinated street furniture enhances the appearance of town centres. Careful consideration needs to be given to the location of bus-shelters, plant-tubs and seating to ensure that they do not create an obstruction to pedestrian movements.

There are many design features that can assist people with disabilities and those with pushchairs to move around more easily e.g. well designed and located dropped kerbs, tactile paving at pedestrian crossings, and pelican crossings with beepers. Footpaths should, wherever practical, be wide enough to allow two pushchairs to pass. Good maintenance is also important to ensure that pavements do not become uneven and are clear of overgrown shrubs and other obstacles.

Supplementary Planning Guidance Note 10 sets out factors affecting personal safety and the security of property which should be borne in mind in the design of footpaths and public spaces. Good lighting is essential. The design of paths and open spaces in housing areas should attempt to create a "sense of place" that belongs to the residents e.g. by the use of block pavements instead of tarmac surfaces; playspaces, amenity areas and garage courts overlooked by housing.

Wherever possible new footpaths should be separated from roads by verges and low shrubbery; particular attention should be given to pedestrian safety at road junctions and where footpaths and roads meet.

Safe and direct footpath links should be provided from bus-stops to nearby housing, employment, shopping, leisure and community facilities to give easy access to public transport users in accordance with Policy T1.

How it will be put in practice

Through the Council's Environmental Improvement Programme.

Implementing the Council's Supplementary Planning Guidance.

POLICY D7 AREAS OF STRUCTURAL LANDSCAPING WILL NORMALLY BE REQUIRED ON THE OUTER EDGE OF MAJOR HOUSING AND INDUSTRIAL DEVELOPMENTS AT THE FOLLOWING SITES:-

HOUSING AREAS

- (A) ELDON WHINS, NEWTON AYCLIFFE.**
- (B) EQUESTRIAN CENTRE, NEWTON AYCLIFFE.**
- (C) GRAYSON ROAD, SPENNYMOOR.**
- (D) YORK HILL ROAD, SPENNYMOOR.**

- (E) SOUTH OF DEAN ROAD, FERRYHILL.
- (F) REDWORTH ROAD, SHILDON.
- (G) ELDON BANK TOP, SHILDON.
- (H) SOUTH OF HEIGHINGTON STREET, AYCLIFFE VILLAGE.
- (I) ADJACENT TO GREEN RISE, BYERS GREEN.
- (J) FORD TERRACE, CHILTON.
- (K) HALLGARTH, KIRK MERRINGTON.
- (L) SOUTH VIEW ANNEXE, SEDGEFIELD.
- (M) ADJACENT TO THE LOCOMOTION, TRIMDON COLLIERY.

INDUSTRIAL AREAS

- (N) HEIGHINGTON LANE BUSINESS PARK EXTENSION, NEWTON AYCLIFFE.
- (O) CHILTON PRESTIGE ESTATE, CHILTON.
- (P) LAMBTON INDUSTRIAL ESTATE, SHILDON.
- (Q) ALL SAINTS' BUSINESS AREA, SHILDON.

Reasons for the policy

Major areas of structural landscaping help to integrate new proposals into existing development and surrounding land forms. Depending on the characteristics of the location, these will normally take the form of belts of tree planting 20 to 30 metres wide and may incorporate areas of open space and public footpaths. These landscaped areas should be designed to create an appropriate transition between the countryside and built development; to provide an attractive setting to new residential development and to soften the impact of industrial development. Many urban fringe problems are directly related to the design of adjoining development and the prevention of these problems can be aided by measures such as tree planting. Structural landscaping can help to enhance views or create new perspectives of a settlement, create new wildlife habitats, provide shelter and help to baffle noise alongside major transport routes.

How it will be put into practice

Preparing planning briefs for individual sites.

Negotiating with applicants

Planning for Community Benefit

POLICY D8 THE COUNCIL WILL NORMALLY EXPECT PLANNING APPLICATIONS FOR DEVELOPMENT SITES THAT ARE IN ACCORDANCE WITH OTHER POLICIES OF THE PLAN TO:-

- (A) MEET THE SERVICING REQUIREMENTS OF THE DEVELOPMENT;
AND**
- (B) CONTRIBUTE TOWARDS OFFSETTING THE COSTS IMPOSED BY THE DEVELOPMENT UPON THE LOCAL COMMUNITY.**

IN CERTAIN CIRCUMSTANCES, THE COUNCIL MAY VIEW SEVERAL DEVELOPMENTS TOGETHER IN CONSIDERING THE NEED FOR INFRASTRUCTURE AND COMMUNITY REQUIREMENTS.

Reasons for the policy

The process of planning seeks to ensure that the development and use of land is carried out in the public interest. In considering proposals for new development, the Council will require that all new developments provide the necessary infrastructure and community facilities needed to serve the development.

In determining the extent of the contribution, the Council will fairly and reasonably relate it in scale and kind to the proposed development. The contribution will be directly related to the development and would be necessary for the granting of planning permission. The following examples illustrate the Council's basis for considering the appropriate contribution. In housing developments of two hectares or more: a contribution towards the provision of off site open space and either community or leisure facilities to serve the development. In mixed development: to secure an acceptable balance of uses within the site. Developments in town and local centres: to contribute towards the provision of publicly available car parking to meet the parking needs of visitors to the development. Other examples would include securing the implementation of a local plan policy for a particular area or development; replacing or offsetting an amenity or resource lost as a result of the development; adoption agreements for areas of open space and landscaped amenity areas.

Where a large residential area or mixed use development is being built by two or more developers, the Council will assess the value of the infrastructure and community facilities required to serve the development as a whole and apportion the costs between the various developers.

The Council will expect landowners and developers to have regard to these requirements when formulating their development proposals.

How it will be put into practice

The requirements arising from the operation of this policy will be identified in the consideration of planning applications. They will be applied by the use of planning conditions and planning obligations by agreement under Section 106 of the 1990 Town and Country Planning Act.

POLICY D9 THE COUNCIL WILL ENCOURAGE THE INCORPORATION OF ARTISTIC ELEMENTS IN DEVELOPMENT SCHEMES.

IN DETERMINING A PLANNING APPLICATION, THE BOROUGH COUNCIL WILL HAVE REGARD TO THE CONTRIBUTION MADE BY ANY SUCH WORKS TO THE APPEARANCE OF THE SCHEME AND TO THE AMENITIES OF THE AREA.

Reasons for the policy

The incorporation of artistic elements into the design of buildings, spaces and landscapes helps to create an impression of social and economic confidence essential to promote an area for incoming businesses and tourists. They may also help to create a "sense of place" and so enhance the quality of the environment for residents.

The Northern Region has been awarded the title "Visual Arts Region '96". The Council wish to support the new image for the North by encouraging the commissioning of art and craft works as part of the design of new development to enhance the visual and commercial appeal of the buildings and the surrounding spaces in order to encourage local employment.

The inclusion of artistic elements in a new development creates an opportunity to employ artists and crafts people in the design of a building and its setting. Artistic elements may take many forms and may include features designed into the walls of a building, outdoor features to enhance the setting of a building such as lighting, seating or wrought iron gates and fencing, and imaginative landscaping.

This policy will be applied to new developments on prestige business areas, within town centres, public buildings, and major leisure facilities.

How it will be put into practice

The most successful incorporation of art into new developments occurs when the artist is able to work alongside the designer of the building, space or landscape from an early stage in the design of the scheme.

By encouraging developers to allocate a proportion of the capital cost of a scheme for commissioning work by artists and crafts people and by encouraging them to involve these people in the design of the proposal from an early stage.

By the Council commissioning artistic elements for inclusion within schemes carried out as part of its Environmental Improvement Programme.

Pollution Prevention

POLICY D10 DEVELOPMENTS THAT GENERATE POLLUTANTS OF WATER, AIR OR SOIL, NOISE, VIBRATION, LIGHT, HEAT OR RADIATION SHALL BE PERMITTED ONLY ON SITES WHERE THERE IS NO SIGNIFICANT ADVERSE EFFECT UPON:-

- (A) THE SAFETY AND AMENITY OF OCCUPIERS AND USERS OF NEARBY POLLUTION SENSITIVE USES; OR**

(B) THE QUALITY OF THE LOCAL ENVIRONMENT.**WHERE APPROPRIATE, PLANNING CONDITIONS MAY BE APPLIED TO SAFEGUARD THE LOCAL AMENITY.****Reasons for the policy**

Developments that may produce emissions include certain industrial uses, intensive livestock units, sewage treatment works and outdoor leisure activities such as motorsports and shooting. They should be located away from sensitive uses such as housing, schools, hospitals and residential and nursing homes.

Controls over emissions from developments are normally applied under legislation other than the Planning Acts. However, there may be circumstances where conditions may need to be applied to a planning consent to control the form and layout of the development, the design of buildings or landscaping to reduce the impact of the development on neighbouring land uses. Examples of this type of condition include controlling the hours of operation, the nature of activities carried out, in relation to their impact on the local environment and amenity, the number and type of vehicles used and measures concerned with mounding and baffle fencing

How it will be put into practice

Deciding planning applications in consultation with the Environment Agency and the Council's Environmental Health Department.

Guiding new development to appropriate sites.

POLICY D11 POLLUTION SENSITIVE DEVELOPMENTS WILL NOT NORMALLY BE PERMITTED ON LAND WHICH IS SUBJECT TO UNACCEPTABLE LEVELS OF CONTAMINATION, POLLUTION, NOISE OR VIBRATION.**Reasons for the policy**

Developments which are sensitive to pollution are uses where their location close to sources of pollution would be harmful or especially disruptive to the quality of life of the occupiers or users of the building. Such uses include housing and other places where people live, are educated, receive health care or meet together.

These developments should be sited away from land which is contaminated to an unacceptable degree or manner, (in some cases, including reclamation sites), uses that generate levels of noise or vibration or other pollutants, above recognised acceptable limits.

How it will be put into practice

Deciding planning applications in consultation with the Environment Agency and the Council's Environmental Health Department.

POLICY D12 NEW DEVELOPMENT WILL BE PERMITTED ONLY WHEN FOUL AND SURFACE WATER SEWERS AND SEWAGE TREATMENT WORKS OF ADEQUATE CAPACITY AND DESIGN ARE AVAILABLE OR WILL BE PROVIDED IN TIME TO SERVE THE DEVELOPMENT.

NEW SEWAGE TREATMENT WORKS OR EXTENSIONS TO EXISTING WORKS SHOULD BE SUITABLY LOCATED IN RELATION TO THE DRAINAGE PATTERN AND TO EXISTING AND PROPOSED DEVELOPMENT SO AS NOT TO ADVERSELY AFFECT THE LIVING CONDITIONS OF NEARBY RESIDENTS.

Reasons for the policy

Several sewage treatment works and certain parts of the sewerage system are becoming overloaded. Unless additional infrastructure is provided, further demands placed on existing facilities may result in the pollution of watercourses. Consequently, development should only take place where existing infrastructure is adequate, or where new facilities will be provided to coincide with the new demand.

The sewage treatment works at the following locations are at or near capacity: Tudhoe Mill (Spennymoor), Aycliffe, Trimdon Village, Fishburn and Sedgefield.

In Shildon, improvements to the sewerage system may be required. An investigation of the whole system in the town is to be undertaken and necessary improvements will have to be completed before significant new development takes place.

In Cornforth, improvements to the sewage pumping station will be needed to cater for new development proposed.

The siting of new sewage treatment works and extensions to existing works will depend to a large extent on the arrangement of the current drainage system. Sewage treatment works frequently give rise to unpleasant odours and should therefore be located at some distance from housing and other pollution sensitive development (Policy D11).

How it will be put into practice

Deciding planning applications in consultation with the Environment Agency.

POLICY D13 WHERE A DEVELOPMENT PROPOSAL WILL BE ADJACENT TO OR IS LIKELY TO RESULT IN AN INCREASE IN THE DISCHARGE OF SURFACE WATER INTO A WATERCOURSE OR WATERBODY, THE COUNCIL WILL NORMALLY REQUIRE ANY ASSOCIATED WORKS TO BE DESIGNED AND IMPLEMENTED TO AVOID ANY INCREASE IN THE RISK OF FLOOD OR EROSION.

THE CULVERTING OF WATERCOURSES WILL NOT NORMALLY BE PERMITTED.

Reasons for the policy

Uncontrolled works in the vicinity of watercourses may lead to problems such as an increased risk of flooding, erosion of the beds and banks of watercourses and restricted access for maintenance. Proper assessment of the environmental impact of a development on a watercourse should be undertaken. Mitigating measures required to balance any adverse impacts will need to be designed and carried out in accordance with the requirements of the Environment Agency.

Culverting of watercourses will not normally be permitted since it results in a break in the continuity of the river corridor and may also have serious implications for safety, maintenance and flooding, as well as nature conservation interests.

How it will be put into practice

Deciding planning applications, in consultation with the Environment Agency.

Satellite Dishes

POLICY D14 PLANNING PERMISSION FOR SATELLITE DISHES ON RESIDENTIAL PROPERTIES WHERE IT IS REQUIRED, WILL NORMALLY BE GRANTED PROVIDED THAT THERE IS NO ADVERSE VISUAL IMPACT ON THE STREET SCENE, ON THE CHARACTER OF A CONSERVATION AREA CONTRARY TO POLICY E18 OR ON THE SETTING OR APPEARANCE OF A LISTED BUILDING CONTRARY TO POLICY E19.

Reasons for the policy

Under the provisions of the Town and Country Planning (Permitted) Order 1995, planning permission is required for a satellite dish on dwellinghouses where:-

- (a) the dish has dimensions of more than 90cm;
- (b) the dish has dimensions of more than 45cm and is located on a chimney;
- (c) there is already a dish on the house;
- (d) the dish would project above the highest part of the roof;
- (e) it is in a conservation area and the dish faces a highway; or
- (f) it is located on a listed building.

Permission is required in every case for a dish on a building containing flats.

Satellite dishes can have a detrimental effect on the environment unless properly controlled. It is important to minimise the visual effect of satellite dishes on the street scene and particularly in sensitive locations such as within conservation areas and on listed buildings.

How it will be put into practice

Deciding planning applications.

Advertisements

POLICY D15 ADVERTISEMENT CONSENT WILL NORMALLY BE GRANTED EXCEPT WHERE THE ADVERTISEMENT WOULD BE DETRIMENTAL TO AMENITY OR PUBLIC SAFETY.

IN ADDITION, THE FOLLOWING PRINCIPLES WILL APPLY IN THE CONSIDERATION OF APPLICATIONS FOR CONSENT TO DISPLAY THE FOLLOWING TYPES OF SIGNS:-

LARGE POSTER ADVERTISEMENTS

- (A) THEY SHOULD NOT BE IN THE OPEN COUNTRYSIDE, CONSERVATION AREAS, NOR AFFECT THE SETTING OF A LISTED BUILDING;**
- (B) THEY SHOULD BE WELL SITED AND, WHERE POSSIBLE, ASSOCIATED LAND SHOULD INCLUDE LANDSCAPING, FENCING AND SCREENING; AND**
- (C) THEY SHOULD RELATE IN SCALE AND DESIGN TO THEIR SURROUNDINGS.**

FULLY INTERNALLY ILLUMINATED SIGNS

- (D) THEY SHOULD NOT AFFECT THE CHARACTER OF A CONSERVATION AREA OR THE SETTING OF A LISTED BUILDING;**
- (E) THE SIZE AND COLOUR OF THE SIGN AND INTENSITY OF LIGHTING SHOULD NOT BE DETRIMENTAL TO THE SCALE AND DESIGN OF THE BUILDING ON WHICH IT IS LOCATED OR THE VISUAL AMENITY OF THE STREET SCENE OR THE RESIDENTIAL AMENITY OF OCCUPIERS OF NEARBY DWELLINGS; AND**
- (F) THE INTENSITY OF ILLUMINATION WILL BE CONTROLLED, WHERE APPROPRIATE.**

WHERE THE SCALE OF A DEVELOPMENT REQUIRES IT, THERE SHOULD BE A CO-ORDINATED APPROACH TO THE DESIGN OF ALL SIGNS AND ADVERTISEMENTS.

Reasons for the policy

Well designed signs on commercial premises can add to the colour and vibrancy of shopping centres. However, the proliferation of signs may result in clutter which can harm the appearance of an area and create a distraction to road users. Signs located on pavements may result in an obstruction to pedestrians, particularly those with disabilities and parents with young children.

The scale of large poster advertisements and the luminosity of illuminated signs results in their having a greater impact on the appearance of an area and on highway safety, consequently their siting will need careful consideration.

Large poster advertisements are those on hoardings more than 1.5 metres high and 1.0 metres wide. Fully internally illuminated advertisements are signs where the characters and background are lit from within.

Particular care will be needed with the design of advertisements on commercial buildings in conservation areas and on listed buildings and other building of character elsewhere. Signs should not obscure architectural detailing and should be designed to be in keeping with the style and proportions of the building. Signs should usually be positioned below first floor cill level. Large poster advertisements and internally illuminated signs are considered inappropriate where they would impact on the character of a conservation area or where they would affect the setting of a listed building.

Where several signs are required on a building, their design and position should be co-ordinated, and their number kept to a minimum, to avoid creating a cluttered appearance.

Wherever possible signs should be individually designed, of a size, colour and materials appropriate to the style of the building upon which it is positioned.

How it will be put into practice

Deciding applications for advertisement consent and the design of shop fronts.