

Transport & Connectivity

Dissington Garden Village seeks to provide a balanced transport system, but one which actively promotes sustainable means of transport, giving people a real choice about how they travel.

The scheme has been designed to integrate with the existing footpath and cycleway network, including Footpath 419/027 that runs east/west through the southern part of the site; and Footpath 419/053 and Cycle Route RN10 that both run north/south to the west of the site.

The internal road network will allow for discrete and safe pedestrian and cycle circulation, with a new cycle route proposed over Fox Covert Lane, connecting into Ponteland Park and the Village Centre beyond.

Enhanced public transport services will be sought, as well as improvements to ICT and broadband connectivity, thereby enabling greater opportunities for home-working and entrepreneurialism.

One of the site's greatest assets is its proximity to the strategic road network. Ensuring that the local highway network operates in an efficient manner is therefore a top priority for the Garden Village proposals.

The operation of the local highway network is being considered in a number of future year scenarios, taking into account other committed developments in the area, as well as the Garden Village proposal. Mitigation in the form of highway improvements and a comprehensive Green Travel Plan will be sought throughout the planning process to address any potential adverse impacts.

Importantly, the Garden Village is able to facilitate the delivery of a relief road around Ponteland to accommodate and mitigate the effect of existing, proposed and future traffic movements on the local highway network. The exact route is yet to be established, and will be the subject of a separate planning application. However, the principle of a relief road is established in the adopted Castle Morpeth District Local Plan; the delivery of which will bring significant economic and highway benefits to the Region.

In the interim, priority junctions onto the A696 will be sought to facilitate the initial phases of development, before a more comprehensive access solution in the form of a gyratory will be established alongside the relief road.

The dotted red line (PT1) signifies the safeguarded route of the relief road in the Castle Morpeth District Local Plan

