

TRANSPORT

Plan Strategy

The transport policies of the Local Plan are concerned with how people move about in connection with their work, shopping, educational and leisure needs. It is also recognised that land use and transport planning needs to be co-ordinated so as to conserve resources for future generations. The quality of the transportation network is seen as essential to make the Borough an attractive place in which to live, and to promote it to developers and businesses as a place in which to invest.

The transport strategy of the Plan therefore takes account of the environmental impact of transport and also secures an efficient transportation system that meets the needs of residents, industry and commerce and assists in securing environmental and safety improvements. In this way encouragement is given to transport investment that helps to:

- Promote sustainable development and energy conservation.
- Facilitate the operation and use of public transport.
- Improve conditions for pedestrians and cyclists.
- Aid economic development
- Improve the road network in the Borough.

Importance is also attached to the improvement of communication links that serve the Borough, and the Council supports proposals for the:

- Improvement of the A1 between London and Newcastle to motorway standard.
- Improvement to the East Coast Main Line Railway and connections to the Channel Tunnel.
- Improved access to the North East ports.
- Development of a regional freight depot at Faverdale, Darlington.
- Improvement of air services from Newcastle and Teesside Airports.

Borough's Transport Network

Sedgefield Borough enjoys a high standard of accessibility. This is afforded by the important A1 and A167 strategic road routes through the Borough and the complementary east-west routes of the A688 (Bishop Auckland to A1(M) at Bowburn) and A689 (Bishop Auckland to Hartlepool); the East Coast Main Line, Teesside and Newcastle Airports and the east coast ports between the rivers Tyne and Tees.

Public transport services are provided by bus operators and train operating companies. Bus operators provide the majority of services, operating over medium distance routes between the major centres of Bishop Auckland, Darlington and Durham. These are complemented by local services and longer distance connections to the larger urban centres of Tyneside and Teesside. A rail service operates between Darlington, Newton Aycliffe, Shildon and Bishop Auckland, giving access to the East Coast Main Line and Teesside.

There is a network of routes for cyclists and pedestrians within towns and villages and in the countryside which needs to be made more attractive and convenient so as to offer more people the choice of environmentally-friendly means of transport.

The major road network serving the Borough has seen a considerable amount of improvement in recent years with the construction of:

- The Shildon Bypass.
- Coundon and Canney Hill Bypasses.
- Thinford to Metal Bridge to Bowburn Improvement.
- Aycliffe Industrial Estate - A167 Link Road.

Further improvements are envisaged during the Plan period. The Department of Transport has withdrawn the improvement of the A167 between Durham and Newton Aycliffe. The widening of the A1(M) through the Borough is to be examined.

Durham County Council is the Highway Authority for the Plan area. Its overall transportation strategy is based upon the County Durham Structure Plan which proposes as priority activities:

- Improvement of east-west routes to the A1 Motorway and A167 and A19 Trunk Roads.
- Ensuring that essential bus services are maintained.
- Encouragement of the use of rail wherever possible.

The County Council has defined a route hierarchy throughout County Durham. Its purpose is to assist decision making in determining priorities for improvements and maintenance of roads and to form a basis for defining lorry routes. The Strategic Route Network for the Borough is shown on Plan 2. Decisions on the County Council's highway programme are set out in an annual Transport Policies and Programme submission to the Department of Transport.

Plan's Policies and Proposals

The transport policies and proposals are concentrated upon:

- Supporting the provision and operation of public transport services and opportunities for cycling and walking to ensure that there is a choice in the means of transport available.
- Safeguarding land for the construction of road improvements to improve the area's road network.
- Promoting highway safety.
- Minimising the impact of heavy goods vehicles on the environment and local communities.

- Co-ordinating the provision of roadside facilities.

Further policies on car parking are contained in the Chapter on Shopping and Town Centres. The requirements for parking provision are set out in the Design Chapter and in the Council's Supplementary Planning Guidance Note 6.

PLAN 2 - STRATEGIC ROUTE NETWORK

Footpaths and Cycleways

POLICY T1 THE COUNCIL WILL SEEK TO ENSURE THAT SAFE, ATTRACTIVE AND CONVENIENT FOOTPATH AND CYCLEWAY LINKS AND NETWORKS ARE PROVIDED, WHERE APPROPRIATE, BETWEEN RESIDENTIAL AREAS AND LOCAL SHOPPING CENTRES, SCHOOLS, BUS STOPS, AREAS OF OPEN SPACE AND LEISURE ROUTES IN THE COUNTRYSIDE.

WHEREVER POSSIBLE, ROUTES SHOULD BE CAPABLE OF USE BY PEOPLE WITH DISABILITIES, THE ELDERLY, AND THOSE WITH YOUNG CHILDREN.

Reasons for the policy

Walking is the main form of transport for short journeys to local and village facilities. Safe and convenient pedestrian routes to bus stops are important for those using public transport.

Cycling is a form of transport that does not harm the environment. More journeys will take place by bicycle if safe and attractive routes are provided. Footpaths and cycle routes should be as direct as possible and have the easiest practical gradient. The need to provide for cycle parking is set out in Policy D3.

Cycleways would be particularly attractive in Newton Aycliffe where the terrain is mainly flat and journeys from home, school, shops and work are relatively short. Consideration will be given to making provision for cyclists in the new development at Cobblers Hall and in other major housing developments, in accordance with Policy D3.

Attractive routes to local areas of open space and linking with countryside routes will provide easy access on foot or cycle for leisure activities. The development of countryside leisure routes is encouraged in Policies L9 and L10.

Footpaths and cycleways should be laid out and designed to take account of factors set out in Policy D6, including the principles of Crime Prevention and Personal Safety as set out in the Council's Supplementary Planning Guidance Note 10. They should be well-lit and overlooked by housing where possible.

Wherever possible, footpaths in settlements will be made accessible for people with disabilities or with young children, in order to ensure that these sectors of the community have suitable access to local facilities.

How it will be put into practice

When deciding planning applications, ensuring that appropriate footpath and cycleway routes are provided to serve new development.

Putting together a cycle network strategy for Newton Aycliffe, and elsewhere, through consultation with cycling organisations, the Sports Council, Town and Parish Councils and local residents.

Providing new or improved routes where necessary, as part of the Council's Environmental Improvement Programme.

Public Transport

POLICY T2 THE COUNCIL WILL ENCOURAGE IMPROVEMENTS TO ASSIST PUBLIC TRANSPORT SERVICES IN THE BOROUGH BY:

- (A) CONSIDERING THE OPERATIONAL NEEDS OF BUSES IN THE BOROUGH'S TOWN CENTRES AND IN MAJOR DEVELOPMENT PROPOSALS;**
- (B) THE USE OF TRAFFIC MANAGEMENT MEASURES;**
- (C) SUPPORTING RAIL SERVICES ON THE DARLINGTON TO BISHOP AUCKLAND LINE AND ENCOURAGING THE USE OF THE FERRYHILL TO STOCKTON LINE FOR PASSENGER SERVICES; AND**
- (D) SEEKING THE PROVISION OF SUITABLE FACILITIES FOR BUS AND TRAIN PASSENGERS.**

Reasons for the policy

Public transport is an important means of transport in the Borough. The Council wishes to encourage the use of public transport in order to provide improved accessibility and choice, to promote the sustainable development of the Borough's towns and villages and to aid energy conservation.

Whilst the number of people using public transport in the Borough has declined by over 10% during the past five years, this trend is likely to level out as public transport continues to be an essential means of transport for many people in the community.

The Council will seek to ensure that buses can be routed efficiently to serve the Borough's town centres and major new developments. The provision of adequate passenger facilities will be encouraged. Bus shelters should be well designed and maintained and provide information on services. Bus stops should be sited in accessible locations with well-lit and direct footpath links.

The proposed improvement to Shildon Town Centre and the redevelopment of the Avenue School site adjacent to Newton Aycliffe Town Centre may afford opportunities to improve public transport facilities (See Policies S4 and S10).

The local Bishop Auckland to Darlington railway line passes through the Borough providing connections with the East Coast Main Line and links to the Newcastle upon Tyne and Teesside conurbations. Better facilities need to be made available to the local stations at Heighington (serving industrial and business areas of Newton Aycliffe) and Shildon to attract more passengers.

How it will be put into practice

Ensuring that major new developments make appropriate provision for new bus routes and bus stops.

Implementing the Council's Environmental Improvement Programme.

Continuing to promote the use of the Darlington to Bishop Auckland Line and encouraging improvements to passenger facilities for bus and train services.

POLICY T3 THE COUNCIL WILL SEEK TO SAFEGUARD EXISTING RAILWAY LINES IN THE BOROUGH FROM DEVELOPMENT THAT MIGHT PREVENT THEIR USE FOR PASSENGER OR FREIGHT USE.

Reasons for the policy

Railways provide a speedy, safe and convenient means of transport for journeys between towns. During recent years there has been a growing interest in the development of rail travel within and to major conurbations.

The Council wishes to safeguard the existing railway lines through the Borough to ensure that they remain available for passenger and freight use. The routes of the rail lines in the Borough are shown in Plan 3.

The Council wishes to see the following lines and services retained: the passenger services on the Bishop Auckland to Darlington line, which serves Newton Aycliffe and Shildon; the Ferryhill to Stockton line, which is used mainly for freight; and the mineral line to Cornforth Quarry to permit the transportation of waste materials by rail for the reclamation of the quarry.

How it will be put into practice

Taking part in joint investigations with other interested parties.

Lobbying British Rail, the Department of Transport and Durham County Council.

PLAN 3 - RAILWAYS AND DEFINED LORRY ROUTES

POLICY T4 THE COUNCIL WILL GRANT PLANNING PERMISSION THAT LEADS TO THE IMPROVEMENT OF THE RAILWAY STATIONS AT SHILDON, NEWTON AYCLIFFE AND HEIGHINGTON LANE.

Reasons for the policy

The Council supports the retention of the local Bishop Auckland to Darlington railway line. The passenger service could be improved by upgrading the facilities for passengers at the stations for their safety and comfort and by increasing the frequency of the service and reducing the journey time.

The Council will resist the closure of any of these existing stations which are well located in terms of industrial and business areas in Shildon and Newton Aycliffe.

How it will be put into practice

Deciding planning applications.

Movement of Freight

POLICY T5 THE COUNCIL WILL SEEK TO MINIMISE THE ADVERSE EFFECT OF HEAVY GOODS VEHICLES ON COMMUNITIES BY:

- (A) **SEEKING THE CO-OPERATION OF VEHICLE OPERATORS TO USE THE DEFINED LORRY ROUTES;**
- (B) **DEFINING SPECIAL ROUTES FOR MAJOR DEVELOPMENT PROPOSALS GENERATING SUCH TRAFFIC;**
- (C) **ENCOURAGING THE INTRODUCTION OF WEIGHT RESTRICTIONS ON ROUTES NOT CONSIDERED SUITABLE FOR HEAVY GOODS VEHICLES;**
- (D) **ENCOURAGING THE CARRIAGE OF FREIGHT AND BULKY MATERIALS BY RAIL WHERE IT WOULD ASSIST IN REDUCING THE NUMBER OF HEAVY GOODS VEHICLE MOVEMENTS AND ACHIEVE ENVIRONMENTAL BENEFITS; AND**
- (E) **SEEKING TO RETAIN THE FOLLOWING RAILWAY LINES IN THE BOROUGH THAT COULD BE USED FOR THE MOVEMENT OF FREIGHT:**

**CORNFORTH QUARRY LINE
RAISBY QUARRY LINE
FERRYHILL TO STOCKTON LINE
DARLINGTON TO BISHOP AUCKLAND LINE**

Reasons for the policy

Freight movements have become increasingly concentrated onto roads with the introduction of larger and heavier loads.

The movement of heavy lorries can create severe environmental intrusion upon local communities through which they pass. Noise, fumes and vibration caused by heavy lorries can create disturbance to local residents, pedestrians and other road users.

Heavy lorries can also cause increased wear and damage to road surfaces and bridges.

Proposals for developments which will generate the movement of heavy lorries will only be permitted in appropriate locations close to routes suitable for such traffic.

Heavy goods vehicle operators will be encouraged to use specified routes that are constructed to an appropriate standard and avoid residential areas.

The movement of goods, particularly bulky items, by rail rather than road, will help improve environmental conditions on the roads. Freight can be carried on existing passenger railway lines and the freight line from Stockton to Ferryhill. The Council wishes to see the existing mineral line to Cornforth Quarry retained to permit the transport of waste materials by rail for the reclamation of this quarry.

The railway line from Darlington to Bishop Auckland provides a route for freight (and passengers) connecting the East Coast Main Line and Teesside with Newton Aycliffe and Shildon. There may be opportunities to increase the freight use of the line, for example, the transport of waste to disused quarries in Weardale.

How it will be put into practice

Identifying and signing routes suitable for heavy goods vehicles, in co-operation with Durham County Council. Seeking the co-operation of heavy goods vehicle operators to use these routes.

Deciding planning applications and entering into planning agreements with developers to utilise agreed routes for heavy lorries and, where feasible, rail facilities for the transportation of freight.

Road Safety

POLICY T6 THE COUNCIL WILL SEEK TO PROMOTE IMPROVEMENTS IN HIGHWAY SAFETY FOR VEHICLES, PEDESTRIANS AND CYCLISTS BY:

- (A) THE USE OF TRAFFIC MANAGEMENT MEASURES;**
- (B) THE IMPLEMENTATION OF ROAD AND FOOTPATH IMPROVEMENTS;
AND**
- (C) GIVING CAREFUL ATTENTION TO THE REQUIREMENTS OF ALL USERS IN THE DESIGN OF NEW ROAD SCHEMES AND IMPROVEMENTS.**

PARTICULAR ATTENTION WILL BE GIVEN TO RESIDENTIAL AND INDUSTRIAL AREAS, TOWN AND LOCAL CENTRES AND CONSERVATION AREAS.

Reasons for the policy

The Government has set a target for reducing road casualties by one third by the year 2000. Highway Authorities are being asked to play a major role in seeking to achieve this target along with Central Government, the Police, Education Authorities and motor manufacturers.

Traffic management schemes can bring benefits to all road users in terms of the regulation and control of traffic, resulting in improvements to the environment of an area and in accident prevention. The aim of such schemes is to manage the highway network in order to balance the demands of all road users within the confines of the road space available. New road schemes and highway improvements should be designed with the needs and safety of all users in mind.

The Council will promote schemes that:-

- (a) Result in slower vehicle speeds within residential areas (e.g. by traffic calming methods).
- (b) Improve safety, particularly for pedestrians and cyclists (e.g. at crossing points and on major routes).
- (c) Improve personal safety, particularly for women and children and after dark.
- (d) Improve the environment of shopping centres, residential areas and conservation areas (e.g. by prohibiting through traffic).
- (e) Achieve the efficient operation of the highway network.
- (f) Improve operating conditions for public transport.

How it will be put into practice

Consulting with Durham County Council on its highway proposals, and encouraging them to undertake improvements to increase highway safety.

Consulting with local residents and Town and Parish Councils to discover which improvements are most needed and acceptable.

Implementing the Council's Environmental Improvement Programme.

POLICY T7 THE COUNCIL WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR DEVELOPMENT THAT WOULD GENERATE TRAFFIC WHICH WOULD:-

- (A) **CREATE SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS IN TERMS OF LIVING CONDITIONS OF NEARBY RESIDENTS; OR**
- (B) **BE DETRIMENTAL TO HIGHWAY SAFETY IN TERMS OF OTHER ROAD USERS.**

Reasons for the policy

Traffic generated by a development is an important consideration in determining a planning application. A proposal that would be harmful to road safety or that would generate traffic movements that would affect the environment of the locality will not normally be permitted. The factors that need to be considered in designing vehicular access for new developments are set out in Policy D3.

How it will be put into practice

Deciding planning applications.

Roads

POLICY T8 THE COUNCIL WILL SUPPORT THE CONSTRUCTION OF THE FOLLOWING ROAD SCHEMES. LAND REQUIRED FOR THE FOLLOWING ROAD SCHEMES WILL BE PROTECTED FROM DEVELOPMENT:-

- (A) A167 CHILTON BYPASS**
- (B) A6072 BISHOP AUCKLAND/SHILDON LINK**
- (C) A689 SEDGEFIELD TO WYNYARD IMPROVEMENTS**
- (D) C24 CORNFORTH BYPASS**
- (E) C35 RUSHYFORD TO AYCLIFFE IMPROVEMENTS**
- (F) B6291 EAST OF THINFORD ROUNDABOUT**
- (G) C96 WILLINGTON TO SPENNYMOOR IMPROVEMENTS**
- (H) SHILDON TO AYCLIFFE LINK**
- (I) IMPROVEMENTS TO BURN LANE, NEWTON AYCLIFFE**
- (J) BYERLEY ROAD/STATION ROAD LINK, SHILDON**
- (K) FUJITSU WAY ROAD BRIDGE, NEWTON AYCLIFFE**

Reasons for the policy

Development that would prejudice the implementation of these highway improvements will not be permitted because of the importance of upgrading these routes to improve the strategic route network and the need for improved routes to serve new industrial and residential development.

The Chilton Bypass is part of a long term Department of Transport scheme to improve the A167. The Council is required by the Department of Transport to protect the line shown on the Proposal Map. This will remain the position until such time as a new line is approved by the Department.

The following proposals are included in Durham County Council's Transport Policies and Programme for 1994/95 which indicates the following timings:-

C24 Cornforth Bypass and A6072 Bishop Auckland to Shildon Link are programmed for implementation in the short term with start dates before 1995.

A689 Sedgefield to Wynyard Improvements, C96 Willington to Spennymoor Improvements and the Shildon to Aycliffe Link are longer term proposals which are due to start after 1995. There is a possibility that the Shildon to Aycliffe Link will be re-examined.

The C35 Rushyford to Aycliffe Improvement is included in a pool of minor highway schemes due to start after 1994/95. Improvements to the complete length of road will become increasingly important as housing development at Cobblers Hall takes place. The improvement of the junction at Rushyford will need to be co-ordinated with the A167 improvement scheme.

The east of Thinford scheme is an important section of improving east-west links to the A1(M) at Bowburn. It will need to take account of the A167 improvements and junction at Thinford. It is planned to be implemented after 1995.

The improvements to Bum Lane, Newton Aycliffe, will be carried out in the short term as the approved housing development at Cobblers Hall proceeds.

The link between Byerley Road and Station Road needs to be provided to allow for a proposed supermarket development.

The provision of a railway bridge on Fujitsu Way will improve accessibility to the Heighington Lane Business Park extension.

It should be noted that where proposed road lines involve the development of all or part of areas of open space, an acceptable alternative will need to be provided, in accordance with Policy L5. The opportunity should be taken to enhance wildlife habitats where new roads are built, by for example, planting trees and hedgerows, in accordance with Policy E8.

How it will be put into practice

Deciding planning applications.

Consulting with the Department of Transport on the A167 Improvement Scheme and Durham County Council on its Highways Capital Programme.

POLICY T9 THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE THE SUPPLY OF PARKING SPACES IN THE BOROUGH, WITH PRIORITY TO TOWN AND LOCAL CENTRES, RESIDENTIAL AND INDUSTRIAL AREAS BY:-

- (A) PROVIDING ADDITIONAL OFF-STREET PARKING PROVISION AS THE NEED AND OPPORTUNITY ARISES;**
- (B) PROVIDING TEMPORARY PARKING ON DEVELOPMENT SITES; AND**
- (C) REVIEWING ON-STREET PARKING TO ENSURE THAT IT DOES NOT GIVE RISE TO CONFLICT WITH THE SAFETY AND ACCESSIBILITY CONSIDERATIONS OF RESIDENTS, PARTICULARLY IN AREAS ADJOINING TOWN CENTRES.**

Reasons for the policy

Adequate off-street car parking is vital to maintain the attractiveness of shopping centres. Parking provision in towns will be regularly reviewed to ensure that the supply is adequate. New car parks will be provided as part of the Avenue School redevelopment scheme in Newton Aycliffe. Disabled persons' car parking spaces have recently been increased in Spennymoor Town Centre.

Many older residential areas were laid out without adequate provision being made for off-street parking. Some industrial areas similarly have inadequate provision for employee parking.

As needs and opportunities arise, the Council will seek to ensure that improvements to off-street parking provision are made both by the Council and others. Minimising on-street parking helps to improve safety for both pedestrians and road users and assists the free flow of traffic. Improvements can be made by providing in curtilage spaces, lay-bys, drive in bays, verge strengthening and using traffic management measures as appropriate through the Council's Environmental Improvement Programme.

Further consideration of the parking requirements of town and local centres is set out in Policies S3, S7 and S10. The detailed requirements for parking provision for all forms of development are set out in Policy D3 and the Council's Supplementary Planning Guidance Note 6.

How it will be put into practice

Implementing the Council's Environmental Improvements Programme.

Consulting with local residents and Town and Parish Councils to discover which improvements are most needed and acceptable.

Consulting with Durham County Council on traffic management measures.

Negotiating with developers.

POLICY T10 THE COUNCIL WILL NORMALLY GRANT PLANNING PERMISSION FOR OVERNIGHT LORRY PARKING FACILITIES ON GENERAL AND LOCAL INDUSTRIAL ESTATES IN ACCORDANCE WITH POLICIES IB6 AND 1B7 OR AT OTHER APPROPRIATE LOCATIONS WHICH CONFORM WITH POLICY T7 AND ARE ADJACENT TO AND HAVE GOOD ACCESS TO THE LORRY ROUTE NETWORK.

Reasons for the policy

To make provision for overnight parking of lorries in transit and of those belonging to local companies, thereby assisting the efficient operation of business.

Lorry parks need to be carefully sited to provide ease of access from the lorry route network and to avoid causing undue disturbance to residential areas. Plan 3 shows the defined heavy lorry network in the Borough.

How it will be put into practice

Encouraging private operators to develop sites where needed and by ensuring that existing lorry parks are retained.

POLICY T11 PLANNING PERMISSION FOR PETROL FILLING STATIONS WILL NORMALLY BE GRANTED FOR SITES WITHIN TOWNS AND VILLAGES, PROVIDED THAT:-

- (A) THERE WOULD BE NO SIGNIFICANT HARMFUL EFFECT ON THE LIVING CONDITIONS OF LOCAL RESIDENTS; AND**
- (B) THE DEVELOPMENT CONFORMS WITH POLICY T7.**

Reasons for the policy

Petrol filling stations generate a high number of vehicle movements. New proposals should, therefore, be in locations that are appropriate from the point of view of road safety and residential amenity.

Any new petrol station should normally be located in towns and villages to serve the needs of local residents and businesses and to avoid the proliferation of new developments in the countryside.

It is considered that in the light of government advice there is an adequate provision of petrol filling stations along the Borough's primary routes to serve the needs of through traffic. Primary routes within the Borough are shown on Plan 2.

How it will be put into practice

Deciding planning applications.

POLICY T12 WITHIN AREAS OF OPEN COUNTRYSIDE PERMISSION WILL NORMALLY BE GRANTED FOR THE DEVELOPMENT OF FAMILY RESTAURANTS, TRANSPORT CAFES AND OTHER RELATED FACILITIES FOR MOTORISTS ONLY IF THE PROPOSAL:-

- (A) IS WELL RELATED TO THE PRIMARY ROUTE NETWORK AND IS ADJACENT TO AN EXISTING PETROL FILLING STATION, PUBLIC HOUSE OR HOTEL;**
- (B) CONFORMS WITH POLICY D3; AND**
- (C) WOULD NOT BE DETRIMENTAL TO THE APPEARANCE OF THE LOCAL COUNTRYSIDE, OR RESULT IN THE LOSS OF AN AREA OF NATURE CONSERVATION OR ARCHAEOLOGICAL INTEREST, A GREEN WEDGE OR THE BEST AND MOST VERSATILE AGRICULTURAL LAND CONTRARY TO POLICIES E10, E11, E17, E4 AND E16 RESPECTIVELY.**

DEVELOPMENTS SHOULD PROVIDE TOILETS, BABY CHANGING AND FEEDING FACILITIES AND TELEPHONES FOR USE BY THE GENERAL PUBLIC.

Reasons for the policy

There is a concern about the number of proposals for the development of roadside facilities on primary routes where traffic volumes and vehicle speeds are high. This policy is proposed in the light of government guidelines to regulate the provision of such services and to ensure that facilities are provided for the convenience of road users at key locations on the primary route network. The criteria for the location of new hotels and visitor accommodation are set out in Policy L20.

At locations in the countryside, a high standard of landscaping will be required to ensure that the development does not detract from the appearance of the area in accordance with Policy E1.

How it will be put into practice

Deciding planning applications.

POLICY T13 THE PROVISION OF ROADSIDE FACILITIES ON SITES IDENTIFIED ADJACENT TO THE A1(M) AT THE AYCLLFFE AND BRADBURY INTERCHANGES WILL NORMALLY BE APPROVED. SUCH DEVELOPMENT SHOULD INCLUDE:-

**PETROL FILLING STATION;
HOTEL;
RESTAURANT FACILITIES;
PICNIC AREA;
ADEQUATE LEVELS OF VEHICLE PARKING TO SERVE THE ABOVE IN ACCORDANCE WITH POLICY D3; AND
TOILETS, BABY CHANGING AND FEEDING FACILITIES AND TELEPHONES FOR USE BY THE GENERAL PUBLIC.**

Reasons for the policy

The sites are considered to be appropriate locations for the development of roadside facilities to serve motorists on the A1 (M) and adjacent primary routes. The sites should be developed to provide a full range of facilities to serve the motorist. Outline planning permission has been granted on both sites for a variety of roadside facilities that accord with this policy.

How it will be put into practice

Deciding planning applications.

Telecommunications

POLICY T14 IN CONSIDERING PLANNING APPLICATIONS FOR LARGE TELECOMMUNICATIONS DEVELOPMENTS, THE FOLLOWING FACTORS WILL BE TAKEN INTO ACCOUNT:-

- (A) THE PARTICULAR LOCATIONAL REQUIREMENTS OF THE PROPOSAL;**
- (B) THE SUITABILITY OF ALTERNATIVE SITES;**

- (C) **THE POSSIBILITY OF DUAL USE OF EXISTING SITES; AND**
- (D) **THE ENVIRONMENTAL IMPACT OF THE SCHEME.**

PLANNING PERMISSION FOR SUCH DEVELOPMENTS WILL NORMALLY BE APPROVED PROVIDED THAT, AFTER CONSIDERING THE ABOVE FACTORS, THE SITE IS THE MOST APPROPRIATE, AND THE BENEFITS ARISING FROM THE DEVELOPMENT OUTWEIGH ANY ENVIRONMENTAL DAMAGE.

Reasons for the Policy

The Council recognises the role of the telecommunications industry in assisting to maintain the competitiveness of the national economy and in widening the choice of services available both to individuals and organisations. It also acknowledges the locational and technical requirements of such developments, and will have regard to these in considering proposals.

It is, however, appropriate that environmental objectives are also taken into account related to matters of acknowledged importance. The relevant policies and groups of policies include landscape protection (Policies E1, E2, E3 and E4) and the protection and enhancement of the built environment (Policies E18, E19, E21 and E22).

Large telecommunications development can have a major impact on the appearance of an area. The Council will seek to ensure that any such developments are sited in appropriate locations and that a proliferation of masts is avoided whilst taking into account the special needs and technical problems of telecommunications development.

How it will be put into practice

Consultations with developers.

Deciding planning applications.