

TR110(04)

Developments Affecting Trunk Roads and Special Roads Highways Agency Response to an Application for Planning Permission

From: Regional Manager, Network Strategy Directorate, North East Region, Highways Agency.

To: Head of Planning, City of Durham Council

Council's Reference: 4/06/00746/OUT

Referring to the notification of an outline planning application on your letter dated 2nd August 2006, your reference 4/06/00746/OUT/PGH, in connection with the M1 trunk road, notice is hereby given under Article 14 of the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport –

- a) ~~does not propose to give a direction restricting the grant of planning permission;~~
- b) ~~does not propose to give a direction restricting the grant of planning permission but offers advice (see the enclosed letter)~~
- c) directs that any planning permission which the planning authority may grant shall include the conditions shown overleaf, for the reasons given
- d) ~~directs that the planning authority shall not grant permission for this application for the reasons/the time period given overleaf~~
- e) ~~directs that planning permission be refused, for the reasons given overleaf.~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date 18th September 2006

(Signature)

(Name)

(Position)

The Highways Agency

Condition(s) to be attached to any grant of planning permission:

1. No development pursuant to planning application number 4/06/00746/OUT shall commence unless and until the developer has submitted the following full design and construction details of the improvements required at Junction 61 of the M1 trunk road, such details to be agreed by the local authority in consultation with the Highways Agency as shown in outline on the drawings specified in Table 1 (and attached to this document), incorporating the notes referenced to therein and including:
 - i) how the scheme interfaces with the existing highway alignment, carriageway markings, surface treatment and lane destinations;
 - ii) full details of carriageway widening of the M1 at Junction 61. This is to include any modifications to existing or proposed structures, with supporting analysis;
 - iii) full signing and lighting details;
 - iv) confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards);
 - v) an independent Stage 2 Road Safety Audit (taking account of any Stage 1 Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes; and
 - vi) New Approach to Appraisal (NATA) / Project Appraisal Report (PAR) assessment.

TABLE 1

Location	Drawing Submitted By	Title	Drawing Number	Revision	Dated
M1 Junction 61	Faber Maunsell	A1(M) Junction 61 Proposed Slip Road Mitigation Measures	104D129-45	P3	15-05-06
M1 Junction 61	Faber Maunsell	Proposed Mitigation Measures	44955/P/001	-	March 2006

2. No development to which application number 4/06/00746/OUT relates shall be brought into its intended use unless and until the highway improvements as shown in outline on drawings number 104D129-45 P3 and 44955/P/001 and agreed in detail in accordance with condition 1 have been implemented to the satisfaction of the local authority in consultation with the Secretary of State for Transport.
3. No development to which application number 4/06/00746/OUT relates shall be begun which would result in the maximum gross floor area for buildings within the specified use class of the Town and Country Planning (Use Classes) Order 1987 exceeding the limit as shown in Table 2 below:

TABLE 2

Use Class	Maximum Gross Floor Area (GFA)
B1 Business Park	46,452 square metres

Reason(s) for the direction given at c), d) or e) above and the period of time for a direction at d) or for any other 'holding' direction:

The conditions set out above are made to ensure that the M1 motorway trunk road might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10(2) of the Highways Act 1980, and to maintain the safety of traffic on the road.