ITEM NO. ....9...........

THE ADOPTION OF THE TEES VALLEY GREEN INFRASTRUCTURE STRATEGY AND WHAT IT MEANS TO DARLINGTON

Responsible Cabinet Member – Councillor Wallis
Sustainable Environment and Climate Change Portfolio
Responsible Director - Cliff Brown, Director of Community Services

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SUMMARY REPORT

Purpose of the Report

1. To ask Members to adopt the **Tees Valley Green Infrastructure Strategy (attached)** and the associated action plan as it applies to Darlington and by so doing help to make the best use of the town's existing green spaces as well as adding to these in a way that adds value and interest to the adjacent built environment, keeping Darlington in step with our neighbouring authorities in the Tees Valley.

Summary

2. A Green Infrastructure Strategy has been developed by the Tees Valley local authorities (Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees Borough Councils) and their partners - Community Forests, Natural England, Environment Agency, The Northern Way, and One NorthEast - to show how green infrastructure can play a key role in helping to achieve the economic and sustainable vision for the Tees Valley.

3. **The vision for the Green Infrastructure Strategy is:**

    'To develop by 2021 a network of green corridors and green spaces in the Tees Valley that:

    (a) enhance the quality of place for existing and future communities and potential investors;
    (b) provide an enhanced environmental context for new development, regeneration projects and housing market renewal, and produces high quality design and developments;
    (c) creates and extends opportunities for access, regeneration and enhancement of biodiversity; and
    (d) provides a buffer against the effects of climate change.'

4. In order to ensure that we move beyond the purely opportunistic approach to planning for the green environment to one where a plan of this nature helps deliver these benefits, the following criteria are considered essential for its success when judging projects.

5. Existing and new green spaces should exhibit:

    (a) multi-functional benefits (delivering more than one benefit from the same green spaces(s));
    (b) connectivity with other parts of the green infrastructure network;
    (c) potential for match funding from other sources;
    (d) opportunities for additional funding; and
    (e) involvement/support of private sector/voluntary sector/local communities (developed in partnership with other agencies and stakeholders).

6. It is envisaged that this approach will contribute to the process of creating a more sustainable town, a green town, a town with a better quality of life, a more economically sustainable town with better retention of skilled and highly skilled workforce, and a town that is healthier and safer with more people enjoying the outdoor environment, close to their homes.

Recommendation

7. It is recommended that Members adopt the Tees Valley Green infrastructure Strategy and support its aims and objectives and implementation in the Borough of Darlington.

Reasons

8. The recommendation is supported to:

    (a) Better coordinate the delivery of the wide range of benefits that an effective green infrastructure can bring to a community.
    (b) Provide greater guidance on how other key related Council policies can incorporate objectives for the provision of a better quality green environment.

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Cliff Brown
Director of Community Services

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Background Papers

 (i) Tees Valley Green Infrastructure Strategy

 (ii) Local Biodiversity Action Plan

(iii) People and Nature in Darlington

 (iv) Darlington's Community Strategy

 (v) DEFRA Guidance on Producing a Rights of Way Improvement Plan

 (vi) Planning Policy Statement 9

(vii) The Countryside and Rights of Way Act 2000

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S17 Crime and Disorder	Having a well designed and integrated green infrastructure as a part of urban living helps reduce mental stress, provides people at risk from crime with options for alternative activities such as fishing and adventure sports and provides venues for informal activities, away from the more sensitive built environment.
Health and Well Being	Quality green space helps reduce mental stress and provides many more options for free, informal physical exercise.
Sustainability	Having a bio diverse, interconnected green infrastructure that allows for increased robustness in the local biodiversity, something essential for helping the process of combating climate change, is one of the key indicators for sustainability.
Diversity	The green environment contains lessons for all people on key issues such as a sense of localness, of sustainability and where our food comes from.
Wards Affected	The green infrastructure of the town affects all wards.
Groups Affected	All people are affected by this process.
Budget and Policy Framework	Open Space Strategy, Sustainable Community Strategy, the Local Development Framework, the Local Transport Plan, the Rights of Way Improvement Plan and the draft Countryside Strategy.
Key Decision	This is considered a key decision as it effects the future development of the town.
Urgent Decision	This is not classed as a key decision.
One Darlington: Perfectly Placed	Improvement of the green infrastructure helps the perfectly placed element of the SCS as a green town as well as helping deliver a set of facilities that is accessible to everyone.

MAIN REPORT

Information and Analysis

Aims and Benefits of the Green Infrastructure Strategy

9.   There are five principal aims of the Green Infrastructure Strategy:

(a)   Provide a strategic context for the sustainable planning and management of existing and proposed green space within the Tees Valley.

(b)   Support and reinforce initiatives and strategies designed to raise the economic performance of the Tees Valley, promote economic and social inclusion, create sustainable communities, and improve the environment.

(c)   Provide a framework of green corridors and spaces that will help to improve access to open space for local communities and contribute to tackling such issues as poor health and quality of life.

(d)   Provide an enhanced environmental context for new development and regeneration schemes.

(e)   Improve access to resources through major funding regimes and improve the case for green infrastructure to be funded as a primary public investment on a similar basis to other services and infrastructure.

10.   The implementation of a well-planned and integrated green infrastructure network will bring a number of significant benefits to the Tees Valley:

(a)   An enhanced image and environmental setting that will promote the sub-region as a high quality place in which to live, work, invest and visit.

(b)   Promoting a sense of community and place.

(c)   Maintaining and enhancing biodiversity (including the creation of new habitats) and helping to reverse habitat fragmentation by improving the links between sites and areas, contributing to the delivery of the Tees Valley Biodiversity Action Plan and helping to cope with the effects of climate change through the creation of new and/or compensatory habitats.

(d)   Providing better opportunities for exercise, sport, active recreation and consequently improved health; also contributing to the health and well-being benefits of tranquillity and absence of noise, air and light pollution.

Green Infrastructure Initiatives and Priorities

11.   There are a number of projects and initiatives currently underway or planned in Darlington that will support and contribute to the aims and benefits of the Green Infrastructure Strategy as it applies to the town. These are:

(a)   Darlington Gateway, which comprises a number of projects that aim to build on the town's locational advantages to attract new employment. Within the overall Gateway concept there are a number of specific schemes that link into the green infrastructure network identified in the Strategy. These include:

(i)   Central Park, where a new mixed use development is underway, including housing, business accommodation and a major further education establishment. The development will include major open space and new pedestrian links to the town centre and railway station.

(ii) Central Arc, a regeneration area north east of the town centre with potential for improving links with the River Skerne corridor and providing a more attractive setting for the town centre.

(iii) Durham Tees Valley Airport – a master plan has been prepared that will see a major expansion of the passenger facilities and development of new employment uses on adjacent land. The Airport is situated within a major strategic gap between Darlington and Hartlepool and on the A66 and A67 transport corridors. There is potential for an enhanced approach to the Airport and for exploiting the rail heritage/tourism interest within the corridor.

(iv) Urban fringe – one of Darlington's 'unique selling points' is its green and well-wooded environment. This should be reflected in new development, particularly urban fringe sites and along major road and rail corridors, where there is also considerable potential for improving links into the surrounding countryside and 'softening' the urban edge.

(b) As well as the major schemes and priorities outlined above, Darlington and other key stakeholders and partners are undertaking many other projects and initiatives that will contribute to the delivery of the Green Infrastructure Strategy in the Town. A considerable amount of investment in green infrastructure is already taking place but it is important to work with our partners and stakeholders to attempt to match these initiatives to the framework outlined in the Green Infrastructure Strategy.

Green infrastructure Delivery

12. The Green Infrastructure Strategy will be implemented and delivered by many organisations in the public, private and voluntary sectors. It is essential however that the objectives and principles of the Strategy are embedded into the spatial planning system. The statutory planning system enables green infrastructure to be integrated with policies for the development and use of land, including housing, economic growth, transport and other community infrastructure.

13. Integration with the planning system is essential for the delivery of functional green infrastructure and the green infrastructure network in the Tees Valley. The planning system provides the framework within which delivery agents can work together to strategically plan for green infrastructure, co-ordinate and prioritise activity, and attract additional resources.

14. Planning for green infrastructure within the planning system will occur at three levels:

(a) Regional/Sub-regional
(b) Local
(c) Site Specific

Regional/Sub-regional

15. The emerging review of the Regional Spatial Strategy (RSS) for the North East will provide a framework for the development of the region in a sustainable manner over a 15-20 year period. The RSS will provide a firm regional policy base on which a green infrastructure network can be delivered in the Tees Valley sub-region.

16. Although not part of the statutory planning system the Tees Valley Green Infrastructure Strategy demonstrates how green infrastructure can be delivered in a strategic and co-ordinated way across the whole of the sub-region.

Local

17. Regional and sub-regional policies and strategies for green infrastructure will need to be translated into plans for delivery at local level, and brought together with plans for housing and other development.

18. Local Development Frameworks will provide a key mechanism to deliver the Green Infrastructure Strategy, and should be reflected in Core Strategies and other relevant Development Plan Documents (DPD) and Supplementary Planning Documents (SPD).

19. Local Development Frameworks will normally be informed by local green space strategies and audits in accordance with the requirements of Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation'. They will provide the evidence base for the development of policies to support the delivery, protection and enhancement of green infrastructure through Local Development Frameworks.

Site Specific

20. Local Development Frameworks, including local green space strategies and audits, will inform site development briefs and master plans. The principles of the Tees Valley Green Infrastructure Strategy should be integrated into site specific plans.

Key Partners in the Delivery of Green Infrastructure in Darlington

Key Partners	Main Delivery Role
Other Tees Valley local Councils, especially Stockton, as well as the Joint Strategy Unit	Embedding of the Green Infrastructure Strategy into the emerging Local Development Frameworks will provide the core spatial strategy and policy framework for supporting and co-funding green infrastructure delivery.
	Local authorities should also ensure that green infrastructure principles are incorporated in site specific plans such as master plans and development briefs and proactively engage with developers to exploit potential.
	Local authorities should provide specific support and guidance for individual projects within their area.
	Local Strategic Partnerships for the local authority areas will also provide an important delivery vehicle to initiate projects and opportunities, particularly through the work of sub-groups focussed on environmental issues.
	The Joint Strategy Unit should be a key driver at sub-regional/city region level for the context for delivery of green infrastructure. Also cross-boundary co-ordinator.

	North York Moors National Park Authority	Through its Local Development Framework and Management Plan.
	Tees Valley Regeneration	Focus on delivery of green infrastructure through master planning and implementation of key regeneration projects.
	North East Assembly (Regional Planning Body)	Regional policy formulator and integration of green infrastructure strategy and principles into the Regional Spatial Strategy.
	Environment Agency	Focus on flood risk management proposals that work with and can deliver green infrastructure opportunities.
	Natural England, English Heritage, Forestry Commission	Focus on delivery of green infrastructure aims through regional and sub-regional plans, programmes and strategies. For example integration with Character Area and Natural Area approach; historic landscapes, parks and gardens; promotion of projects that deliver regional and sub-regional priority habitats; Forestry Strategy; protection and enhancement of existing resource assets.
	Tees Valley and Durham Biodiversity Partnerships	Integration and co-ordination with species and habitat action plans.
	The Tees Forest	The Tees Forest is a project delivered through North East Community Forests; the main delivery role is to implement the Tees Forest Plan and focus on site specific green infrastructure delivery.
	Tees Valley Wildlife Trust; Groundwork Trust	Focus on site specific green infrastructure delivery; protection and enhancement of existing assets.
	Developers, Landowners	Site specific green infrastructure delivery in line with policy framework and guidance.

Key Challenges for Delivery

21. Inevitably there will be a number of challenges and issues to overcome in delivering the Green Infrastructure Strategy. While many of these will require further consideration it is important that they are recognised and planned for as early as possible.

Delivering Multi-Functionality

22. One of the key principles identified in the Tees Valley Green Infrastructure Strategy, and for green infrastructure generally, is its multi-functional nature - offering a wide range of benefits, many at the same time. The range of benefits include:

(a) recreation, sport and exercise;

(b) education;

(c) mitigating the effects of climate change such as sustainable drainage and flood risk management;

(d) reducing the impact of local air pollution;

(e) protection and enhancement of biodiversity;

(f) access to the wider countryside;

(g) networks of paths and cycleways;

(h) promoting a sense of place and identity;

(i) demonstrating commitment to the environment for residents, visitors and potential investors; and

(j) providing a high quality environment for new development and regeneration schemes.

23. The multi-functionality of green infrastructure must be recognised in its planning, design, management and maintenance. The precise use of green space will need to be decided at local level and will be dependent on specific needs, but early planning should seek to deliver multiple benefits.

24. Early involvement of planners, designers and developers with organisations and groups with particular knowledge and expertise will help to maximise the benefits that green infrastructure can bring to communities. By ensuring that green infrastructure is delivered principally through the planning system, it can be planned alongside other infrastructure. Examples would be linking sub-regional and local green infrastructure strategies to local transport plans, Right of Way Improvement Plans, cycling strategies, community strategies, economic strategies, local biodiversity action plans and so on.

Getting the Message Across

25. Although the concept of green infrastructure is becoming more widely understood it nevertheless remains important to continue to promote its benefits at all levels. Planners need to think about how green infrastructure can be included in an innovative way in local development frameworks and other strategies; transport planners need to understand the opportunities that green infrastructure can offer when planning for new footpaths, cycleways and park and ride facilities; Engineers need to understand how flood defence or sustainable drainage schemes can also provide space for recreation and biodiversity; local communities need to understand that green space is not just about play areas and ensure that their needs and requirements are made known to local authorities and developers; developers need to recognise the benefits of developing schemes in attractive setting and that green infrastructure needs to be considered at the start of the process and not just something to add on at the end.

Long-term Management

26. Successful delivery of green infrastructure must include consideration of how green infrastructure will be managed and maintained over the long-term to ensure quality and that it remains fit for purpose. Such consideration will need to occur at all spatial levels at the outset of the planning and design process. The multi-functionality of green infrastructure could be a help in securing its long-term management.

27. Management and maintenance of much green infrastructure will be a role for local authorities. However, competing demands on budgets and an increasing recognition that the value of green infrastructure is wider than public amenity, mean that there is a need to develop new ways of securing funding, management and maintenance. A number of

models for long-term management do exist, for example 'Paying for Parks - Eight models for funding urban green spaces; CABE Space, 2006', and some of these may have value in the Tees Valley.

28. Green infrastructure schemes may be more sustainable in the long-term if they are developed with the involvement of local communities. Partnership work with the local community and interested organisations could lead to shared responsibility for long-term maintenance.

Assessment Criterion and Implementation Process

29. Currently the green infrastructure process has been assembled by a Steering Group made up of representatives from all partners and has been consulted upon widely across the sub region with a wide cross section of these and other interested parties. In order to ensure the projects and initiatives address the main criterion that characterise the protection and creation of a valuable and long lasting green infrastructure, the Steering Group is working on assembling a process of assessment where those projects that score the highest on a number of key principles of sustainability are then recommended for funding.

30. These criteria include such concepts as the degree to which the scheme adds economic value to an area. Something hard to measure but will, it is anticipated include such things as:

    (a) The added value of housing due to its proximity to high quality green space;
    (b) The reduction in illness caused by stress levels due to having high quality green space on their doorstep (this leads to an increased economic output); and
    (c) A reduction in carbon output due to less long distance leisure trips taken.

31. There is a working group, currently developing a framework aimed at assessing these economic measures, drawing on studies carried out across the UK into the effects of improved green space.

32. As well as these economic factors, other criteria will be used to assess the value of proposals, such as:

    (a) the health benefits the scheme will bring through increases in walking and cycling;
    (b) the projects educational value with the added opportunities having a stimulating environment close to home; and of course
    (c) the project's contribution to the level of biodiversity in the area and how it addresses key elements of the biodiversity action plan.

33. Finally, and most essentially, it looks at the way the project helps provide a green infrastructure in which future developments can be planned in a way that has sustainability at its core.

34. Once the schemes have been approved for funding at a sub regional level, the projects will each be subject to local scrutiny through formal and informal consultation.

Suggested Project Assessment Criteria

35. This section considers criteria that could be used to assess projects seeking Single Programme funding. All potential projects should meet, as far as possible, a number of over-arching criteria. Other criteria have been grouped (in no particular order) under

economic, climate change/environment, and social criteria. However most of the climate change and social criteria also have economic benefits. The annex draws on a number of published sources looking specifically at the economic benefits of green infrastructure.

Economic Criteria	Climate Change/ Environmental Criteria	Social Criteria
Increase land and/or property values through the provision of high quality green space Boost the residential offer, i.e. help to retain key groups necessary to drive economic growth (graduates, knowledge, economy workers etc) Undertake land regeneration and remediation Provide an enhanced setting for economic investment	Contribute to flood risk prevention, including storm water run-off management and sustainable drainage systems Contribute towards air/water pollution reduction Additional tree planting (provision of shade, mitigate effects of urban heat island) Promote sustainable transport (measures that could, for example, help to reduce the costs of congestion, improve quality of life especially in urban areas, help to reduce the incidence of traffic related health problems) Maintain/enhance biodiversity (net gain of Local Biodiversity Action Plan habitats)	Involvement of local community provides opportunity for community led environmental regeneration Improves accessibility to high quality green space from/within local communities – associated health benefits Proximity to deprived areas (Index of Multiple Deprivation) Sustainable access to coast and countryside destinations Creates new recreational facilities, particularly those that help to link urban and countryside areas
Assist with the release and/or enhancement of potential development sites within the green infrastructure framework (for example as part of Growth Point, or within schemes such as the Stockton Middlesbrough Initiative) Assist/promote renewable energy Promote sustainable construction and design practices	Contribute to the protection, conservation and management of historic landscapes, archaeological and built heritage assets	Opportunity for an enhanced educational resource Opportunity for skills development/employment, particularly for disadvantaged groups

Economic Criteria	Climate Change/ Environmental Criteria	Social Criteria
Increase tourism potential/activities Contributes to the enhancement of environmental attributes in Tees Valley leading to improved image and perception Opportunity for skills development/ employment, particularly for disadvantaged groups		

36. Potential projects should therefore, be able to demonstrate:

   (a) multi-functional benefits (delivering more than one benefit from the same green space(s));
   (b) connectivity with other parts of the green infrastructure network;
   (c) potential for match funding from other sources;
   (d) opportunities for additional funding; and
   (e) involvement/support of private sector/voluntary sector/local communities (developed in partnership with other agencies and stakeholders).

37. A simple/straightforward scoring system could/should be introduced to help assess projects against the criteria.

Skills Development

38. Successful delivery of the Green Infrastructure Strategy will require sufficient people with practical landscape planning, design, nature conservation and management skills. It is recognised nationally that there is a challenge to ensure that there are enough people with the right skills to deliver green infrastructure. The National Centre for Sustainable Communities Skills and Regional Centres of Excellence will help, and CABE Space is also developing a strategy and is working closely with local authorities to ensure the right skills are available to deliver green infrastructure.

Green Infrastructure Implementation Plan

39. The Action Plan, sets out a number of key actions and projects at a strategic level that will begin to deliver the green infrastructure network for the town and identified in the Tees Valley Green Infrastructure Strategy. The Action Plan has been prepared by all the Tees Valley local authorities, with input from other key stakeholders including the Environment Agency, North East Community Forests, Tees Valley Wildlife Trust and the North York

Moors National Park Authority.

40. The following extract from the Tees Valley Green Infrastructure Implementation Plan shows the projects identified for Darlington. This is at an exploratory phase and many of the projects are not supported by funding nor do they have timescales yet. However, by including them it demonstrates the scope of the approach and the ambition that the green infrastructure mechanism can have in enhancing the design of Darlington and its surrounding area in the coming years.

Network Component: 3 River Skerne Corridor						
Project Title	Project Description	Lead Partner(s)	Other Partners	Timescale	Estimated Cost	Potential Funding Sources
'Green' access improvements from north Darlington into Co. Durham	Cycle route and green access corridor from the urban fringe, through Coatham Munderville and beyond.	Darlington BC	Local Motion Durham County Council	5 years	Unknown	GI, unknown at present
River Skerne Corridor to Darlington town centre – improved links	Continue process of developing Skerne river path further into town centre. Also need to explore through Town Centre Arc opportunities to make green infrastructure links with corridors beyond the town centre such as the Denes, the Skerne and the railway corridor.	Darlington BC	Private sector through the development process.	5 years	Unknown	ONE
Central Park – improved links	Continue to look for opportunities to link the proposed green areas of the proposed Central Park Development	Darlington BC	TVR	5 years	Unknown	

Network Component: 3 River Skerne Corridor						
Project Title	**Project Description**	**Lead Partner(s)**	**Other Partners**	**Timescale**	**Estimated Cost**	**Potential Funding Sources**
	with other green corridors such as the new Darlington Eastern Transport Corridor.					
Creation of wetland nature reserve, River Skerne/Houghton	Investigate opportunities to create a large wetland nature reserve on the flood plain to the east of the River Skerne, south of Houghton, including green links to Mill Lane cycle route. Land is in private ownership but this project could possibly be delivered as part of the planning process in the longer term	Darlington BC	Developers	5 years	Unknown	
Skerningham Community Woodland	A priority is better links with the urban fringe. Encourage mixed land use on land between the woodland and the town fringe delivering improved landscape, biodiversity and access.	DBC	Landowners, Developers	5 years	Unknown	
Skerningham Community Woodland Continued /..	Possible pilot area for new concept, multi use urban fringe					

Network Component: 3 River Skerne Corridor						
Project Title	**Project Description**	**Lead Partner(s)**	**Other Partners**	**Timescale**	**Estimated Cost**	**Potential Funding Sources**
	development with extremely high grade biodiversity re-landscaping with small unit, local food production and appropriate high density, low energy accommodation					
Snipe House Farm	Woodland and Green infrastructure project with high visibility from A66 Darlington bypass, part of housing development by Miller Homes.	North East Community Forests, Miller Homes	Natural England, Darlington Borough Council	2008 - 2010		Miller Homes; Natural England
Darlington urban fringe cycle circular	Investigate opportunities to provide green multi-user route alternatives to on-road sections of this proposal.	Darlington BC	Town on the Move	5 years	Unknown	
Cockerbeck Project Phase 3	Extension of project to include land further towards A1(M) with improvements to access, biodiversity and recreational facilities	Darlington BC	Friends group, Groundwork, Environment Agency	3 years	£200,000	EA, CDENT
West Park – enhanced linkages	New green infrastructure recently delivered as part of major housing scheme on western edge of Darlington. Inc	Darlington BC	Community Forestry			

Network Component: 3 River Skerne Corridor

Project Title	Project Description	Lead Partner(s)	Other Partners	Timescale	Estimated Cost	Potential Funding Sources
	links to adjoining cycle routes					
Green radial route West Park into open countryside	Extension of green radial route from West Park out through Archdeacon Newton towards Walworth and Ulnerby	Darlington BC	Landowners.	3 years	£200,000	GI Continued

Network Component: 4 River Skerne Corridor to West Park/Faverdale (Ctd/..)

Project Title	Project Description	Lead Partner(s)	Other Partners	Timescale	Estimated Cost	Potential Funding Sources
Circular leisure route – Brafferton and Newton Ketton	Development of a high quality circular leisure route using existing bridleways and small connecting creation orders to create a 5–8 mile family cycle route	Darlington BC			£100,000	GI
Faverdale and Black Path – access improvements	Enhance Black Path and links between Black Path and Faverdale, including the new site likely to be developed east of Faverdale East.	Darlington BC	Developer	3 years	£100,000	S106, GI

Network Component: 5 Darlington, Middleton St. George, A66/A67 Corridor to Stockton						
Project Title	**Project Description**	**Lead Partner(s)**	**Other partners**	**Timescale**	**Estimated cost**	**Potential Funding Sources**
Morton Palms – themed walkway	Development of a themed walkway to run from Morrison's superstore , past the Brick Train, through to the new A66 bridge and on into South Burdon Woodland	Darlington BC				
South Burdon Community Woodland – new cycle route	Major Forestry Commission site on the eastern edge of Darlington. Provide new circular cycle route within the woodland in partnership with the Forestry Commission.	Darlington BC	Forestry Commission North East Community Forests			
Stockton to Darlington Cycle Route (NCN 14) – arts/interpretati n project	Major improvements to this National Cycle Network route are being delivered as part of improvements programme for A66, including new cycle bridge crossing A66 west of Darlington. Route links two major Forestry Commission sites - Coatham Wood (Long Newton) and South Burdon (east of Darlington). An arts interpretation project for this corridor is already being developed.	Darlington BC, Stockton BC				Heritage Lottery Fund for arts/interpretatio n project

Network Component: 5 Darlington, Middleton St. George, A66/A67 Corridor to Stockton						
Project Title	**Project Description**	**Lead Partner(s)**	**Other partners**	**Timescale**	**Estimated cost**	**Potential Funding Sources**
Long Newton to Middleton Cycle Route and environmental improvements	Construction of a cycle route adjacent to Mill Lane could provide the 'missing link' in the Stockton to Darlington Cycle route. A more comprehensive project could deliver associated recreation, landscape and biodiversity benefits (eg tree/hedge planting, interpretation, arts projects).	Stockton-on-Tees BC, Darlington BC				
New cycle link to Sadberge	Opportunity to explore a number of options, with emphasis on the off-road route to South Burdon Woodland	Darlington BC				
North Eaglescliffe, Allens West and Urlay Nook	Development pressure/ proposals in this area may provide opportunities for development of green infrastructure which could connect to Coatham Wood and National Cycle Network	Stockton-on-Tees BC				
Durham Tees Valley Airport – future opportunities	Possible opportunities for development of green infrastructure linked to any future development	Stockton-on-Tees BC, Darlington BC, Durham Tees Valley Airport				

Network Component: 5 Darlington, Middleton St. George, A66/A67 Corridor to Stockton						
Project Title	**Project Description**	**Lead Partner(s)**	**Other partners**	**Timescale**	**Estimated cost**	**Potential Funding Sources**
A66/A67 Corridor – Scoping Report and Master Plan	Partners agree there is a need fo a scoping study to identify issues and opportunities for development of green infrastructure within the corridor. As part of the study it would be important to assess opportunities for private sector involvement in green infrastructure or complimentary projects. The study would inform the development of a master plan identifying specific projects to be delivered.	Darlington BC, Stockton-on Tees BC, North East Community Forests, Sustrans, Forestry Commission				

Increased Responsibility

41. An increase in the quantity of green infrastructure across Darlington will lead to an increase in the Council's responsibilities for these new areas. They will need to be managed to maintain their multifunctional nature, often consisting of a cycle track, semi natural green space and other biodiverse elements.

Financial Implications

42. It has been shown elsewhere that carefully planned improvements to the green infrastructure has the ability to raise the value of development land, and of other land owned by the Council.

43. With regards to Capital funding, the table attached to this report identifies some of the anticipated sources of funding. The availability of green infrastructure funding from One North East has been agreed for the first year and has been set at £500,000 for the Tees Valley. Funding of this nature is currently being sought for a further four years to help get the green infrastructure process in the Tees Valley underway. Having a programme of work

identified for Darlington, as outlined in this report, enables the town to be in a strong position for accessing this funding stream.

Outcome of Consultation

44. There has been extensive consultation with all the main partners and stakeholders that may be concerned with this process in order to ensure there is wide ranging support from all sectors for the delivery of the strategy's main aims and objectives.