

DARLINGTON LOCAL DEVELOPMENT FRAMEWORK

Core Strategy: Preferred Options

October 2008

1.	INTRODUCTION	Page
	What is this Document and Why is it Important ?	3
	The Core Strategy: Preferred Options and how we got here	4
	Having Your Say	4
	Next Steps	5
	Contact Details	6
2.	A SPATIAL VISION FOR DARLINGTON	7
	The Key Challenges for Darlington and the Role of the Local Development Framework	7
	What Darlington will be like in the Year 2026	8
	The proposed spatial vision	9
	The proposed strategic objectives	10
3.	ACHIEVING A MORE SUSTAINABLE COMMUNITY	12
	CS1: Darlington's Sub Regional Role and Locational Strategy	15
	CS2: Promoting Good Quality, Sustainable Design	18
	CS3: Paying for Development Infrastructure	20
	CS4: Renewable Energy	23
4.	PROSPEROUS DARLINGTON	24
	CS5: Supporting the Local Economy	26
	CS6: Expanding Tourism, Leisure and Cultural Provision	28
5.	A VIBRANT TOWN CENTRE AND ACCESSIBLE LOCAL SHOPS AND SERVICES	29
	CS7: The Town Centre	32
	CS8: Further Retail Provision	32
	CS9: District and Local centres and Freestanding Local Facilities	35
6.	QUALITY HOUSING FOR ALL	36
	CS10: New Housing Provision	39
	CS11: New Housing for All	41
	CS12: The Existing Housing Stock	43
	CS13: Accommodating Travelling Groups	45
7.	A DISTINCTIVE, GREENER, CLEANER ENVIRONMENT	46
	CS14: Local Character and Distinctiveness	49
	CS15: Biodiversity and Geodiversity	52
	CS16: Environment Protection	54
8.	A HEALTHY AND SAFE DARLINGTON	55
	CS17: Green Infrastructure	57
9.	EFFICIENT AND EFFECTIVE TRANSPORT INFRASTRUCTURE	58
	CS18: Sustainable Transport Networks	60
	CS19: Improving Transport Infrastructure	63
10.	MONITORING AND IMPLEMENTING THE CORE STRATEGY	64
	Delivery Plans	64
	Planning Obligations and the Community Infrastructure Levy	65
	Monitoring	65
	APPENDICES	
	Appendix 1: 'Saved' Local Plan policies that LDF Core Strategy policies will supersede	
	Appendix 2: Key Studies Underpinning LDF policy development	
	Appendix 3: Plans and Programmes that have informed LDF policy development	
	Appendix 4: Links between the LDF Core Strategy and One Darlington: Perfectly Placed	

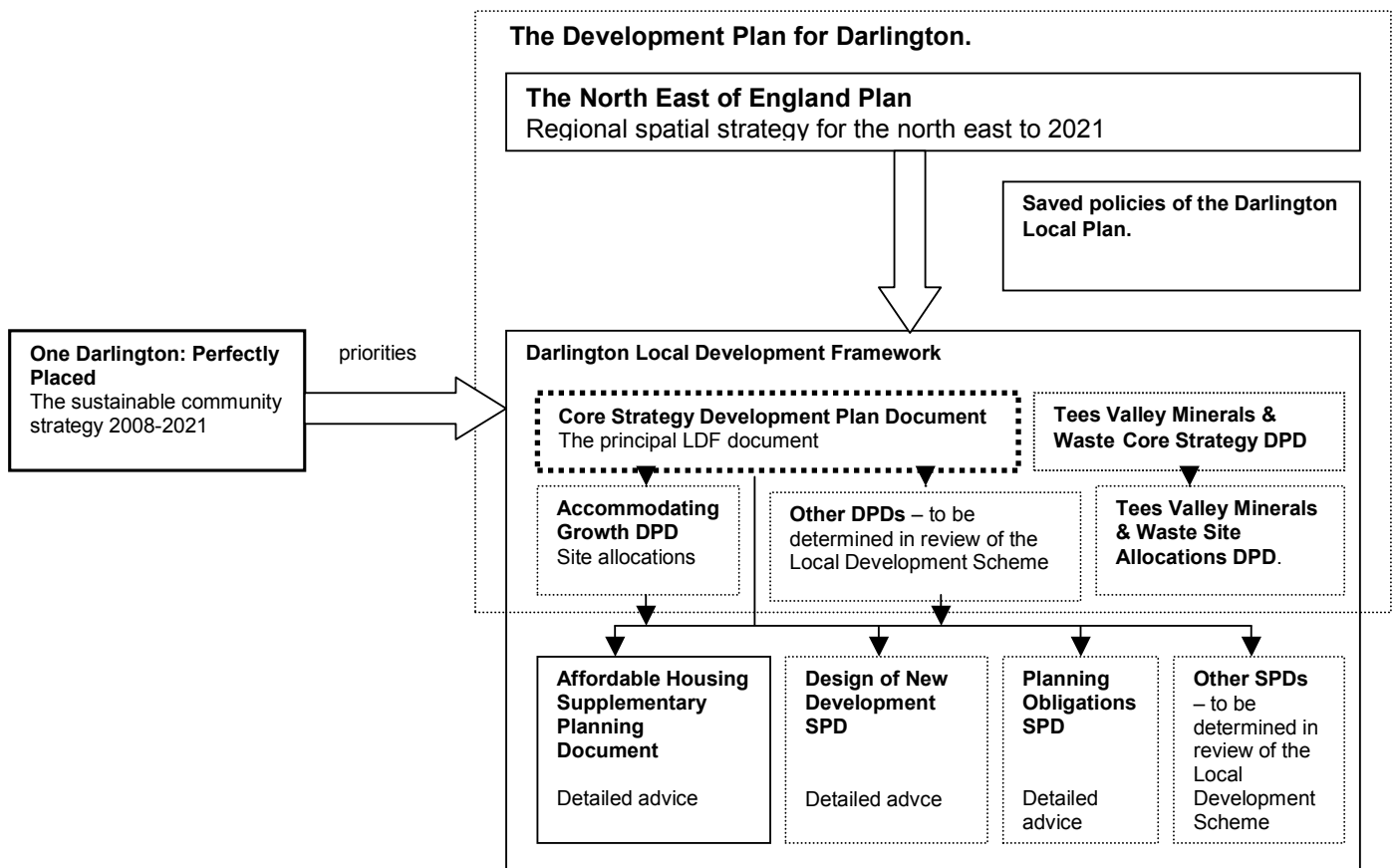
1. INTRODUCTION

1.1 WHAT IS THIS DOCUMENT AND WHY IS IT IMPORTANT ?

1.1.1 This document, once adopted in its final form, will be the principal document of the Darlington Local Development Framework (LDF). The LDF is a set of documents which will eventually replace the adopted Darlington Local Plan. It considers how the Borough will develop over the next fifteen years or so, providing the spatial planning framework for the many plans and strategies prepared by the Council and its partners. In particular, it will help to deliver spatially the priorities that are set out in the sustainable community strategy 'One Darlington: Perfectly Placed', prepared by Darlington Partnership and agreed earlier this year.

1.1.2 The Core Strategy and other development plan documents of the LDF will form part of the statutory Development Plan for the Borough along with the published regional spatial strategy 'The North East of England Plan' (see Figure 1.1). The development plan informs a range of implementation plans and decisions on planning applications.

Figure 1.1: Relationship of the Local Development Framework (LDF) to 'One Darlington: Perfectly Placed' and the Relationship of the Core Strategy to other LDF Documents



The Local Development Scheme sets out the LDF documents that the Council will produce over the next 3 years, and the timetable for producing them.

1.1.3 'Saved' policies of the adopted Borough of Darlington Local Plan remain part of the development plan until superseded by an adopted development plan document. **Appendix 1** sets out the 'saved' Local Plan policies that Core Strategy policies will supersede.

1.1.4 Other documents that make up the LDF will be prepared in due course. The nature of these documents and the programme for preparing them will be set out in a revised Local Development Scheme, to be published by the Council later this year.

1.2 THE CORE STRATEGY: PREFERRED OPTIONS AND HOW WE GOT HERE

1.2.1 This document is the Preferred Options for the Core Strategy. It sets out an overall vision of how Darlington Borough and places within it should develop, and the strategic objectives that will ensure key spatial issues are addressed. This is followed by draft planning policies, arranged around seven themes and broad information about how, when and with whose resources the strategy will be delivered. The document also includes information about how delivery of the strategy will be managed and monitored, and a Key Diagram that illustrates the broad locations to which the draft policies refer.

1.2.2 Preparation of this Core Strategy is in accordance with the required procedures set down in the Town and Country Planning (Local Development)(England) (Amendment) Regulations 2008.

1.2.3 Publication of this document follows consultations that were carried out on the Core Strategy: Issues and Options, published in January 2008. The comments received in response to that consultation, together with updated national and regional planning policy, recently completed studies and the findings of a sustainability appraisal and ongoing Habitats Regulation Assessment (Appropriate Assessment), have informed the preparation of this document. A summary of consultation responses to the Issues and Options report was published on the Council's website in April 2008, and the sustainability appraisal of this document and the findings of further Habitats Regulation Assessment work has been published. **Appendix 2** list the studies that have also underpinned policy development, while **Appendix 3** lists the plans and programmes that have been taken into account in preparing this document.

See Darlington LDF Core Strategy: Preferred Options Summary of Consultation Responses, April 2008 at www.darlington.gov.uk

See Darlington LDF Core Strategy Issues and Options Report Sustainability Appraisal at www.darlington.gov.uk

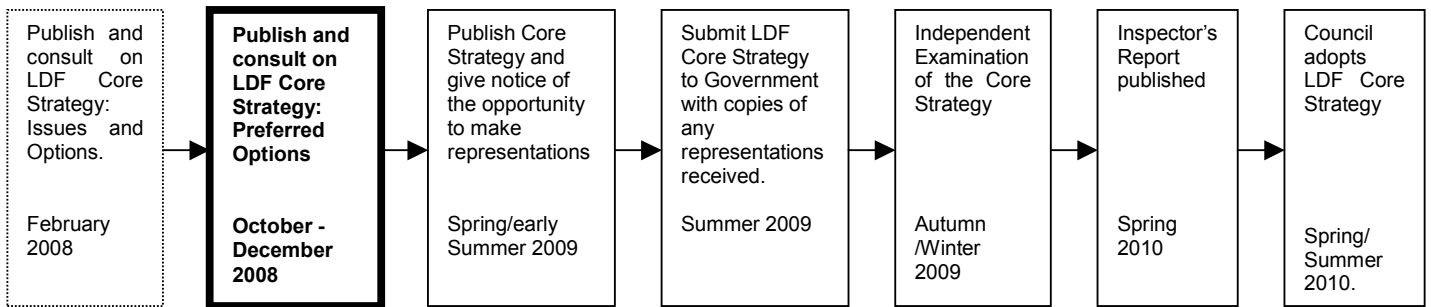
1.3 HAVING YOUR SAY

1.3.1 The Council is inviting comments on the draft policies and anything else contained in this document. These should be made within the advertised period, **23rd October to 5th December 2008** inclusive. Details of the associated programme of consultation events can be found on the Council's website, www.darlington.gov.uk and at the Crown Street, Cockerton and mobile libraries. It is also being publicised in the local press. The Council's guiding principles for involving the community in

Darlington Local Development Framework: Statement of Community Involvement, adopted November 2005

the preparation of new planning documents is set out in its adopted Statement of Community Involvement (SCI), though users should note that because of regulatory changes, Figure 1.2 below should be read in place of the upper part of Figure 1 of the SCI.

Figure 1.2: Key Stages in the Process and Timetable Leading to Adoption of the Darlington Local Development Framework Core Strategy



1.3.2 Responses to the consultation can be made using the comments form provided. Copies of these are available in the local libraries, or can be downloaded from the Council's website. Alternatively, you can use the on-line reply facility at www.darlington.gov.uk.

1.3.3 Completed forms and any other comments should be sent to the Council's Strategy Manager.

By post: Strategy Manager
Chief Executive's Department (Regeneration)
FREEPOST nea2890
Town Hall
Darlington
DL1 5QT

By e-mail: planning.policy@darlington.gov.uk

THE CLOSING DATE FOR RECEIPT OF COMMENTS IS 5PM, FRIDAY 5TH DECEMBER 2008.

1.3.4 For more information on the LDF Core Strategy and how to make comments on it, please consult the Council's website, www.darlington.gov.uk/planning.

1.4 NEXT STEPS

1.4.1 Following the close of consultations on the preferred options, the Core Strategy will be prepared for submission to Government for independent examination. It will be published prior to submission, at which time objections and representations regarding the soundness* of the document can be made. Figure 1.2 sets out the process and approximate timetable leading to adoption of the LDF Core Strategy. A

The tests of soundness are nationally prescribed; they are whether the document is justified, effective and consistent with national policy.

summary of all the responses received to this consultation, together with the actions that will be taken on them, will be published on the Council's website, www.darlington.gov.uk as soon as possible after the consultation period closes.

1.5 CONTACT DETAILS

- 1.5.1 To contact a member of the Planning and Environmental Policy Team about this consultation or anything in it, please telephone 01325 388644 or send an e-mail to planning.policy@darlington.gov.uk.

2. A SPATIAL VISION FOR DARLINGTON

2.1 THE KEY CHALLENGES FOR DARLINGTON AND THE ROLE OF THE LOCAL DEVELOPMENT FRAMEWORK

- 2.1.1 The sustainable community strategy, 'One Darlington: Perfectly Placed' sets out the most significant issues and problems that must be addressed in Darlington, and it is the job of the Local Development Framework to contribute to tackling these, where solutions can be found through planning of the use and development of land.
- 2.1.2 The key spatial planning challenges that Darlington will face over the next 15 years or so arise from the sometimes competing pressures of accommodating the development that will be required to support continued economic growth and conserving the valued qualities of the built and natural environment that give the Borough its distinctiveness. Underpinning the location and form of all future development and regeneration activity will be the Borough's commitment to reducing the Borough's contribution to greenhouse gas emissions and securing sustainable patterns and forms of development.
- 2.1.3 The planning of the built environment will need to accommodate a projected increase in population and households, and anticipate the needs of an ageing population. The LDF will play a part in helping to tackle obesity by ensuring that new developments are designed and located to make it attractive for day to day journeys to be made on foot or by bike, and that the facilities and open spaces where exercise can take place are readily accessible and attractive to everyone.
- 2.1.4 The LDF will also play a part in efforts to reduce the current 13 year life expectancy gap between the wards with the shortest and longest lifespan. This is achieved by identifying sites and safeguarding existing locations where employment, education and community facilities can be or are being provided, and by ensuring that there is sufficient decent, suitable and affordable accommodation for all those in need.
- 2.1.5 This Core Strategy also has a key role in supporting efforts to promote and improve Darlington town centre, its markets and independent retailers, as it includes policies that reinforce its role as the principal location in the Borough for shopping and other town centre uses.
- 2.1.6 The LDF will help to address the challenge of enhancing people's perceptions of safety and tackling crime and antisocial behaviour by ensuring that 'designing out crime' considerations are integrated into the planning and design of all new developments, and that there are sufficient accessible facilities available for citizens of all ages to have fulfilling lives.
- 2.1.7 Through the identification of strategic locations for development and regeneration activity and the associated resources and infrastructure required to bring them forward, this Core Strategy provides the public

commitment necessary to attract public and private sector funding to the Borough. It also provides the framework for securing contributions from developers towards the costs of physical, community and environmental infrastructure.

- 2.1.8 More detail on how the draft strategic objectives and policies of this LDF Core Strategy relate to the priorities and work strands of One Darlington: Perfectly Placed are set out in **Appendix 4**.

2.2 WHAT DARLINGTON WILL BE LIKE IN THE YEAR 2026

Context

- 2.2.1 A draft vision and 14 related spatial objectives were set out in the Issues and Options report. The vision sets out the kind of place we want Darlington to be in 2026, indicating the main features of the development pattern, the types and forms of development and land use change that will be required to get there. Strategic objectives provide the link between the overall vision and the draft policies; all the policies will help to deliver one or more of the spatial objectives, which themselves give expression to particular elements of the vision.

- 2.2.2 Since the Issues and Options report was prepared, Darlington's Sustainable Community Strategy 'One Darlington: Perfectly Placed' has been finalised. Updated national planning policy has also been issued, emphasising further the importance of aligning the LDF Core Strategy with the SCS priorities.

What You Told Us

- 2.2.3 Some key points made regarding the vision and objectives were:
- Use shorter, less diverse sentences
 - Strongly support the spatial vision and welcome reference to Darlington retaining its unique identity.
 - Don't forget the tourist potential of Darlington's historical links.
 - Make sure infrastructure can support more development.
 - The character and integrity of villages should be protected and enhanced. Keep town and country distinctive.
 - Make optimum use of previously developed land, but some greenfield sites will be needed for new development.
 - Objectives should include reference to sports facilities, landscape character and geological conservation
- 2.2.4 Other comments made about the vision and objectives raised matters that are dealt with in draft policies.

Revising the Vision and Strategic Objectives

- 2.2.5 The vision has been revised to take account of the views expressed and to align it with the vision in 'One Darlington: Perfectly Placed'. Sentences are shorter, there is more on the role of the town centre, and there are clearer links to the strategic objectives.

Local Development Framework Core Strategy Issues and Options Report, January 2008

PPS12: Creating Strong, Safe and Prosperous Communities through Local Spatial Planning.

- 2.2.6 As work has progressed on policy development, so greater clarity has emerged about the spatial objectives, particularly with the SCS being finalised. As with 'One Darlington Perfectly Placed', there are two cross cutting objectives, whilst the number of theme specific objectives has been reduced to align better with the Core Strategy themes.

Proposed Vision: A Vision For Darlington

'By 2026 Darlington will be a more sustainable community, where a real step change has been achieved in enhancing the quality of life and local environment, and expanding local opportunities for work. Those who live in, work in or visit the Borough will enjoy the opportunities and vibrant life of an ambitious city, but within the fabric of a friendly, historic market town with a distinctive atmosphere and against the backcloth of surrounding attractive countryside and villages'

The Proposed Spatial Vision

Over the next 20 years or so, Darlington will continue to develop as the physical and economic gateway to the Tees Valley City Region and North East England. It will be a key location for doing business and enjoying a high quality of life, and will draw in companies that may not otherwise locate in the region. A wide range of high quality and accessible previously-developed and greenfield sites, within and on the edge of the compact urban area, will attract employers and local enterprises that are keen to tap into a highly skilled workforce. A rolling programme to bring forward strategic mixed-use sites like Central Park with public sector support will form the cornerstone of the employment land supply. The principal growth sectors are expected to be financial and business services, health, civil engineering and construction-related businesses, logistics, retail, leisure and tourism. The result will be sustainable economic growth, more employment and higher paid jobs.

Darlington will also continue to be an important and distinctive location in the retail, tourism and cultural landscapes of the North East and Tees Valley. Appropriate development within the town centre and its fringes will ensure that that Darlington continues to thrive as an established historic and friendly market town. The special character of the town will remain evident through its abundant open spaces and environmental resources, complemented by the locally distinctive, safe and sustainable design of new developments. The location and design of new land uses and developments will have enhanced local neighbourhoods and helped to reduce previous disparities in environmental quality, economic, social and recreational opportunities. It will also have underpinned efforts to reduce the Borough's contribution to greenhouse gas emissions and to mitigate the effects of climate change, and to improve accessibility around the Borough for all.

A growing population will have been accommodated in new housing constructed making use of underused land and buildings within the existing urban area. There will be a good supply and mix of market and affordable housing, suitable for all stages of life, meeting the needs and aspirations of local people and those choosing to locate to Darlington.

This housing will be at the heart of high quality, healthy, safe, environmentally friendly and green neighbourhoods, providing attractive alternatives to the Borough's southern and western rural hinterlands as places to live. Residents will benefit from easy access to good quality sport and leisure facilities, and modern education facilities for children and adults alike. Darlington's university town status will underpin opportunities for learning and skills development for everyone, whatever their aspirations.

It will be possible to make comfortable, safe, convenient and affordable trips throughout the Borough by sustainable transport modes. Fewer people will make unnecessary journeys by private car and higher levels of cycling and walking will be reflected in a better and healthier quality of life for many.

The rural character and biodiversity of the countryside will be protected and the open aspect to the south of the town will be maintained, providing views to the Yorkshire Dales and North York Moors. Elsewhere, a more mature and expanded Tees Forest and an improved rights of way network will provide a softer environment and accessible recreation opportunities at the urban fringe. Small-scale developments will have helped to sustain the vibrancy and individual character and appearance of the Borough's villages and hamlets.

People will recommend Darlington as a place to live and work in because of its high quality, comfortable, healthy, safe and sustainable living and working environments, and because of its educational provision and opportunities for stimulating and rewarding work. The Borough's accessibility and exceptional retail, cultural and leisure facilities will also be cited as reasons to visit, and residents will be able to boast about the Borough's record and recognised credentials as the place where sustainable development happens.

The Proposed Strategic Objectives

Cross Cutting

1. Minimise the impact of climate change and reduce greenhouse gas emissions and waste through sustainable designs and patterns of development. Minimise the loss of the countryside, the use of resources and the risk of flooding and pollution, and maximise the re-use and recycling of land, buildings and waste.
2. Provide equality of opportunity for everyone now and in the future, by ensuring that the design, location and mix of development across the Borough maintains and creates safe, attractive, accessible, healthy and inclusive sustainable communities, eliminating any disadvantage people experience because of where they live.

Theme Specific

3. Facilitate sustainable economic growth by protecting and promoting a range and continuous supply of employment development opportunities in sustainable locations that meet the needs of local

businesses and continue to attract high quality, well paid jobs to the Borough.

4. Provide a continuous supply of land for new housing developments and help improve the existing stock to better match the aspirations of those that wish to live and work in the Borough, whilst doing more to meet the housing needs of an ageing population and those unable to afford suitable accommodation on the open market.
5. Safeguard the function of Darlington Town Centre and capitalise on its shopping, culture, leisure, tourism and employment opportunities so that it continues to develop as a vibrant, attractive, safe, friendly and comfortable historic market town.
6. Safeguard, enhance and provide a wide range of educational, social, sporting, health, recreational and cultural facilities, as well as natural and historic environments, so as to contribute to the happiness, fulfilment and well-being of people who live and work in the Borough, including children and young people.
7. Preserve and strengthen the scale, unique character, function and sense of place of Darlington's neighbourhoods, villages, landscapes, greenspaces, habitats and countryside that contribute positively to its distinctiveness.
8. Support initiatives to maintain, expand and enhance facilities and networks for public transport, walking and cycling, so that everyone is able to get around the Borough easily and affordably, whilst making the most of Darlington's existing transport infrastructure and improving links to the rest of Tees Valley and further afield.

3. ACHIEVING A MORE SUSTAINABLE COMMUNITY

3.0 INTRODUCTION

- 3.0.1 A sustainable Darlington will be a place where people want to live, work and visit, both now and in the future. It will have a strong economy and will be a place where the evolving needs and aspirations of residents and those working in the Borough will be met in environmentally sustainable ways. Darlington's carbon footprint will be reduced and land will be used more efficiently, whilst achieving and maintaining a high quality of life for all and reducing inequalities across the Borough.
- 3.0.2 The draft policies set out in this section set out things to be considered for all types of development and land use. By highlighting the need for patterns and forms of development to be sustainable, of good quality design and capable of helping to reduce the Borough's carbon footprint, the draft policies reflect the priorities of One Darlington: Perfectly Placed and will help to deliver the document's cross cutting strategic objectives (see Section 2).

3.1 DARLINGTON'S SUB REGIONAL ROLE AND THE LOCATIONAL STRATEGY

Context

- 3.1.1 The Sustainable Community Strategy 'One Darlington: Perfectly Placed' recognises that Darlington's location, accessibility and attractive environment make it perfectly placed within North East England and Tees Valley to attract investment and economic activity that might not otherwise come to the region or sub-region. It is identified as a main settlement in the Regional Spatial Strategy (RSS), an important location for employment development, a sub regional centre in terms of retail and leisure use, and a strategic public transport hub. The regional development agency, One North East, also recognises Darlington as a key centre within the Tees Valley City Region, with the potential to contribute significantly to accelerated growth in the regional economy across a range of sectors.
- 3.1.2 The Borough lies at the 'gateway' to the Tees Valley City Region and the wider North East, and has excellent national and international transport links, by rail (East Coast Main Line), road (A1/M) and air (Durham Tees Valley Airport). The town centre provides employment, shops and services for large parts of North Yorkshire and south and west Durham and the western part of the Tees Valley, and is the fifth largest shopping centre in North East England. The Borough is also increasingly helping to meet some of the housing needs arising out of continued expansion at Catterick Garrison.
- 3.1.3 A sequential approach to the development of land is set out in the RSS, encouraging the use of brownfield land and buildings in sustainable

locations, and other land within urban areas that is not protected for nature or heritage conservation or recreational purposes.

3.1.4 However, it is forecast that Darlington's recent economic growth will continue, giving rise to a projected population growth of some 10% by 2026, as more people choose to live and work in the Borough, and fewer choose to leave. The demands on land to accommodate employment, services, infrastructure and new housing cannot be met on brownfield land within the urban area alone.

*Darlington Gateway Strategy, prepared by consultants BDP for Darlington Council 2006.

3.1.5 The Darlington Gateway Strategy 2003 promoted brownfield mixed-use development at Central Park, and the site is now identified for a major mixed use regeneration project in the RSS. Recent work taking forward the 2003 Darlington Gateway Strategy also suggests promoting linked mixed-use development in and around the northern and eastern fringes of the town centre.

Housing Growth Point status commits the Tees Valley area to additional new housebuilding – see Section 6.

3.1.6 The RSS identifies approximately 120ha of land at Faverdale for potential distribution and logistics businesses. A range of sites within the urban area, including Central Park, will underpin delivery of the Council's contribution to the Tees Valley Housing Growth Point. In the town centre, a major retail and leisure scheme at Commercial Street (The Oval) is expected to be completed in the early part of this plan period, boosting Darlington's role as a sub-regional centre. Further development of town centre uses, particularly significant new office space is also being planned in the Beaumont Street/Feethams area of the town centre.

3.1.7 There is also an opportunity to enhance the contribution that areas immediately to the north and east of the town centre (known as 'the town centre fringe') make to the town. The intention is to take advantage of the area's good levels of accessibility, from outside as well as inside the Borough, and to help link the railway station and the Central Park regeneration area with the existing town centre. Opportunities include the existing Cattle Mart site, whose relocation to a more suitable site would bring environmental benefits to the town centre fringe and economic benefits arising from a new facility that meets modern day agricultural needs.

3.1.8 The Borough also contains part of Durham Tees Valley Airport, whose continued key role in the economic growth of the region and as a regional gateway is acknowledged. The airport's owners are currently preparing plans for future growth up to the year 2030.

Secondary settlements are smaller settlements where there is a significant development opportunity on previously developed land and buildings.

3.1.9 The Borough's villages and countryside are considered an integral part of what makes Darlington an attractive place to live, and their vitality and viability need to be safeguarded and strengthened, whether it be by retaining services or supporting new development, such as affordable housing, that help to maintain sustainable communities. None of the villages are considered to fit the RSS definition of 'secondary settlements'.

See Issues 1, 2 and 7,
Core Strategy Issues and
Options Report, Jan 08

Options Proposed

- 3.1.10 The three options proposed for Darlington's role in the context of the region and sub-region ranged from being a sub-regional centre within the Tees Valley to being a key centre within the Tees Valley City Region, with associated higher levels of development. Related to this were the options for the amount of growth to be accommodated, ranging from accommodating population change only, accommodating increased population and economic growth and constraining development growth.
- 3.1.11 As to where growth should go, four options were considered, ranging from sustainable brownfield locations within the urban area through to sustainable locations within and adjoining the urban area, service villages and main villages.

What You Told Us

- 3.1.12 Some key points raised during consultations around these options were:
- Darlington's status should be enhanced;
 - Darlington should not try to compete with or be like the rest of industrial Teesside – it should focus on its distinctive market town character and green spaces, and its attractive countryside and villages.
 - Link population growth to the provision of new services and infrastructure
 - Linked population and economic growth will reduce in and out commuting.
 - The airport should be acknowledged as a key gateway and driver of economic growth.
 - There should be a choice of development sites and locations to attract new investment.

*Darlington Gateway
Strategy, prepared by
consultants BDP for
Darlington Council, 2006.

Selecting the Preferred Option

- 3.1.13 The preferred option is a draft policy that balances the economic growth, social and environmental considerations. On the one hand, it reflects the support of key stakeholders and an expectation in the RSS for Darlington to strengthen its role within the Tees Valley, and the positive forecasts of economic growth that underpinned the 2006 Darlington Gateway Strategy. On the other, it reflects 'One Darlington: Perfectly Placed', the sustainability appraisal findings and several comments received during consultations which all emphasised the importance of mitigating the environmental impact of further growth. Environmental and infrastructure issues are also dealt with by other policies in this document.
- 3.1.14 The option to accommodate economic and population growth performed well in the sustainability appraisal, though reflecting RSS greenfield sites like Faverdale had a negative environmental impact.
- 3.1.15 The draft policy also takes account of programmes and schemes where some level of planning, resource and/or political commitment has already been made.
- 3.1.16 This draft policy most closely reflects Options 1C (Key centre within the Tees Valley City Region), 2B (accommodating increased population and

See Issue 1, Issues and
Options Report, Jan 08

economic growth) and 7C (sustainable locations within and adjoining the Urban Area) previously presented.

The Draft Policy

CS1: Darlington's Sub-regional Role and Locational Strategy

Growth, development and enhanced infrastructure provision will be encouraged in Darlington Borough where it is in accordance with its role as a sub-regional centre and key location in the Tees Valley City Region, and its role as a gateway to the region and sub region, serving the eastern part of the Tees Valley, and large parts of North Yorkshire and south and west Durham.

The Borough will continue to fulfil its historic role as a market town and host a thriving and modern town centre, whilst providing an attractive residential environment serving the Borough and its hinterland.

New development and regeneration activity in the Borough will be concentrated on sustainable locations within and adjoining the main urban area, with priority being given to delivery in the following strategic locations:

- (a) Town Centre;
- (b) Town Centre Fringe;
- (c) Central Park;
- (d) Urban periphery north west;
- (e) Urban periphery east;
- (f) Durham Tees Valley Airport area (airport related employment uses)

Within the limits to development of the Borough's villages, only development that supports the vitality and viability of the village, its services or the rural economy will be supported.

Outside the limits to development of the main urban area and the villages, development will be limited to that required to meet identified rural needs, unless the area is one of the strategic locations identified above.

3.2 PROMOTING HIGH QUALITY, SUSTAINABLE DESIGN

Context

- 3.2.1 Design is not just about the architecture or style of a building. It is also about the spaces in and around the development, the quality of the relationships between the development and surrounding areas and the appropriateness of the function of the building in its context. Darlington is experiencing ongoing change and good design which improves the quality of the built environment and its public spaces will contribute to the community's quality of life helping to create a 'sense of place'. It will

also help enhance economic performance by making the area more attractive to investors and visitors.

- 3.2.2 Quality of design in the planning process has become far more prominent in recent years. National and regional planning guidance and organisations like the Commission for Architecture and the Built Environment recognise that good quality design can improve the image of an area and help underpin a high quality life for everyone, now and in the future.
- 3.2.3 Sustainability is a key element of high quality design and construction of new development. Good design can help reduce carbon emissions and improving the quality of life for the local community. The Darlington Climate Change Strategy and Action Plan recognises this and also highlights the importance of design in mitigating against the causes of climate change, particularly through the location of development and making use of existing buildings.
- 3.2.4 Whilst the RSS sets out broad standards requiring the layout and design of new developments to minimise energy consumption, Darlington aspires to be a 'low carbon Borough' in the medium term. To realise this aim and to help reduce the Borough's impact upon climate change in the long term, residential development will be expected to meet progressively higher standards of the Code for Sustainable Homes, to provide for carbon neutral homes by 2016. For non residential development the target is for the BREEAM 2008 standards 'very good to outstanding' to be adopted in all new development by 2016, with new designs expected to focus on achieving high standards of energy and water efficiency, minimising flood risk and incorporating appropriate surface water drainage techniques, waste minimisation facilities and biodiversity.
- 3.2.5 The RSS also recognises the important role that local character and distinctiveness has in underpinning high quality local environments. The Borough's heritage is an asset to be nurtured for its own sake, for the enjoyment of local people and for the positive image it portrays of the Borough to investors and tourists alike. New developments will need to reflect the key features from Darlington's built heritage to help reinforce its distinctive sense of place and help to positively regenerate neighbourhoods and villages.
- 3.2.6 Another important aspect of sustainable communities is providing good access for all to key social and community facilities and services such as post offices, children's play areas, sport and recreation facilities, primary health care, and education. The design of new development can help ensure that the provision and enhancement of and/or access to these facilities is integrated into developing cohesive neighbourhoods within the Borough. This will also help to reduce the gap in deprivation, health and educational attainment across the Borough.
- 3.2.7 Development at every scale and location should reflect Darlington's approach to the promotion of high quality design, that adds value to the built and natural environment to create vibrant, safe places, with a

The Code for Sustainable Homes and BREEAM 2008 standards can be found at www.breeam.org

distinct identity, and that also improves poor quality environments. Innovative design will be encouraged, but will be required to accord with the good design principles set out in the draft policy.

See Theme 1, Issues 3, 4, 5 and 6 Core Strategy Issues and Options Report, Jan 08

Options Proposed

- 3.2.8 A series of options was presented for accessibility, degraded townscapes and landscapes, high quality design and sustainable building standards, some or all of which related to the design of new development.

What You Told Us

- 3.2.9 The main points that have been raised around the issue of design are:
- Good quality, imaginative design should apply across the district, whatever the size and location of the development.
 - Continue to seek out and maintain the Borough's unique identity and distinctiveness and build on the special character and quality of the historic market town and Conservation Areas;
 - Improve accessibility by creating new links to and integrating new developments into the existing rights of way network;
 - Biodiversity and geological conservation should be encouraged as part of good design.
 - A strategic approach to landscape and townscape improvements and promotion of high standards of design should be taken.
 - Promote community safety as part of high quality design.
 - Sustainable design and construction standards should be aligned with emerging national and regional targets, so appropriate cost efficient technology can be incorporated without prejudicing viability.

Selecting the Preferred Option

- 3.2.10 This preferred option is a draft policy that incorporates strands from a number of the issues raised in the Issues and Options Report, and responds to matters raised during consultations, particularly comments about the importance of local distinctiveness, and issues like crime and anti-social behaviour that are key issues in One Darlington: Perfectly Placed.

Core Strategy Issues and Options Report, Jan 08

- 3.2.11 The proposed targets for sustainable design and construction are designed to slightly accelerate progress towards the national and regional targets, reflecting the Borough's commitment to tackling climate change, set out in One Darlington: Perfectly Placed.

- 3.2.12 Other points raised, e.g. biodiversity and geodiveristy have been addressed by draft policies elsewhere in this document.

- 3.2.13 The draft policy most closely reflects a combination of Option 3A, 3B and 3C, a combination of options proposed for Option 4, Option 5A and 5B and Option 6M previously presented.

The Draft Policy

See Theme 1, Issues 3, 4, 5 and 6 Core Strategy Issues and Options Report, Jan 08

Policy CS2: Promoting Good Quality, Sustainable Design

Good quality, safe, sustainable and inclusive design will be promoted in all new developments. All development proposals should:

- a) make efficient use of land, existing buildings and resources;
- b) reflect and/or enhance Darlington's distinctive natural and built characteristics that contribute to the character of the local area and its sense of place;
- c) create a safe and secure environment that will incorporate the objectives of Secured by Design which will, where appropriate, reduce crime and the fear of crime ;
- d) support inclusive communities, ensuring safe, convenient and attractive access for pedestrians, cyclists and via public transport and for disabled people, enhancing permeability by providing links to existing networks;
- e) be integrated within the existing network of key social and community facilities, promoting sustainable neighbourhoods ;
- f) incorporate measures to reduce carbon emissions and adapt to climate change through the use of sustainable design and construction techniques in new developments so that their layouts meet the following standards:
 - a. Residential development for 2010-2016 as
2010-2013: Code for Sustainable Homes rating 3-4
2014-2015: Code for Sustainable Homes rating 5-6
2016: Code for Sustainable Homes rating 6
 - b. Non residential development:
2010-2016: BREEAM 2008 standards 'very good-outstanding'
- g) create safe, attractive, functional and integrated outdoor spaces that complement the built form, relate well to the Borough's green infrastructure network and, where appropriate, promote biodiversity and geological interests and incorporate public art;
- h) provide vehicular access and parking suitable for its use and location reflecting appropriate maximum parking standards;
- i) incorporate infrastructure and services to serve the development.

3.3 PAYING FOR DEVELOPMENT INFRASTRUCTURE

Context

- 3.3.1 It is important that new development contributes positively to the Borough and that its impacts are appropriately managed. Where new development places additional demands upon Darlington's physical, social and environmental infrastructure, planning obligations can help ensure that development does not have an adverse impact on the Borough's existing physical, social and environmental infrastructure. Through planning obligations, developer contributions or works in kind will be secured for new physical, social and community infrastructure or

Planning obligations or Section 106 agreements are legally binding agreements between landowners and/or developers and the Council.

the improvement of existing infrastructure, to meet the additional demands placed upon it by new development.

3.3.2 Planning obligations are an important aspect of achieving a sustainable community. By requiring planning obligations with new development, a balance can be achieved between delivering economic growth and ensuring that new development does not adversely affect, and where possible enhances, the valuable features and characteristics of the local natural and built environment. By setting out the broad requirements for planning obligations, a potential developer can better estimate the likely planning obligation requirements and associated costs.

Housing Growth Point status commits the Tees Valley area to additional new housebuilding – see Section 3.

3.3.3 Planning obligations can be used to provide a range of infrastructure. The priorities identified reflect national and regional guidance, and importantly, the priorities of One Darlington: Perfectly Placed, and available funding from other sources, e.g. the Government's Community Infrastructure Fund that will support some of the infrastructure required to deliver the Tees Valley Housing Growth Point. A flexible approach is required though, to ensure that site specific issues and the differing and evolving local needs across the Borough can also be addressed, and that the financial viability of schemes can also be taken into account.

3.3.4 In some cases, developers may be required to contribute to a strategic infrastructure funding pot to ensure that provision is made for the cumulative effect of developments to be addressed in a holistic way, so that the overall sustainability of communities is maintained and enhanced. This approach could inform the development of a scheme to underpin the Government's proposals for a Community Infrastructure Levy (CIL), and the introduction of CIL, if adopted locally, could affect the matters for which contributions will be sought.

Options Proposed

See Issue 8, Core Strategy Issues and Options Report, Jan 08

3.3.5 Issue 8 set out a range of matters for which the Council could seek planning obligations. Issue 9 identified three different approaches for securing planning obligations including adopting a site-specific approach, a standard tariff and a mix of standard tariff and financial contributions.

Selecting the Preferred Option

3.3.7 The preferred option is a draft policy that accords with the current approach set out in national and regional guidance and will provide infrastructure to support the aspirations of One Darlington: Perfectly Placed. It has regard to the Government's proposals for a Community Infrastructure Levy or any subsequent proposal, and reflects the need to accommodate a wide range of aspirations from service providers and respondents, whilst acknowledging concerns about the viability of development proposals in the Borough, particularly in less buoyant market conditions.

The Draft Policy

Policy CS3 Paying for Development Infrastructure

Where required as a consequence of development, planning obligations will be negotiated to secure necessary physical, social and environmental infrastructure. The level of developer contribution will be proportionate to the nature and scale of the proposal having regard to the:

- 1) scale and form of development;
- 2) capacity of existing infrastructure provision;
- 3) potential impact of the development upon the surrounding area and facilities.

The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account the above criteria and, where appropriate, the use of standard charges and formula.

The provision of infrastructure will be linked directly to the phasing of development on land throughout the Borough to ensure that appropriate enabling infrastructure is delivered in line with future growth. Site related community infrastructure will be prioritised to reflect the identified needs in that locality to include, but will not be limited to:

1. affordable housing provision
2. renewable energy provision for all major developments to provide a minimum of 10% of energy from renewable sources
3. primary, secondary and tertiary education and extended services provision to serve new and existing communities
4. provision and enhancement of open space and children's play areas
5. providing for and improving accessibility within the Borough by a variety of modes of sustainable transport
6. improvements to biodiversity assets including habitat creation, enhancement and management
7. employment skills and training opportunities as part of the construction of major new development
8. road and highways improvements

Planning obligations may also be sought, where appropriate, from major developments to contribute to the delivery of strategic infrastructure to enable the cumulative impacts of developments to be managed in a sustainable and effective manner. These will include, but will not be limited to:

10. Strategic sport and recreation provision and enhancement
11. Improvements to the public realm and provision of public art
12. Strategic road and highway improvements

The infrastructure will where necessary be coordinated and delivered in partnership with other authorities and agencies.

3.4 PROMOTING RENEWABLE ENERGY GENERATION

Context

PPS1, PPS1
Supplement, PPS22,
PPS22 Companion
Guide

3.4.1 The Government recognises that climate change is the most significant issue affecting global society in the 21st Century. Although climate change can occur for a variety of reasons, there is very strong scientific evidence that recent change is due to human activity, particularly global warming caused by greenhouse gas emissions, arising primarily from fossil fuel energy use.

3.4.2 The Government is seeking to minimise energy use and pollution, and to move towards a higher proportion of energy generated from renewable resources. It has set a binding target of reducing greenhouse gas emissions by 12.5% below 1990 levels over the period 2008-2012, moving towards the domestic goal of a 20% cut in carbon dioxide emissions below 1990 levels by 2010, and the goal of a 60% cut by 2050.

RSS Policy 39, 40, 41

3.4.3 At a regional level, the RSS seeks to achieve 10% of the region's electricity consumption from renewable sources by 2010 rising to 20% by 2020. Darlington's Climate Change Strategy and Action Plan sets out ways the Borough can achieve this target by encouraging the use of a range of renewable technologies.

Darlington Climate
Change Action Plan,
2008

3.4.4 Based on the areas of least constraint identified in the RSS, the Tees Plain and East Durham Limestone Wind Farm Development and Landscape Capacity Study, sets out visual and landscape impact guidance for wind energy development. An extensive area of least constraint has been identified that incorporates a small part of the north east of the Borough (see Figure 3.1). Based on visual and landscape impact alone, this wider area has the potential to accommodate medium-small to small-scale wind energy development for approximately 4-6 turbines, subject to other impacts being acceptable.

PPS22

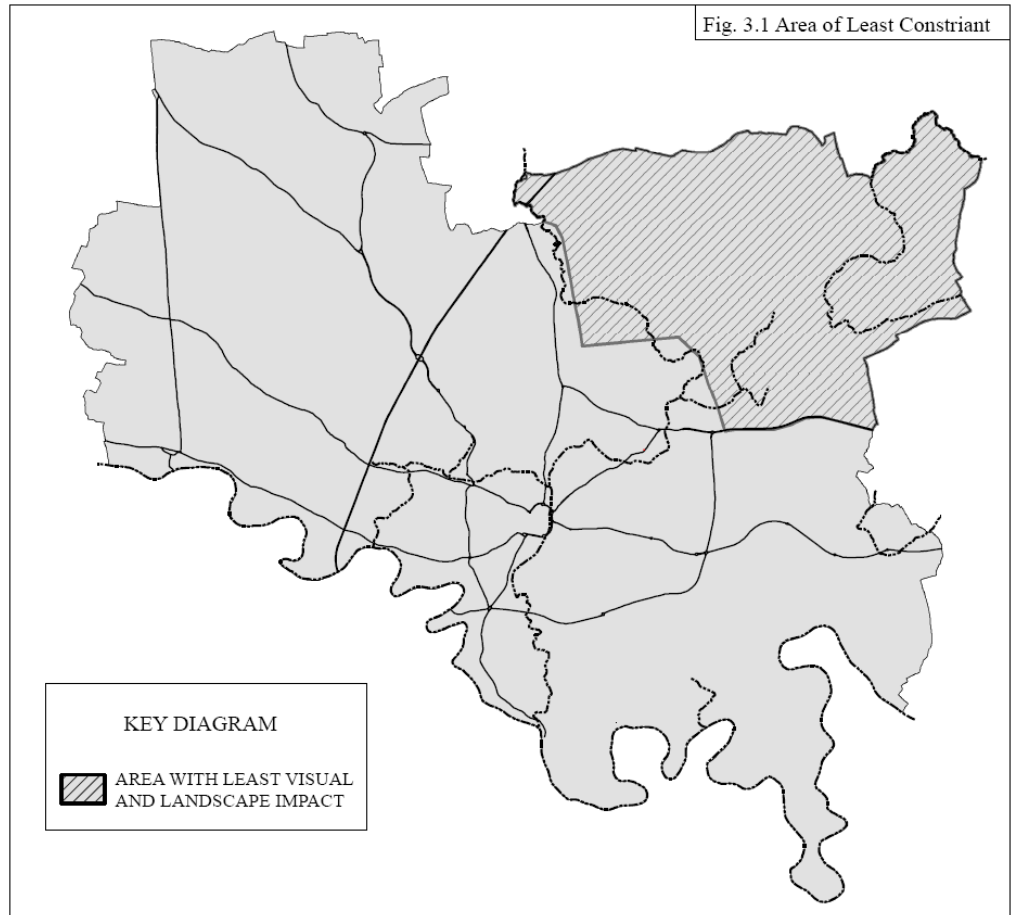
3.4.5 In line with Government guidance, significant weight will be given to the wider environmental and economic benefits of renewable energy generation. However, to enable the sensitive development of commercial scale renewable energy development, proposals will be subject to a detailed assessment considering other factors such as biodiversity, natural and built landscapes and townscapes, as well as the potential cumulative impact of wind energy development across the area of low restraint and elsewhere in the Borough. The impact upon aircraft and radar particularly in connection with Durham Tees Valley Airport is also an important consideration.

3.4.6 There is also potential for other forms of renewable energy generation in the Borough, such as biomass. Domestic and other small-scale or micro renewable energy generation is another key way of contributing towards renewable energy aims and will be encouraged in association with individual developments and as part of the comprehensive development within the strategic locations identified in Policy CS1.

3.4.7 As technologies develop, further detailed studies for a range of renewable energy technologies may be commissioned. These will also

be used to inform the location and development of commercial renewable energy in the Borough.

Figure 3.1: Area of Least Constraint for Wind Farm Development



See Theme 1, Issue 6, 4, Core Strategy Issues and Options Report, Jan 08

Options Proposed

3.4.8 Issue 6 presented three options for renewable energy generation; biomass, wind energy or a combination of both.

What You Told Us

3.4.9 The main points that have been raised around the issue of renewable energy are:

- Additional types of renewable energy should be considered. Wind energy is only part time and can only provide a partial answer.
- Any energy gain from wind power would be offset by the adverse affect of equipment on the local environment
- Should not make assumptions about the technical and commercial feasibility of renewable energy projects. Technological change can mean that sites excluded as locations for particular types of renewable energy development may in future be suitable.

- There should be a presumption in favour of all renewable energy development, subject to serious conflict with conservation interests.
- Options for different renewable energy types should be considered on a site-by-site basis and site-specific issues will influence whether renewable energy is viable.
- If renewable energy targets are to be met onshore wind is the Region's most significant resource and a significant proportion should come from it.

Selecting the Preferred Option

3.4.10 The preferred option is a draft policy that is consistent with the national and regional guidance, and the recently completed Tees Plain and East Durham Limestone Study. It reflects the adopted Darlington Climate Change Strategy and the priorities identified in its Action Plan. It addressed some of the main points raised, but other related issues, such as on site renewable energy generation, sustainable design and impact upon amenity and landscape, are addressed elsewhere in this document.

3.4.11 The draft policy most closely accords with Option 6C previously presented. The sustainability appraisal of the options found that this option generated both positive and negative impacts depending on the locations chosen, but a combination of both could generate greater positive impacts.

The Draft Policy

Policy CS4: Promoting Commercial Scale Renewable Energy Generation

The development of commercial scale renewable energy schemes will be supported in appropriate locations, subject to a comprehensive assessment detailing its individual and cumulative impact upon:

- a) the environment including natural or built sites of national and/or local importance;
- b) the local landscape and townscape
- c) the amenity of the community including visual intrusion, air, dust, noise or odour
- d) the operation of air traffic and radar systems

Where an adverse impact is identified appropriate mitigation measures will be required to be incorporated in to the scheme.

4. PROSPEROUS DARLINGTON

4.0 INTRODUCTION

- 4.0.1 The spatial vision of this Core Strategy highlights the role that economic development is expected to play in the Borough over the next 15 years or so. Recent work done for the Council as part of taking forward the Darlington Gateway Strategy identifies a range of sectors with the potential for growth, and this potential can be realised if a suitable portfolio of sites is available. The town centre is also recognised as a key employment location in the Borough, and is dealt with in the following section, Section 5.
- 4.0.2 This section also recognises that high quality tourist, leisure and cultural facilities are important in ensuring that the Borough continues to be attractive as place where people will want to invest and live.

4.1 SUPPORTING THE LOCAL ECONOMY

Context

- 4.1.1 The Borough's economy has undergone a transformation with employment in traditional industries (manufacturing) declining. Specialised engineering remains a key strength providing high value jobs with good growth prospects, and particular growth has been seen in the newer service sector (business and professional services). Service sector employment now dominates in the Borough and economic growth needs to continue to be developed if the Borough is to widen its economic base and provide a range of job opportunities across all sectors for its residents.
- 4.1.2 Recent work on the Darlington Gateway Strategy (2006) indicates that there are good prospects that the Borough's recent economic growth can be sustained over the longer term.
- 4.1.3 The Regional Spatial Strategy focuses new economic development on sustainable locations, to make the best use of the land and resources available to improve economic performance. It identifies that up to 235ha of general employment land needs to be provided in the Borough, in addition to 125ha in the key employment locations of Faverdale and Heighington Lane. This gives a total provision of 360ha in Darlington. The identification of land at Durham Tees Valley Airport for airport related development is included within this overall figure.

Options Proposed

- 4.1.4 Four issues were presented regarding the provision of employment land including provision, distribution and loss of employment land. Each issue set out several possible options.

What You Told Us

- 4.1.5 Some key points raised around the issue of employment land provision were:

Darlington Gateway Strategy, December 2006

RSS Policies 12, 13, 18 and 19.

Issues 15 to 18, Issues and Options Report, January 2008.

- A range of views on whether to plan for modest or high employment growth
- Need to capitalize on Darlington's location, but concern about environmental and infrastructure capacity to accommodate it
- Employment growth needed to fund social development.
- Market led approach to employment land provision offers greatest flexibility.
- Support redevelopment of existing employment land with new employment provision.
- Concern about the sustainability of relocating businesses to peripheral greenfield sites.
- Employment development in the countryside should only be to sustain existing communities.

Selecting the Preferred Option

- 4.1.6 The preferred option is a draft policy that is consistent with the RSS, in the broad locations identified and overall employment land provision. It reflects the Borough's economic growth aspiration to build and promote prosperity that is based on its ability to attract investment that may not otherwise come to the North East region.
- 4.1.7 The draft policy will be complemented by additional specific employment site allocations for general employment land, mixed-use land and key employment which will appear in a separate LDF document.
- 4.1.8 The draft policy allows the flexibility to enable provision to meet all of the employment growth options 14A, 14B and 14C, distribution options 15A, 15B and 15C and development options 16A, 16B, 16C and combination 16D and also 18A previously presented.

CS5: Supporting the Local Economy

A continuous and diverse supply of employment land to meet the needs of existing and future economic development requirements will be provided in appropriate locations, according to the locational strategy set out in Policy CS1.

Provision will be made for up to 235ha of additional land for general and mixed-use employment across the Borough to 2021, with a further 69ha to 2026. The focus of provision will be at:

- (a) Feethams/Beaumont Street area (mixed use)
- (b) Town Centre Fringe (mixed use)
- (c) Central Park (mixed use)
- (d) Faverdale
- (e) Lingfield area (mixed use)
- (f) Morton Palms Business Park area
- (g) Durham Tees Valley Airport

A further 125ha of employment land will be made available at the key employment locations of Faverdale and Heighington Lane, as identified on the Key Diagram.

The focus of other sites contributing to the employment land supply will be on suitable brownfield sites in sustainable locations within the urban area.

Existing viable employment sites will be protected by safeguarding them for employment uses only or for mixed uses, where appropriate.

4.2 EXPANDING TOURISM, LEISURE AND CULTURE PROVISION

Context

- 4.2.1 Tourism brings benefits that contribute to the economic and social well being of local communities and to individuals. It can also be a key element of the regeneration of urban and rural area, providing a catalyst for growth in the wider area and stabilising out-migration, whilst raising the profile and promoting the distinctiveness of the Borough.
- 4.2.2 Darlington is attractive to both business and leisure tourists. There is a range of accommodation for visitors in urban and rural locations, and a sub-regional study* underway may highlight some areas of unmet visitor accommodation needs.
- 4.2.3 Facilities that are attractive to tourists are often also at the heart of the Borough's leisure and cultural activities. Venues like the Head of Steam Railway Museum, the Civic Theatre, Arts Centre, Dolphin Centre, the football stadium, South Park and several high quality golf courses are attractive to residents and visitors alike, whilst local school sports halls and playing pitches will play an increasing role in meeting local

Tees Valley Visitor
Accommodation
Survey, 2008
(unpublished).

community needs. A Leisure Needs Assessment is being undertaken by the Council to gather further information about this.

- 4.2.4 Darlington's location in relation to main transport routes means that it can be regarded as a gateway to the wider north-east region. The junction of the A1(M) and the A68 which provides links into the North Pennines is a key location in this regard, and as such, would be suitable for an appropriate strategic tourism development.

Issue 17, Issues and Options Report, January 2008

Proposed Options

- 4.2.5 One issue was presented regarding the promotion of tourism and leisure in the Borough. The options for promoting tourism in Darlington were as a gateway to the north east, as a gateway to the Tees Valley or as a 'rural city'.

What You Told Us

- 4.2.6 The main points raised around the issue of tourism and leisure were:
- Darlington needs to develop a role complementary to that of more established tourist destinations nearby.
 - Build on the vibrant, historic market town image.
 - Build on sustainable transport links to surrounding tourist destinations outside the Borough.
 - Accept Darlington is a wider "gateway" to the north-east
 - Retain of Darlington's image as a "market town".
 - Lack of understanding of 'rural city' concept.

PPG21: Tourism

RSS Policy 16

Selecting the Preferred Option

- 4.2.7 The preferred option is a draft policy that is consistent with national and regional planning policy, and responds to matters raised during consultations. It supports the priorities of 'One Darlington: Perfectly Placed' by helping to build and promote prosperity in the Borough.
- 4.2.8 The draft policy most closely reflects Option 17A. The sustainability appraisal found that this option could have a range of economic, social and environmental effects, depending on specific schemes that came forward.

The Draft Policy

CS6: Expanding Tourism, Leisure and Culture Provision

The retention, improvement and expansion of the tourism, leisure and culture facilities in the Borough will be encouraged, so that the Borough continues to contribute to the overall offer of the Tees Valley and the North East Region, and attract business and leisure tourists alike.

In doing so, particular advantage will be taken of the Borough's gateway location, its green spaces and open countryside, railway heritage and historic built environment.

Existing viable tourism, leisure and cultural facilities will be protected and enhanced, and a strategic tourism opportunity is identified in the vicinity of the A68/A1(M) interchange.

Support will also be given to appropriate sustainable tourist and leisure developments that increase the range, quality and type of facilities available to tourists and existing residents.

Encouragement will be given to increasing the use of school buildings and playing fields to meet local community needs for leisure and cultural provision.

5. A VIBRANT TOWN CENTRE AND ACCESSIBLE LOCAL SERVICES

5.0 INTRODUCTION

- 5.0.1 Darlington town centre is a major sub-regional centre, serving residents of the Borough, the western part of the Tees Valley and extensive areas of south and west Durham and north-west Yorkshire. It provides a comprehensive range of shopping, business, leisure, entertainment, recreational and other facilities and services for almost a quarter of a million people. It does so with a distinctive character and style born of being a rare mix of both major modern centre and enduring market town, and is highly accessible by sustainable means of transport to most of those who use it.
- 5.0.2 The town centre is a key economic asset to the area, generating considerable turnover and wealth and employing thousands of people: it is probably the largest single point of employment in the Borough. Retailing continues to underpin its economy, employing at least half of the town centre workforce directly and drawing in customers for many ancillary retail and service businesses. The town centre is the fifth largest shopping centre in North East England, and even after the growth in recent decades of out-of-centre stores contains more than two-fifths of the shopping floorspace of the Borough across some 250 shops.
- 5.0.3 The town centre is also the traditional focus for the area's public and commercial administration and despite a trend to more peripheral business park locations in recent years, office functions and employment remain important within the centre today, especially for business sectors valuing easy accessibility.
- 5.0.4 However, the town centre is much more than a retail and employment area, thanks to its rich and diverse range of social and community activities and functions. Also, as the historic heart of the Borough, with characteristic buildings and spaces and centuries-old status as a market town, it provides much of the Borough's unique identity and residents' sense of place, and the focus of civic pride and tourism.
- 5.0.5 The town centre sits at the top of a hierarchy of centres within the Borough as smaller district and local centres play important but subsidiary roles in providing residents with a limited range of convenient everyday shopping facilities and services close to their homes. Food shopping is at the heart of these centres' role. Altogether around 14-15% of the shopping floorspace of the Borough can be found in them.
- 5.0.6 Below this hierarchy of centres are local corner and village shops. Although much reduced in number over the years, there are still about 200 across the Borough (containing up to 11% of the Borough's shop floorspace) and, along with other small local facilities and services, they are important in areas relatively remote from the centres, particularly for residents who do not have or wish to use a car.

- 5.0.7 Around a quarter of the retail floorspace of the Borough can now be found in large modern supermarkets and retail warehouses outside existing centres. These are overwhelmingly car-oriented - and are highly popular with a great many residents - but generally lack the wider accessibility of the centres and can stimulate additional car use and traffic congestion.
- 5.0.8 Darlington is generally well provided with shopping provision both in terms of total floorspace and modern quality. Relatively little retail spending by the Borough's households 'leaks out' elsewhere and there are fairly high levels of satisfaction with provision in the Borough. As a sub-regional centre, Darlington continues to be a significant net importer of retail spending by households from outside the Borough, but the extent of the inflow from the outer parts of its catchment area has diminished in recent years, as competing town centres and retail parks have improved their 'offer', mainly for comparison (non-food) items, and supermarkets have opened nearer to where those people live.
- 5.0.9 It will be difficult and environmentally undesirable for Darlington stores to reverse the declining inflow for food shopping, as households typically carry out this shopping close to home, once acceptable provision exists. The consequence of the decline for Darlington Borough, however, is that the present level of convenience (food) provision should be sufficient in quantitative terms for some years to come. The only need for additional convenience floorspace in the short-to-medium term is likely to be for qualitative reasons, such as filling geographical gaps in provision, where the availability of food shopping is relatively poor. Some of these will be localised gaps where modest-sized food shops may be needed to provide residential populations with easier everyday access to fresh food.
- 5.0.10 The situation with comparison (non-food) goods shopping in Darlington is different. There is an identified need for additional floorspace in the town centre in the short-to-medium term. This would help stem the 'leakage' of expenditure, particularly for higher-value and fashion items, that does take place from the Borough, and help the centre compete more effectively with other major shopping destinations in the region. The town centre's main competitors are Middlesbrough, Newcastle, the MetroCentre and Teesside Park, each of which has significantly enhanced its attraction to shoppers in recent years and drawn trade away from Darlington. The town centre also has to compete with retail warehouses, 'food' superstores that devote increasing amounts of space to non-food items, and like all other shopping centres, internet outlets.

5.1 TOWN CENTRE DEVELOPMENT AND FUTURE RETAIL PROVISION

Context

- 5.1.1 Following the opening of the Cornmill Centre in 1992, there was little investment in Darlington town centre for a decade. The town centre lost trade, employment and functions, whilst other competing centres enhanced their offer to shoppers, and major growth in new shopping and

employment facilities took place elsewhere in the Borough, particularly on the eastern side of the town at Morton Park and Darlington Retail Park. The investment situation has now begun to change, with the opening of new shopping and parking facilities in Crown Street, the completion of the 'Pedestrian Heart' environmental and traffic improvements across a wide area of the town centre, and a major new central office development on the north-west edge of the town centre.

- 5.1.2 The next step to enhance the attractiveness of the town centre to shoppers and visitors is intended to be the construction of a major retail and leisure scheme at Commercial Street, in the northern part of the town centre, to include a department store, thirty other shops, a cinema and other leisure uses as well as a linked multi-storey car park. Planning permission for the scheme, known as The Oval, has been granted and the development should go a long way to satisfying the quantitative need for additional comparison goods floorspace in the centre in the short-to-medium term.
- 5.1.3 The Council is presently working to bring forward proposals for the Feethams/Beaumont Street area, in the southern part of the town centre, in a way that takes advantage of its central location and meets the aspirations of the people of Darlington for the area. Because the area is a distance away from the existing shopping frontages, retailing is likely to be a lesser rather than lead component.
- 5.1.4 The greatest potential for expansion of the town centre lies to the east, between the ring road and the East Coast Main Line railway. The opportunities presented by this extensive area, known as the 'Town Centre Fringe', are being investigated by the Council and its partners. Much will depend on improving the connections for pedestrians and others to the present town centre across the inner ring road and given the distance from the existing town centre core, the area is expected to principally accommodate uses, such as offices, which do not directly attract large numbers of the public.
- 5.1.5 These proposals and other commitments, together with ad hoc site opportunities which are likely to arise within the inner ring road from time to time, mean the town centre is expected to be able to accommodate the Borough's future growth needs for town centre uses over much of the Core Strategy period, and in retail terms up until at least 2016.

Options Proposed

- 5.1.6 The Council asked if the Core Strategy should 'adopt a rigorous and pro-active approach to promoting the vitality and viability of the town centre' or 'a less rigorous approach, recognising the potential benefits of some town centre-type development elsewhere in the Borough'.

What You Told Us

- 5.1.7 A large majority of respondents felt that a rigorous and pro-active approach to promoting the vitality and viability of the town centre is needed.

See Issue 30, Core Strategy Issues and Options Report, Jan 08

Selecting the Preferred Option

- 5.1.8 The preferred option is two draft policies, CS15 and CS16, which jointly work in pursuit of the most supported option (Option 30A) and accord with national and regional policy in respect of town centre development.

The draft policies

CS7: The Town Centre

The vitality and viability of Darlington town centre will be safeguarded and enhanced by promoting and protecting its role as the sub-regional centre for the western part of the Tees Valley City Region and neighbouring parts of North Yorkshire and south and west Durham, including its distinctive and historic role as a market town.

It will be the locational focus for the development of additional town centre uses needed within the Borough. Such development in the town centre will be encouraged, with priority being given to retail-led development in the Commercial Street area. The second preferred location for town centre development, principally non-retail, will be the Feethams/Beaumont Street area.

Where and when these uses cannot be accommodated within the town centre then the next preferred location will be edge of centre, with priority to be given to the Town Centre Fringe between the centre and the East Coast Main Line railway.

'Edge of town centre' is a reference to the specific meaning in PPS6.

CS8: Further Retail Provision

Only a modest amount of additional retail floorspace for comparison goods is needed within the Borough by 2016, and this should be accommodated within or on the edge of the town centre.

The small quantitative need for additional floorspace for the sale of convenience goods up to 2016 should be located where it will remedy qualitative deficiencies in the geographical distribution of food shopping and be appropriate in scale to the area of deficiency.

Additional comparison and convenience floorspace will be needed between 2016 and 2026. Suitable land allocations will be made when reliable evidence as to the scale of this need is available.

The town centre should remain the principal focus for comparison floorspace. Convenience floorspace should be located where it will be most easily accessible to residents and visitors.

5.2 LOWER ORDER CENTRES AND ACCESSIBLE LOCAL SERVICES

Context

- 5.2.1 The present Local Plan defines six lower-order centres within the Borough in the hierarchy below the town centre. These comprise district centres at Cockerton and North Road (around Morrisons), and - with a smaller range of shops and services - local centres at Whinfield, Yarm Road (around Aldi), Neasham Road (around Netto) and Mowden. Although some contain very large retail stores their role in the hierarchy of centres is determined not by this but by the fact that they provide local residents with convenient everyday shopping (particularly food shopping) and services close to their homes. National and regional planning policy gives centres identified in development plans protection against development elsewhere which might undermine their vitality and viability, and encourages levels of future investment and growth to be focused within them, appropriate to their catchment area and status.
- 5.2.2 The six centres have, to varying extents, experienced change since the time of their present designation, with some losing shops and services and others gaining them. However, up-to-date assessments by the Council, with the help of a retail consultant, demonstrate that the designations are still appropriate in each case.
- 5.2.3 For the most part the six centres are well distributed geographically and together with the town centre - which plays a local as well as a sub-regional role for people living nearby - they are easily-accessible to a large proportion of the town's residents without the need to use a car. There are, however, geographical gaps in the urban area where access to the existing defined centres is not easy and none of the rural area has easy access to a centre. The Council has considered the potential for designating additional lower order centres to be protected and promoted and only two candidates seem appropriate, at West Park in the north-west of the town and outside the town at Middleton St. George. Both are put forward in the policy below for designation as local centres.
- 5.2.4 The proposed new centres are each within areas of significant housing growth, the village of Middleton St. George having experienced it over recent years and West Park being mid-way through its development. The former has an established and modestly-expanding range of shops and services grouped around The Square and the latter has a new 'village centre'.
- 5.2.5 Even with these additions to the hierarchy, not everyone within the Borough will be within easy walking distance of a defined centre and scattered small local shops and services will continue to have a valuable role to play. Local shops and services enable people to meet their day-to-day needs, such as for 'top-up' food shopping, close to their homes, convenient for all ages and incomes. They reduce car use, reduce congestion and pollution and facilities such as cafes and pubs, can be an important focus for the local community.

- 5.2.6 The number of such accessible facilities has declined over the years and further losses due to lack of viability seem inevitable. However some in the recent past appear to have been lost through redevelopment of their sites for more financially-rewarding uses - mainly residential - rather than through any inherent lack of viability or need. Others may have lost viability as a result of developments some distance away which cater principally for more car users. The policy below is intended to give a greater degree of protection to small shops and services which continue to serve a local need and to promote additional provision where needed.

See Issues 31 and 32,
Core Strategy Issues and
Options Report, Jan 08

Options Proposed

- 5.2.7 The Council asked if the current hierarchy of centres was still appropriate or should be changed. Various options for change were suggested ranging from designating additional centres to downgrading certain existing centres. In respect of local shops, services and facilities people were asked how good access to these could be provided. Options suggested were, keeping those which serve the needs of nearby residential areas and requiring sites to be set aside in new development area, protecting existing facilities from proposals elsewhere or a combination of these.

What You Told Us

- 5.2.8 In respect of the hierarchy of centres, the option to designate further local centres attracted the most support. Most other comments received supported retaining the existing Local Plan hierarchy.
- 5.2.9 Respondents supporting a rigorous and pro-active approach to promoting the vitality and viability of the town centre (7.1.6 above) made clear that it should not be at the expense of retaining local shops and services. However, they were divided over how best to do so.

Selecting the Preferred Option/Draft Policy

- 5.2.10 The Council carefully reassessed, with the help of an independent retail consultant and in the light of national planning policy, the presently-defined centres in the Local Plan and other potential candidates for centre status. As a result it proposes to retain the designations at the existing six centres and to add West Park and Middleton St. George as local centres. In respect of local shops and services, it proposes to give these policy recognition in order to protect and promote them where a need exists.
- 5.2.11 Policy CS19 below is in line with options supported at the Issues & Options stage and with national and regional policy.

The draft policy

CS9: District & Local Centres and Freestanding Local Facilities

The hierarchy of centres in the Borough will be taken into account in considering the appropriateness of proposals for development. The hierarchy is as follows:

- a) Darlington town centre (sub-regional centre);
- b) Cockerton and North Road centres (district centres);
- c) Mowden, Neasham Road, Whinfield, Yarm Road, West Park and Middleton St. George centres (local centres).

The role of the district and local centres in providing food shopping and a range of other facilities and services to meet people's day-to-day needs in accessible locations will be safeguarded and enhanced. Development should be consistent with the centre's scale, function, environmental capacity and ability to be served by transport modes other than the car.

Individual shops and services and small neighbourhood clusters of such facilities which meet the day-to-day needs of nearby residents, particularly for food shopping, without the need to use a car will be protected and promoted.

6. QUALITY HOUSING FOR ALL

6.0 INTRODUCTION

6.0.1 Housing is a fundamental human need and it is important to ensure that there is enough housing to accommodate the predicted increase in households over the next 15 years or so. It is also important to ensure that the housing is of the right size and type to meet local needs and aspirations and is of a standard that is appropriate for the 21st century. The policies set out in this section recognise the importance of the existing housing stock as well as new housing in meeting these needs and aspirations.

6.1 NEW HOUSING

Context

6.1.1 The need for additional new housing in Darlington is driven by three factors:

- (i) an increase in new household formation amongst the existing population
- (ii) in-migration and the retention of young people and working age people associated with a positive economic outlook; and
- (iii) the replacement of obsolete housing stock.

6.1.2 The Regional Spatial Strategy (RSS) sets out a minimum provision of 1550 net additions to the dwelling stock that should be made in the LDF in the period 2010-2021, and provides a formula for calculating the figure (395 dwellings) for later years. The Borough is also committed to accommodating additional new housing, as part of a recently successful Tees Valley Housing Growth Point bid. The additional housing that Darlington could accommodate as part this assumes that completions do not exceed 500 dwellings per annum. This is considered to be the maximum capacity of the local housing market to accommodate new dwellings, based on the evidence that since 1980, private sector housing completions have only exceed 500 per annum three times, in 2005, 2006 and 2007. It has also been assumed that the additional momentum for house building created by housing growth point completions will be sustained in later years of the plan period.

6.1.3 Both the RSS figures and the provisional Darlington element of the Housing Growth Point bid in relation to the published RSS are set out in Table 3.1

Table 3.1: The RSS housing requirement and additional new housing committed through the Tees Valley Housing Growth Point

	2010-11	2011-16	2016-2021	2021-2026
1. RSS Average annual net additional dwellings required	525	340	265	(395)
2. Projected uplift above final RSS figure that housing growth point sites could deliver	-25	160	-	-

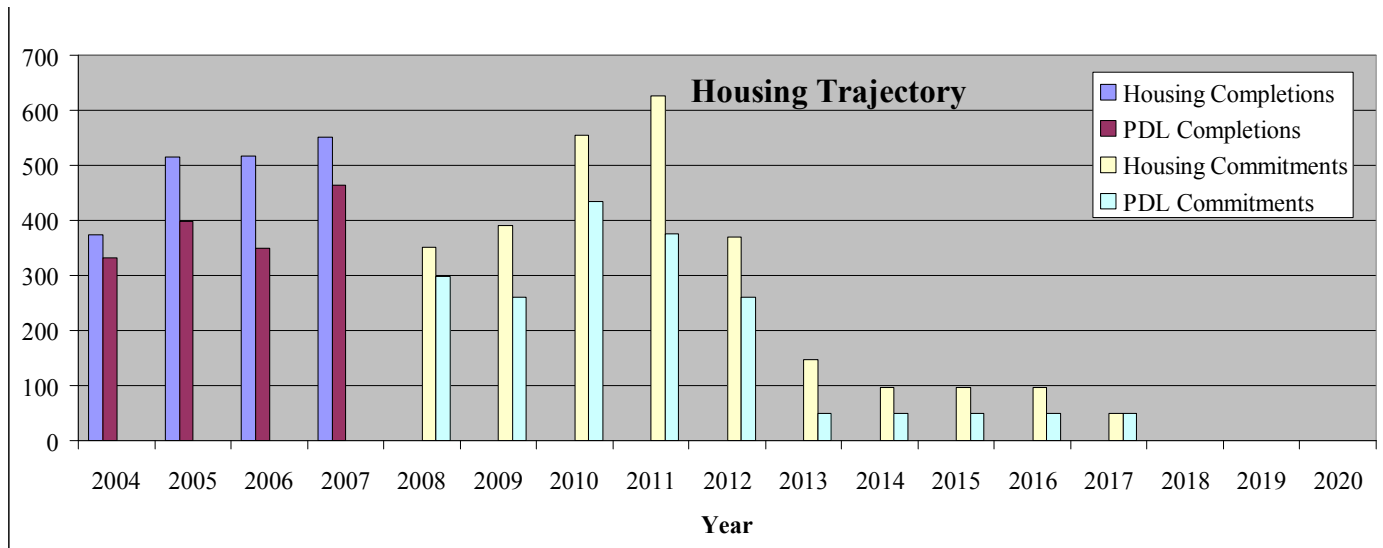
Housing Growth Point status commits the Tees Valley area to delivering new dwellings at 20% above provisional (much lower) RSS housing requirements in the period to 2016.

The definition of previously developed land (PDL) includes brownfield land and vacant and underused buildings – see Annex B of PPS3 for full details.

6.1.4 The RSS also includes a regional target of 75% of all new housing to be on previously developed land (PDL) by 2016. Whilst the borough's rail and industrial heritage has meant that there has historically been a ready supply of previously developed land that is suitable for new housing, this supply is diminishing as more are built out. Figure 3.1 shows the proportion of housing completions arising from existing commitments that will be on PDL.

6.1.5 The relatively low percentage of PDL completions that will be delivered by existing commitments from 2011 onwards means that to help achieve the regional target, a much higher proportion of new allocations will need to be on previously developed land. The majority of sites within the strategic locations identified in Policy CS1 will be expected to contribute to this, e.g. Central Park and the town centre fringe.

Figure 3.1: Proportion of existing commitments and past completions that are on previously developed land



RSS-NE Policy 29

6.1.6 The RSS indicates that development should take place at an average density of 30-50 dwellings per hectare across the Borough as a whole. The average density of new developments granted planning permission across the Borough over the last 5 years (2003/4 to 2007/8) is 35 dwellings per hectare, which is towards the lower end of the prescribed RSS range.

Draft Tees Valley Strategic Housing Market Assessment 2008.

6.1.7 Research on the Tees Valley housing market that is nearing completion is likely to show that to achieve a balanced market and meet the aspirations of the people who will drive and underpin economic growth, new housing provision in the area should include a higher proportion of larger family homes, as there is evidence of demand exceeding supply for this type of housing.

Issues 9 and 10, Options A to C, Issues and Options report, January 2008.

Options Proposed
6.1.8 Three options were proposed around how much new housing there should be in Darlington, ranging from meeting the emerging RSS target

only to market led housing growth. The options for where housing should be located ranged from limited growth within the urban area with high densities and good use of previously developed land area to substantial growth across the Borough with less emphasis on high density and using previously developed land and greenfield sites.

What You Told Us

- 6.1.9 Some key points raised during consultations around these options were:
- More housing is needed in the medium-long term to match strategic growth objectives for economic development if an increase in in-commuting is to be avoided.
 - New housing provision should be linked to capacity of infrastructure and environment to absorb it, and not harm local character and distinctiveness.
 - Any policy needs to be flexible enough to react to changing market conditions.
 - Limit housing on greenfield land at the edge of the urban area.
 - Access to sustainable transport and avoiding areas of flood risk as important as using PDL. Deliverability and sustainability are key considerations.
 - Prescriptive density requirements will not help to deliver the right types of development on individual sites.

Selecting the Preferred Option

- 6.1.10 The draft policy reflects the finalised RSS and the successful housing growth point bid announced in July. The number of net additional new homes required reflects the economic growth aspirations of the Borough, whilst also taking account of the capacity of the local housing market for new homes. The infrastructure and environmental capacity issues of particular sites will be investigated through the forthcoming Strategic Housing Land Availability Assessment.
- 6.1.11 Whilst current market conditions may result in a shortfall of completions against the RSS figures over the short term, the market is widely expected to be recovering by the time this Core Strategy is adopted.
- 6.1.12 The provision of new housing will be phased over the plan period to help ensure that sufficient infrastructure is in place to support it and to help avoid any consequential localised market failure or upward trend in vacancy rates in the existing housing stock. Phasing will also help ensure that new development contributes to and complements the delivery of other regeneration objectives, e.g. as part of large scale mixed use development to re-use brownfield and sustainably located sites, like Central Park.
- 6.1.13 As regards PDL, whilst Figure -- gives a picture of the percentage of future housing completions that will be on PDL arising from existing commitments, it would be inappropriate to set an overall target until work on a strategic housing land availability assessment is completed, and it is clear what can realistically be delivered on new sites.
- 6.1.14 The density target has been set at the lower end of the range indicated in the RSS, to ensure that a range of types of housing to meet identified

The vacancy rate in Darlington is 3.4% compared with the regional target of 3% by 2011.

needs can be delivered within the Borough, whilst encouraging high density development in the locations most accessible by walking, cycling and public transport.

- 6.1.15 The draft policy most closely reflects Option 9C and 10B of the LDF Core Strategy Issues and Options Report published earlier this year.

The Draft Policy

Years are 1st April -
31st March

CS10: New Housing

The LDF will provide for average annual net additions to the dwelling stock, for the years* 2010-2026, as follows:

2010 - 2011:	about 500
2011 - 2016:	about 500
2016 - 2021:	about 350
2021 - 2026:	about 400

New housing will be allocated in accordance with the locational strategy and priorities set out in Policy CS2, including the following strategic mixed-use development locations:

- (a) Feethams/Beaumont Street area
- (b) Town Centre Fringe
- (c) Central Park
- (d) Lingfield area.

Within this framework, priority will be given to locating new housing on previously developed land and reusing and converting suitable buildings to help meet the regional target of 75%.

The release of allocated housing sites will be phased so that the delivery of new housing complements and does not undermine other housing and regeneration objectives of the LDF. Delivery will be focused initially on the locations (a) to (d) identified above.

Schemes will be required to be built so that an average density of 30-40 dwellings per hectare across the Borough as a whole is achieved. Higher density development will be encouraged within and on the fringe of Darlington town centre, around Bank Top and North Road railway stations, around district and local centres identified in CS9, and along the key public transport corridors identified in Policy CS19.

6.2 HOUSING FOR ALL

Context

- 6.2.1 'One Darlington: Perfectly Placed' identifies responding to an increasingly ageing population and increasing the supply of affordable housing as two of the most significant issues and problems that must be addressed. Both these issues are also highlighted in the RSS reflects the Government's stated aims (Housing Green Paper 2007) for, amongst other things, more social housing and greener housing.

6.2.2 New housing is needed not only to meet the needs and demand arising from the local population, but also to accommodate and retain the in-migrants that will be drawn to the Borough as its economy continues to grow. Population and household projections indicate an increase in single person households, an increase in the working age population and significant growth in the retired population.

* The draft SHMA indicates an average annual affordable housing shortfall of 632 dwellings per year for the next 5 years, compared with a figure of 265 in 2005.

6.2.3 The Tees Valley Strategic Housing Market Assessment (SHMA), which is nearing completion, is expected to show demand exceeding supply for houses with four or more bedrooms, and for flats (in certain locations) and bungalows, arising from the low number so these in the existing stock. Demand exceeds supply for all house types and sizes in all rural areas (except Middleton St. George), and consideration will be given to the identification of rural exception sites for affordable housing in these rural areas to meet identified needs; this will be done through a separate document.

6.2.4 Although the majority of people aspire to private housing, the SHMA is likely to show that there continues to be a need for additional affordable housing in all parts of the Borough, with the level of need significantly higher than was identified in the 2005*. The increasing role of the private rented sector in meeting some of these needs is also identified.

The definitions for affordable housing and intermediate tenure housing are set out in PPS3: Housing.

6.2.5 The draft SHMA also shows that over 40% of all affordable housing need is for larger (3+ bedrooms) houses, and that there is an increasing role for intermediate tenure housing in meeting some of the needs identified. A continuing need for housing to meet specific needs is also expected to emerge from the SHMA work.

6.2.6 The Darlington Housing Strategy 2008-11 highlights the need to sustain independent living amongst the Borough's increasingly elderly population. Where the strategy focuses largely on achieving this through the existing stock, the LDF has a role to play in ensuring that the new housing that is provided is capable of meeting the needs of households at all stages of their life.

Options Proposed

6.2.7 Four options were presented as to the types of specialist housing that could be provided: affordable housing, lifetime homes, live-work housing or a combination.

See Issue 11, Core Strategy Issues and Options Report, January 2008.

What You Told Us

6.2.8 Some key points raised during consultations around these options were:

- Housing mix should be assessed on a site-by-site basis.
- An affordable housing requirement on small sites will make them unviable; suggest increasing the overall housing requirement instead.
- The public sector should not dictate housing mix on private sector sites. This could reduce supply and worsen the affordability crisis.
- More homes needed that are suitable for elderly people wanting to downsize.

- Internal space standards of lifetime homes are not within the remit of planning; they will cost more and give questionable benefits to occupiers. Already covered by the Code for Sustainable Homes.
- Is there a specific need or demand for lifetime homes and live-work units? If not, do not require them.

Selecting the Preferred Option

- 6.2.9 Up-to-date evidence from the draft Tees Valley Strategic Housing Market Assessment and the Darlington Housing Strategy 2008-2011 have informed the content of this policy. No specific need or demand for live-work units has been identified, but there may be scope to encourage this in locations like the town centre fringe.
- 6.2.10 The Local Development Framework, must include an affordable housing provision target, but as the target is informed by up to date needs assessments and these only look five years ahead, this draft policy does not include a target beyond the short term. The target reflects estimated timing of completions associated with existing planning permissions, likely Government funding for housing association led schemes, and the slow market conditions over the short term.
- 6.2.11 The option most closely reflects Option 11D (providing a combination of types of specialist housing) in the Issues and Options Report. The sustainability appraisal found that this was the most sustainable of all the options presented.

The Draft Policy

Policy CS11: New Housing For All

New housing and the conversion and adaptation of existing dwellings will be required to contribute to achieving an overall balanced housing stock that better meets local needs and aspirations, both now and over time, particularly the needs of an ageing population.

All developments of 15 dwellings (or 0.5ha) or more within the main urban area and 5 dwellings (or 0.2ha) or more outside of it will be required to provide, or contribute towards the provision of, an appropriate mix of housing to meet identified shortfalls of dwelling types, sizes and tenures. The mix should include:

- Affordable housing (to a target of 55 dwellings/year, 2010-12)
- Special needs housing and older person's accommodation
- Larger family housing
- Lifetime homes

Provision will be negotiated with developers on the basis of up-to-date evidence of housing needs and aspirations. Where appropriate, the provision of live-work units will be encouraged.

Where specific needs are identified that are unlikely to be met through mixed developments or conversions/adaptations of the existing stock, the Council may identify and allocate suitable sites in the Accommodating Growth DPD.

All new housing should be designed in accordance with Policy CS2.

6.3 THE EXISTING HOUSING STOCK

Context

- 6.3.1 The existing housing stock is important because it is where the vast majority of housing needs and choices will be met over the plan period. Maximising the contribution of the existing stock will help to reduce the use of new areas of land for housing, and by making the most of the natural resources locked up in building materials, it will reduce the demand for new raw materials and energy.
- 6.3.2 More can be made of the existing housing stock by reducing the vacancy rates. This can be achieved by improving properties to make them fit and suitable for modern day use. The Regional Spatial Strategy sets a target for vacancies in the existing housing stock of at or below 3% by 2011. Vacancy levels in Darlington are currently running at 3.4% overall, compared with the regional average of 3.8% (see Figure 3.2) and this works out at slightly below the level that is considered necessary to allow people to move within and between tenures (2% for social rented housing, 4% for private housing).

Figure 3.2: Housing Vacancy Rates

	Social rented stock (%)	Private sector stock (%)	Total vacant stock (%)
Darlington	1.8	3.7	3.4
North East	2.9	4.0	3.8
England	2.0	3.3	3.0

(HSSA April 2007)

- 6.3.3 However, there are small areas within the Borough, both within the public and private housing stock, where the house types and local environment do not meet current or future aspirations, and where the demand for dwellings is very weak. In these circumstances the Council may consider developing an integrated package of measures to address low demand and abandonment. Such packages could include remodelling some houses, undertaking environmental improvements, demolition and new build and this may be part of wider social, economic and physical regeneration schemes.

- 6.3.4 The Council has identified four priority investment areas for private rented stock: Northgate, North Road, Bank Top and Central wards. As for the Council's housing stock, it all complies with the government's Decent Homes Standard and a Business Plan is in place to deliver an enhanced Darlington Standard. Where, in consultation with residents, areas or schemes are identified as requiring more substantial investment, a programme of housing regeneration will be developed

See the Council's Private Sector Housing Renewal Strategy (January 2008)

See the Council's Housing Business Plan, 2008.

Options Proposed

- 6.3.5 Four options were proposed about how improvements for older housing could be secured: through market intervention, planning obligations, cross-subsidy or a combination.

What You Told Us

- 6.3.6 Some key points raised during consultations around these options were:

- Use a sequential approach to establish whether repair, adaptation or redevelopment would make the best use of the existing housing stock and built fabric, prior to considering demolition and newbuild.
- Developer contributions must satisfy the tests for planning obligations in Circular 05/05. May not be possible for new housing in areas unrelated to where intervention is needed.
- The poor energy efficiency of older properties needs addressing.

Selecting the Preferred Option

- 6.3.7 Whilst clear messages about securing the money for improvements to the existing housing stock emerged from consultations on the Issues and Options (Feb 2008), the Council will be investigating all avenues to secure funding for improving older housing, with different options available depending on the housing sector and the scale of the area where regeneration activity is required. Policy CS4 allows developer contributions to be sought for amongst other things, housing renewal.
- 6.3.8 The draft policy takes account of the need to make use of existing buildings wherever possible, and the Council's updated Private Sector Housing Renewal Strategy (January 2008) identifies some priorities for intervention that have been reflected in the policy.
- 6.3.9 This draft policy most closely reflects Option 12D set out in the Issues and Options Report (February 2008).

The Draft Policy

Policy CS12: The Existing Housing Stock

The regeneration and improvement of existing housing areas will be encouraged, particularly within the Town Centre Fringe and the North Road Area.

Works may include remodelling existing dwellings, making changes to estate layouts and the local environment. Exceptionally, where there is evidence of sustained low demand and obsolescence, and where it would prevent further decline, selective demolition may form part of the regeneration strategy.

A planning framework will be prepared for all areas where housing regeneration is proposed, and community engagement will take place during its preparation in accordance with the principles set out in the Council's adopted Statement of Community Involvement.

6.4 ACCOMMODATING TRAVELLING GROUPS

Context

- 6.4.1 Darlington has a long association with Gypsies and other travelling groups, with people from these groups accommodated on dedicated sites and within general housing. Existing provision is made at two successful Council owned but privately managed sites, Honeypot Lane

and Neasham Road, and at other smaller privately owned sites that benefit from planning permission. There are also a number of unauthorised encampments each year throughout the Borough that hint at the need for additional transit pitches.

*Tees Valley Gypsy, Traveller Needs Assessment (GTAA): completion expected in Autumn 2008

- 6.4.2 Local housing authorities are required to carry out an assessment of the accommodation needs of Gypsies and Travellers residing in or resorting to their district and prepare a strategy to meet these needs. The RSS identifies that a total of 74 additional pitches for Gypsies and Travellers will be needed across the Tees Valley by 2020. A sub-regional study* is underway to provide additional evidence as to where further pitch provision is needed and should be located.

Circular 1/06: Planning for Gypsies and Travellers provides guidance on the planning aspects of locating sites for Gypsies and Travellers. Circular 04/07 (Planning for Travelling Showpeople is also relevant.

- 6.4.3 There is specific government policy on the planning aspects of locating sites for Gypsies and Travellers, and for meeting the specific needs of travelling showpeople, who can require sites for a mixed business and residential use with facilities to repair and store significant amounts of equipment. The aim of the policy is to enhance the health and education standards of these families and ensure access to good quality accommodation.

Options Proposed

See Issue 13, Issues and Options Report, January 2008.

- 6.4.4 Four options regarding where Gypsies and Travellers should be accommodated were presented in the Issues and Options Report, encompassing existing Council sites and private sites (both new and extended) and transit sites, or a combination.

What You Told Us

- 6.4.5 Some key points raised during consultations around these options were:
- Any existing or future provision needed to be flexible.
 - May be a need for transit sites as well as Council owned and private sites.
 - Most respondents thought that provision should be on existing Council sites and private sites only.

Selecting the Preferred Option

- 6.4.6 The preferred option is a draft policy that is consistent with the national and regional policy approach, and that reflects the One Darlington key strand of valuing diversity, set out in One Darlington: Perfectly Placed. The total number of pitches required in Darlington will dictate whether or not these can all be provided on existing Council sites and private sites, and any identification of new sites will take place through a separate LDF site allocations document.
- 6.4.7 The draft policy allows the flexibility to enable provision as directed in options 13A, 13B, 13C and the combination option 13D previously presented.

Draft Policy

CS13: Accommodating Travelling Groups

Adequate provision will be made for travelling groups at the existing sites of Honeypt Lane, Neasham Road and other smaller sites in the Borough. Where an established need cannot be met by existing provision, new sites will be brought forward in accordance with the following criteria, ensuring that sites:

- (a) have appropriate access and be in a sustainable location for schools, shops and other local facilities.
- (b) are located and designed so as not to have a significant negative impact on existing residential amenity or existing landscape amenity.
- (c) are located and designed so as not to have a significant negative impact on the natural, archaeological or historic environment.

7. A DISTINCTIVE, GREENER, CLEANER, SAFER ENVIRONMENT

7.0 INTRODUCTION

- 7.0.1 The distinctiveness of the Borough is an important and highly valued part of local identity. Caring for it and nurturing it not only engenders local civic pride but can help to attract people to the area to live and work, or to visit. It is also important that living and working in the Borough is free from the unnecessary risks that the environment can present.
- 7.0.2 The Borough's distinctiveness is immediately evident in the unique character of its townscapes and landscapes, and in the relationship between town and country. Less obvious is the Borough's intrinsic distinctiveness, such as the rare or declining species of flora and fauna that particular habitats and geology support, and archaeology.
- 7.0.3 A less positive feature of the Borough derives from its industrial heritage. This has left a legacy of contaminated sites whose redevelopment and reuse is key to getting them cleaned up and made safe. The watercourses that run through the Borough also bring with them an associated localised flood risk, and planning development to reduce exposure of people and property to that risk is also important in creating a safe living environment, as is reducing the risk to human and environmental health arising from the pollution of watercourses, groundwater aquifers and the air.

7.1 LOCAL CHARACTER AND DISTINCTIVENESS

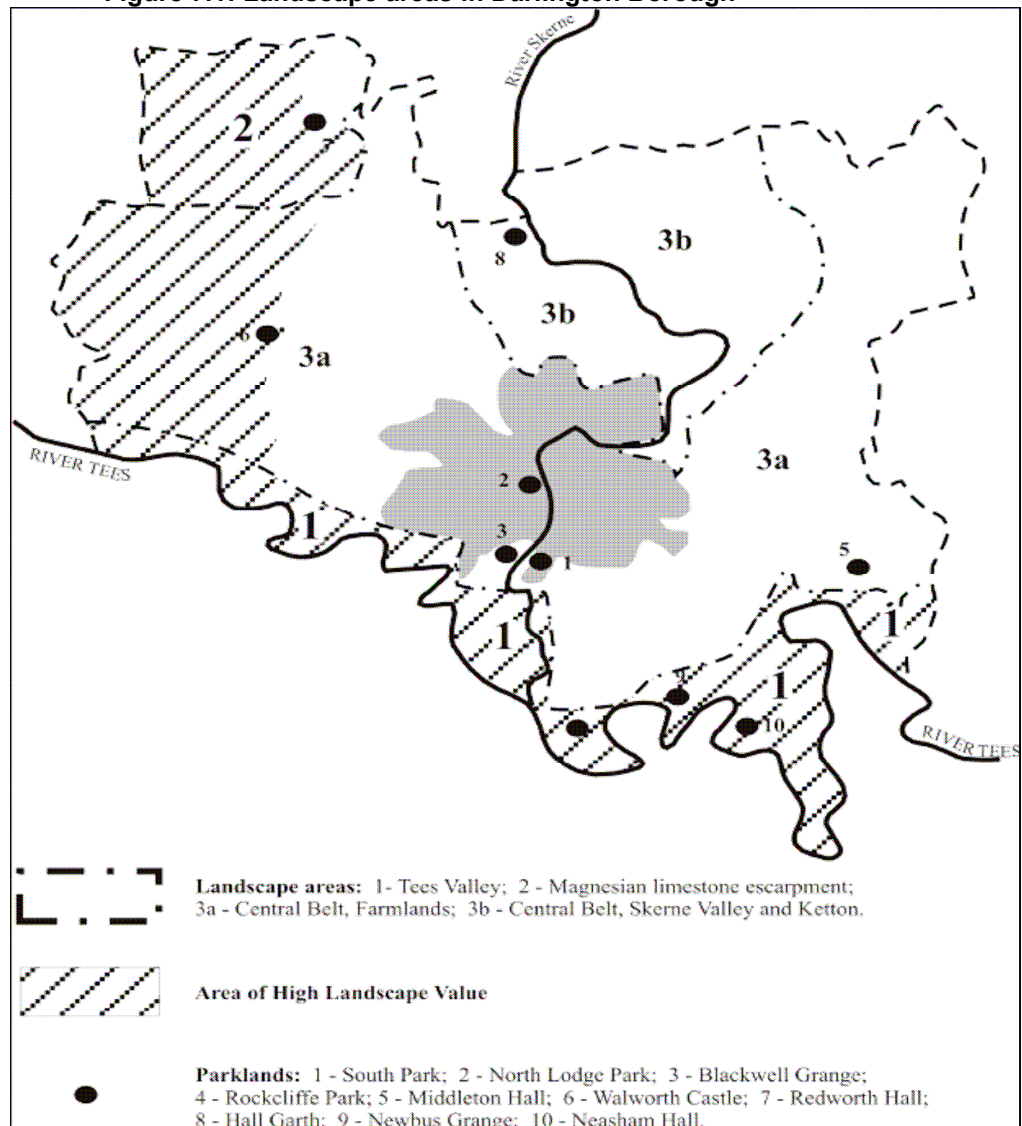
Context

- 7.1.1 Darlington is an attractive Borough with a distinctive character. The built environment reflects its historic role as a market town and as an early industrial and railway centre, with Victorian suburbs and agricultural settlements. More historic elements, such as remains of a Roman fort at Piercebridge and medieval villages, are also evident in the area's archaeology.
- 7.1.2 There are some 500 listed buildings, 20 scheduled ancient monuments and 16 Conservation Areas in the Borough, providing evidence of a wealth of architectural and historic interest. However, safeguarding the Borough's distinctive character is about more than designated sites and landmarks; the wider townscapes and landscapes of the town, villages and countryside are also integral to the Borough's character. In particular, the town centre Victorian and medieval skyline structures, including landmark buildings like the Market Hall and Station clock towers, collectively dominate the townscape of the urban core, and provide character and interest, whilst in the villages, parish church clock towers take on a similar role. The tree canopy, particularly in the south west of the urban area, also provides a distinct sense of place.

7.1.3 Another element of the Borough's distinctive character is the clear boundary between the urban area, the villages and the countryside. Within the built up areas, it is possible to identify different neighbourhoods with distinct characters, based on cohesive layouts and particular design features which reflect their historic origins.

7.1.4 The Borough's countryside is characterised by attractive villages set amongst four distinctive, and in places, overlapping but gently undulating landscape types resulting from geology, topography, river systems and farming and land ownership patterns. The Tees Valley along the southern edge of the Borough has a flat valley floor with steep wooded sides, whilst the hilly magnesian limestone escarpment can be found in the north west, with the flatter farmlands forming the central belt. The northern part of the central belt forms the Skerne Valley and the historic Ketton area with greater woodland cover and historic settlement patterns.

Figure 7.1: Landscape areas in Darlington Borough



- 7.1.5 Set in this landscape are ten parklands which have a distinct designed ornamental character differing from the surrounding townscape or agricultural landscape but which significantly contribute to the Borough's character. These include two historic parks in the urban area at South Park and North Lodge Park and a third, rural style park at Blackwell Grange. Seven rural parks are also found across the rest of the Borough including Newbus Grange, Hurworth and Neasham Hall. Dispersed across the Borough are a range of designated national and local sites of nature conservation importance including 4 Sites of Special Scientific Interest, a newly planted part of the Tees Community Forest and 7 Local Nature Reserves. Together with the green corridors which intersect the urban area and the Borough's green infrastructure network, they are an important characteristic of Darlington.
- 7.1.6 An important quality, distinctive to the Borough, are the views of the North York Moors and the upland Dales glimpsed between buildings in the urban area, with wider views from the urban fringe expanding across the intervening villages and countryside.
- 7.1.7 It is the combination of the distinctive historic built and natural environments of the immediate surroundings which should be protected and enhanced to promote a distinct identity for Darlington, as this will attract people to live and work in the Borough and to visit. It is a key ingredient to the community's overall quality of life.

Options Proposed

- 7.1.8 Five issues were presented including improving degraded landscapes, local heritage, urban fringe, biodiversity, trees and woodland. Each issue set out several possible options.

What You Told Us

- 7.1.9 The main points that were raised around these issues were:
- The townscapes and landscapes of Darlington are one of the Borough's greatest assets and should be protected from unsuitable development, but not "fossilised".
 - Develop poor quality sites first, and ensure they fit seamlessly into the infrastructure.
 - Strong support for the protection of the Borough's key townscape, landscape and historic features
 - The essentially open and green nature of the Urban Fringe should be maintained and enhanced and its assets properly interpreted
 - The clear boundaries between built up and rural areas should not be eroded and the character and appearance of the rural areas should be safeguarded
 - It is important that the Borough continues to seek and maintain its own unique identity and distinctiveness and to build upon the special character and quality of its historic market town

Selecting the Preferred Option

- 7.1.10 The preferred option is a draft policy that is consistent with the RSS and reflects the overall aims and objectives of One Darlington: Perfectly Placed. It also clearly reflects the aspirations of the respondents but

See Issue 4, Theme 4,
Core Strategy Issues and
Options Report, Jan 08

other issues such as biodiversity and geodiversity are looked at elsewhere in this document.

- 7.1.11 The draft policy most closely reflects a combination of Options 19B, 20C and 21B previously presented.

The Draft Policy

Policy CS14: Local Character and Distinctiveness

The distinctive qualities of the Borough's built and natural townscapes and landscapes will be protected and, where appropriate, enhanced to positively contribute to the character of the Borough to promote a strong sense of place. This will include:

- 1) Protecting and improving the distinctive characteristics of Darlington town centre and the urban area including:
 - A. The character and appearance of the central area skyline such as the landmarks of the Market and Station clocktowers, St Cuthbert's spire and St John's Tower
 - B. The tree canopy skyline, such as in the south west of the urban area
 - C. The green corridors of the River Skerne, Staindrop Road and the Denes, Firthmoor and McMullen Road, the Stockton and Darlington railway trackbed and the Faverdale Black path and Barnard Castle railway trackbed
 - D. Views along the approaches to the urban area, such as along Grange Road, Coniscliffe Road and Staindrop Road/Woodland Road
- 2) Preserving the separate character and appearance of the villages and the countryside including the distinct landscape features of:
 - A. The Tees Valley
 - B. Magensian limestone escarpment
 - C. Farmlands of the central belt and the Skerne Valley and Ketton
 - D. Landmarks in the villages
- 3) Protecting and enhancing the quality of and access to the town's urban fringe and the wider countryside including the wide views of the North York Moors, upland Dales and the villages across the Tees Valley
- 4) Protecting and enhancing designated national built environments and areas of environmental value as well as:
 - A. Area of High Landscape Value in the Tees Valley and in the west of the Borough
 - B. River corridors of the Skerne, Tees and Cocker Beck
 - C. Archaeological sites
 - D. Grade 1, 2, 3 agricultural land
 - E. Local nature reserves and local wildlife sites
- 5) Protecting and enhancing locally important buildings and key historic features identified in the Darlington Characterisation Study.

7.2 BIODIVERSITY AND GEODIVERSITY

Context

7.2.1 The Regional Spatial Strategy for the North East (RSS) sets a notional target of returning 'key biodiversity resources to viable levels' by 2010. Across Darlington Borough, this can be achieved by protecting and enhancing designated sites and species, by reversing habitat fragmentation, particularly of the priority habitats identified in the Durham Biodiversity Action Plan, and at areas like Local Wildlife Sites that lend themselves to enhancement. Nationally rare/declining species like the otter, water vole, Dingy skipper butterfly and black poplar trees as well as Great Crested Newts and five different species of bats have all been recorded in numbers within the Borough and would benefit from this, as would the unique community of plants that thrives on the Magnesian Limestone Escarpment underlying the north west part of the Borough.

Durham Biodiversity Action Plan – date ?

Tees Valley Green Infrastructure Strategy 2008.

SSSIs are nationally important biodiversity sites.

7.2.2 The Borough contains four Sites of Special Scientific Interest (SSSIs), seven Local Nature Reserves (LNRs), within or near the urban area and 50 Local Wildlife Sites. There are also important areas of ancient woodland, e.g. along the River Tees, providing highly diverse habitats for wildlife.

7.2.3 The network of wildlife and geological sites is fragmented. The ongoing planting of community woodland around parts of the urban periphery, the creation of new semi-natural green spaces, the expansion of existing habitats and the strengthening of wildlife corridors are all important to developing the network of nature conservation sites, reducing further habitat fragmentation and the impacts of climate change. Where appropriate, improved access to biodiversity sites and the green infrastructure network will provide educational, health and quality of life benefits for the community, arising from regular contact with nature and the natural environment.

Options Proposed

6.2.4 Issue 20 set out five options for managing the urban fringe to enhance biodiversity and improve access to the countryside. Issue 21 presented six options for promoting biodiversity in the Borough and improving access to the wildlife network, while Issue 22 presented three options on how to enhance Darlington's trees.

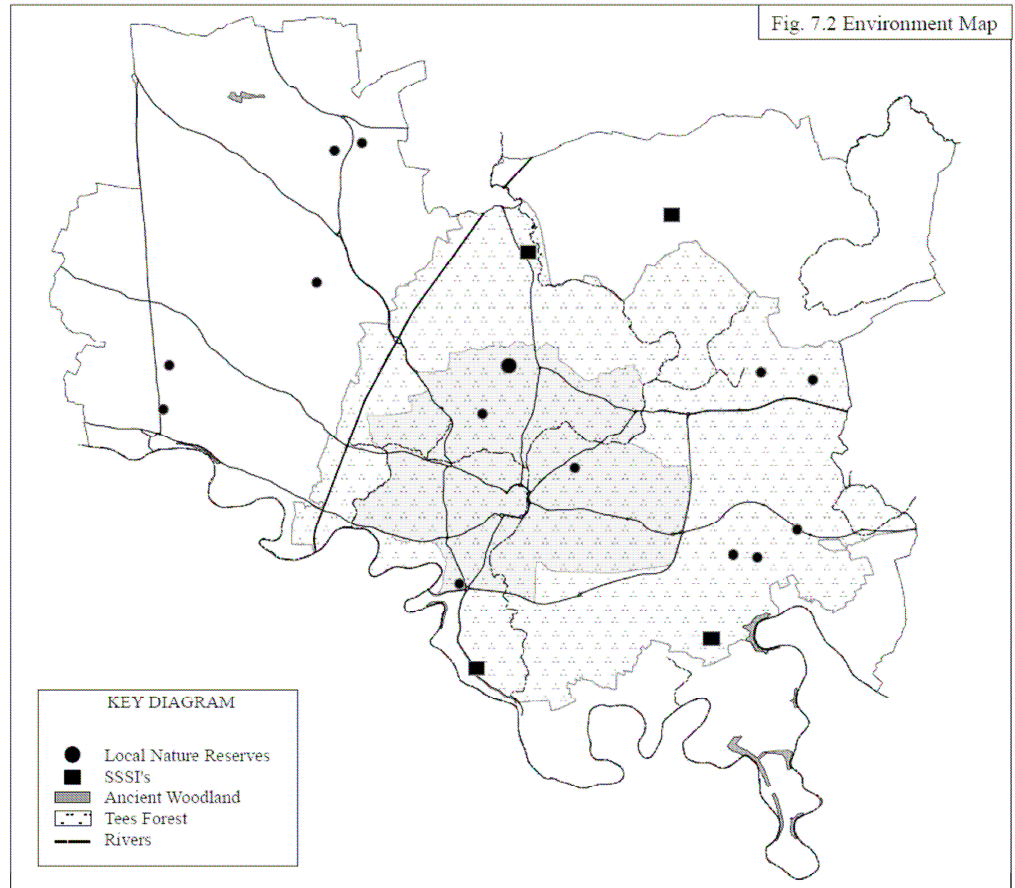
See Issues 20-22, Core Strategy Issues and Options Report, Jan 08

What You Told Us

6.2.5 The main points raised around these issues were:

- biodiversity and geological conservation should involve the creation and management of habitat areas and networks, integrated with green infrastructure linking to neighbouring areas
- the urban fringe can help create and maintain priority habitats and habitat networks across the Borough, and provides an opportunity for further tree planting.
- the biodiversity value of brownfield sites should be recognised
- build on the Durham Biodiversity Action Plan and the Tees Forest Management Plan.

- consider protected species.
- Comprehensive approach to trees, including enhancement, management and maintenance across the Borough is required



Selecting the Preferred Option

- 6.2.6 The preferred option is a draft policy that is consistent with the regional approach, the Durham Biodiversity Action Plan and the Council's Rights of Way Improvement Plan, and reflects the concerns of the consultees. The draft policy will contribute to the achievement of a greener, healthier community, one of the priorities of the Sustainable Community Strategy, One Darlington: Perfectly Placed.
- 6.2.7 The draft policy most closely accords with a combination of Options 20B, 21C, 22B and 22C. The sustainability appraisal of the Issues and Options found these to generally have positive environmental and social impacts, but may have a negative economic impact, adding to the costs of some developments.

The Draft Policy

Policy CS15: Biodiversity and Geodiversity

The Borough's biodiversity and geological network will be informed by the objectives and targets set out in the UK and Durham Biodiversity Action Plans by:

1. conserving, restoring and enhancing the condition of sites identified as having high biodiversity and geodiversity value;
2. protecting and extending the biodiversity and geological network through opportunities presented by new development
3. ensuring that new development would not result in any net loss of existing biodiversity value
4. where appropriate, restrict access and usage in order to conserve an area's existing biodiversity value whilst enhancing biodiversity along access corridors.
5. Protecting ancient woodland and mature trees

Where appropriate, development will be encouraged to include measures to contribute positively to the overall biodiversity levels through improved connectivity of the Borough habitat network

7.3 ENVIRONMENT PROTECTION

Context

7.3.1 As well as looking after the Borough's environmental assets, it is also important to protect people from the adverse effects or risks of pollution, noise and flooding. Pollution can adversely impact on human health, quality of life and the state of the environment, by affecting air quality, ground and river water quality and soil quality. Risks to human health, life and property can also arise from inappropriate development on flood plains and inadequate treatment of contaminated and derelict land.

7.3.2 The control and prevention of pollution is given high priority. All current air quality objectives and targets for air pollutants in Darlington are being met or will be met by their due dates, so there are no plans to declare any Air Quality Management Areas in the Borough. Road traffic remains the main source of air pollution and the continuing downward trend in air pollution will only be sustained if new development is located where it can be reached by sustainable modes of travel (see Policy CS18) and congestion stabilises or declines.

7.3.3 The Borough's rivers and groundwater resources can also suffer from pollution. Groundwater is especially vulnerable, as once polluted, it remains contaminated for a long time. Particular attention will therefore be paid to new development along river corridors or within groundwater 'source protection zones' to ensure that the risk of pollution is minimised and water quality is maintained or improved.

Pollution - radiation, fumes, smoke, dust, ash, grit litter, noise, vibration, light, heat, odour and liquid discharges.

Tees Valley Strategic Flood Risk Assessment - see www.environment-agency.gov.uk

7.3.4 The RSS also requires a 'proactive approach' to reducing flood risk from river flooding within and beyond the Borough downstream and also from surface water run off. Although the Tees Valley Strategic Flood Risk Assessment and the Environment Agency Flood Zone Maps identify Darlington as a flood risk area, areas likely to be subject to flooding are relatively limited. The greatest risk is from backing up of drains or from surface water being unable to discharge.

Contaminated land - which has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned

7.3.5 A legacy of Darlington's industrial past is some contaminated land and unstable ground. Darlington's Contaminated Land Strategy sets out the Council's proposals for development of contaminated land; it is important that where identified, contaminated land and ground instability issues are balanced with the need to regenerate previously developed land.

Darlington Contaminated Land Strategy

7.3.6 Some types of development may pollute the air, water or land. It is essential that these levels are kept to a minimum and are acceptable to human health, the environment and the amenity of neighbouring or nearby users.

7.3.7 There are a number of installations and pipelines handling notifiable substances in the Borough and where appropriate, advice of the relevant regulatory organisations, including the Environment Agency, Health and Safety Executive and Civil Aviation Authority, will be sought for proposals falling within the defined consultation zones.

Options Proposed

See Issue 23 and 24, Core Strategy Issues and Options Report, Jan 08

7.3.8 Two issues were presented for flood risk and protecting people and the environment. Each issue set out several options and to address it.

What You Told Us

7.3.9 The main points raised around the issues of flood risk and pollution were:

- Incorporate modern drainage measures and sustainable drainage systems in new development
- Ensure the drainage system is capable of taking the level of surface water run off from new development
- a combination of options is supported to allow solutions to development in areas of flood risk to be appropriate to the site-specific circumstances of each case.
- There are several Source Protection Zones (SPZ's) within the Borough that should be taken into account when considering new developments.
- Protection of the environment from all types of pollution is critical, as is improving the situation where pollution already exists.

Selecting the Preferred Option

7.3.10 The preferred option is a draft policy that is consistent with relevant European and national legislation and the approach set out in the RSS, and takes account of the issues raised by consultees. By helping to promote a greener environment and a healthier community, it will help support the delivery of the priorities set out in 'One Darlington: Perfectly Placed'.

See Issues 23 and 24, Issues and Options Report, Jan 08

7.3.11 The draft policy most closely accords with options 23D and 24D previously presented.

The Draft Policy

The Exception Test is as set out in PPS25.

Policy CS16: Environment Protection

New development will not be permitted where the flood risk is unacceptably high or where it would increase the risk of flooding downstream, unless:

- (a) it is necessary to meet the wider aims of sustainable development and regeneration in the Borough;
- (b) the requirements of the Exception Test have been fulfilled and
- (c) a Flood Risk Assessment has been undertaken.

Elsewhere, people and the environment will be protected from unsafe, unhealthy and polluting development through controls to:

1. Reduce levels of air, land, water, light or noise pollution, environmental risk and nuisance in the Borough
2. Minimise adverse impacts on the Magnesian Limestone Aquifer and its associated groundwater source protection zones
3. ensure effective treatment of contaminated or unstable land;
4. ensure that the individual and cumulative effects of development do not breach noise, hazardous substance or pollution limits.

8. A HEALTHY DARLINGTON

8.0 INTRODUCTION

The Local Development Framework can contribute in a number of ways to creating an environment that supports the health and well-being of those living and working in the Borough. The extension and enhancement of sustainable transport networks, particularly for cycling and walking (Policy CS18) will help people to choose to take exercise as part of their daily activities, whilst promoting sustainable design (Policy CS2) will help secure happy and safe communities. Improvements to the existing housing stock (Policy CS7) and meeting local housing needs (Policy CS6) will also contribute to improving community health.

However, probably the area of greatest impact of the LDF on health is through the provision of open space. Darlington has a wide range of green, open spaces that contribute to its distinctive character and help enhance the Borough's image. Green spaces help to promote Darlington as a high quality environment to live and work in or to visit, and help encourage healthy lifestyles amongst the residents.

Collectively these spaces are known as green infrastructure. The Borough's green infrastructure comprises a network of multi-functional green spaces linked by green corridors within and between the town and villages, including formal parks, woodlands, river corridors, local nature reserves, open spaces, children's play areas, the urban fringe and the countryside. Together, these provide a mix of recreation, amenity and wildlife areas, giving everyone more opportunities for exercise, sport and active recreation.

However some parts of the Borough, particularly some inner areas, have relatively poor access to the green infrastructure network. Increasing access to this expanding network could help reduce health inequalities across the Borough whilst green, tranquil spaces free from noise, air and light pollution can contribute to mental well-being.

Green spaces can also help moderate the rising temperatures caused by climate change and reduce the risk of flooding, particularly in the urban area, by reducing the speed of runoff and storing moisture. As set out in Chapter 6, green infrastructure is also important for maintaining and enhancing biodiversity.

8.1 GREEN INFRASTRUCTURE

Context

8.1.1 The Regional Spatial Strategy (RSS) indicates that in the Tees Valley City Region, green infrastructure should include green wedges. These should link existing and proposed greenspace with green corridors running through urban, suburban and urban fringe areas to the countryside, to help maintain the distinct character of different neighbourhoods. It also refers to strategic gaps that should be

maintained to promote the different identities of the town and surrounding villages.

Tees Valley Green Infrastructure Strategy 2008.

- 8.1.2 The Tees Valley Green Infrastructure Strategy aims to develop and enhance the green infrastructure network to 'create and extend opportunities for access, assist regeneration and enhance biodiversity' and help reduce the impacts of climate change. The network will link existing spaces to new development, provide a 'quality of place' for existing and future communities and provide a better environment for economic growth.

Darlington Open Space Strategy 2007-2017

- 8.1.3 The Council's Open Space Strategy recognises that Darlington has about 900ha of green space within or on the edge of its main urban area, a high proportion compared to other towns of its size. It aims to provide a managed green infrastructure network, that provides a complementary series of green corridors and green spaces that meet the needs of the wider community and is accessible to it.

- 8.1.4 Whilst the availability of public green space is high, access to it is not good in all areas, its quality varies greatly, and the type of provision does not always match community needs. In rural areas, there is good accessibility to a range of open spaces in Middleton St George, Hurworth and Heighington but the quantity, type and accessibility is variable.

Options Proposed

See Theme 5, Issues 25-30, Core Strategy Issues and Options Report, Jan 08

- 8.1.5 Five issues were presented including protecting the open spaces network, playing pitches, open spaces for children and young people, quality and safety of open spaces and open spaces in rural areas. Each issue set out several possible options.

What You Told Us

- 8.1.6 The main points raised around the issue of open space and green infrastructure provision were:
- protect and maintain green spaces to stop anti social behaviour
 - open space can have biodiversity and/or other environmental benefits
 - open space provision must be informed by an open space, sport and recreation needs assessment.
 - Development of open space must be the exception
 - Definitions of redundant and accessibility should be consistent with PPG17
 - Need more sites for children and young people, but close to homes
 - Playing pitches must be protected from development
 - Better community use is needed of schools and playing fields
 - In rural areas, local people should be consulted on open space needs in their community.

Selecting the Preferred Option

- 8.1.7 The preferred option is a draft policy that is consistent with the approach of the RSS and the Tees Valley Green Infrastructure Strategy, and which reflects the aims and objectives of the Council's Open Space Strategy. It also reflects the priority of valuing and reinforcing Darlington's excellent green infrastructure of parks, open spaces, green

corridors and countryside that is set out in 'One Darlington: Perfectly Placed'.

See Core Strategy Issues and Options report, Jan 08.

- 8.1.8 The draft policy most closely accords with a Options 25A, 25B, 27B and 29B previously presented.

The Draft Policy

Policy CS17: Green Infrastructure

The green infrastructure network will be protected and, where appropriate, enhanced to provide a quality, accessible, safe network of well connected, multifunctional green spaces to meet the needs of the community and enhance the visual amenity, biodiversity and historic character of the Borough. This network will include:

- A. Strategic sites
- B. Strategic corridors
 - a) River Tees
 - b) River Skerne
 - c) Cemetery Lane
 - d) Nunnery Lane
 - e) Former Barnard Castle railway corridor
 - f) Darlington, Middleton St George, A66/A67 Corridor to Stockton
- C) Strategic gaps
 - a) between Darlington and the surrounding towns, villages and Newton Aycliffe and
 - b) between Darlington and Middleton St George
- D) Green wedges at Cocker Beck, Blackwell/Skerne Park and Haughton/Red Hall
- E) Tees Forest and South Burdon Community woodland
- F) Strategic Countryside site at Skerningham/Barmpton Lane area
- G) Locally Important Open Spaces that have been identified in the Open Space Strategy; and
- H) Strategic landscape areas, particularly along key transport corridors, between residential and employment areas and on the edge of settlements.
- I) Improved access to the urban fringe and the wider countryside
- J) The Rights of Way network

The loss of any part of the green infrastructure network will only be considered in exceptional circumstance where it has been demonstrated that the site no longer has any recreational, wildlife or amenity function, is not required to meet a shortfall in the provision of another type of open space, and an alternative equivalent or better space in terms of quality, quantity, accessibility, biodiversity, attractiveness, functionality is available. In assessing the role of any particular area of open space, regard will be had to the Open Space Strategy.

Locally Important Open Spaces: parks, cemeteries, local nature reserves, green wedges and corridors, paths that form part of the Teesdale Way, community woodlands, Darlington Railway Museum & undeveloped sections of the Stockton & Darlington Railway trackbed, Market Place and High Row, village greens, strategic outdoor sports provision

9. EFFICIENT AND EFFECTIVE TRANSPORT INFRASTRUCTURE

9.0 INTRODUCTION

9.0.1 Darlington has a key role to play as a gateway to the North East region and the Tees Valley on the basis of its excellent transport links. These include the both the A1 and A66 strategic roads, Durham Tees Valley Airport, and the East Coast Main Line - providing fast rail access to London and Scotland and carrying cross-country and trans-Pennine services. Locally, rail services on the Middlesbrough/Saltburn and Bishop Auckland branch lines from the town serve destinations within the Tees Valley and County Durham.

9.0.2 Darlington itself benefits from excellent accessibility within the Borough, with good sustainable travel options including public transport, walking and cycling networks. Darlington is both a Cycling Demonstration Town and Sustainable Travel Demonstration Town.

9.0.3 Darlington currently has relatively low car ownership, high bus usage and low wages. However, its successful, growing economy is translating into growing car ownership, more trips being made by car and longer journeys. It is anticipated that without intervention traffic congestion will become an increasing problem: tackling this early is integral to the Borough's economic development strategy and to good land use planning. That will be achieved in the short term through the provision of more capacity in the existing transport network and even better management of the highway network, to use road space more efficiently. These actions will be accompanied by work to influence travel behaviour through promoting and offering people a choice of means of transport.

In Darlington, 31% of households did not have access to a car compared with an average for England & Wales of 27% at the 2001 Census.

9.1 PLANNING FOR MORE SUSTAINABLE TRAVEL AND TRAVEL CHOICE

Context

9.1.1 Accessibility for everyone is an important part of the creation of sustainable communities. Good access to jobs, shopping, leisure facilities and other services is essential to Darlington's prosperity and every resident's quality of life. Enhancing accessibility by a wide range of transport gives a number of benefits, such as promoting social inclusion and strengthening local communities, reducing congestion and the need for costly highway works, reducing pollution as well as contributing to a healthy lifestyle from walking and cycling.

9.1.2 The Regional Spatial Strategy sets out "improving connectivity and accessibility within and beyond the region" as one of its four key themes to help deliver a renaissance for the North East. It should be achieved in accordance with the principles of sustainability, that is with the transport network promoting sustainable patterns of activity, development and movement. The transport system should be 'rebalanced' towards more sustainable forms of transport. Best use should be made of existing

RSS-NE Policies 1, 7, 10 and 48-57

resources and infrastructure, such as the road network, before justifying investment in additional capacity.

Local Motion saw an increase in walking trips of 15% and in cycling trips of 65% between 2004-06.

9.1.3 The Borough Council aims to improve sustainable travel options by promoting travel choices through information, marketing and incentives as well as by investment in maintaining, improving and extending the infrastructure. Research for Local Motion, the Sustainable Travel Demonstration Town project in Darlington, showed that 56% of car trips by Darlington households can be made by more sustainable means. The Council works alongside schools and employers and directly with residents to formulate and travel plans to promote environmentally-friendly means of transport and is taking part in a national pilot programme, led by the Association of Train Operating Companies (ATOC), to develop a station travel plan for users of the town's main railway station at Bank Top. However, achieving behavioural change is ongoing and long term requiring continued and concerted promotional action (along the lines of Local Motion) and the provision of high quality sustainable mode alternatives (such as through investment in the bus network and a Tees Valley Metro system, see below).

9.1.4 In the shorter term, to avoid congestion becoming an increasing problem whilst the long-term solution is achieved, small scale schemes, such as improvements to junctions, will be required to unlock the potential of the existing transport network. Such physical improvements will be accompanied by even better management of the road network to reduce conflict between users and so minimise traffic congestion.

Options Proposed

Darlington Second Local Transport Plan 2006-2011 ('2LTP'). Darlington's Transport Strategy for 2006- 2030 is reproduced as Annex 3 to 2LTP.

9.1.5 A range of options for transport policy were considered in the preparation of the Borough Council's long-term Transport Strategy (covering the period 2006-2030) and short-term Second Local Transport Plan (which seeks to deliver it up until 2011) . These analysed a wide range of data and involved considerable consultation with the general public and stakeholders.

9.1.6 The Strategy and LTP focus on tackling congestion and improving accessibility through encouraging travel behaviour change and managing the transport network to make the best use of it. Their shared objectives include:

- to improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need;
- to provide and promote travel choices to all, in particular to reduce the proportion of car driver trips; and,
- to improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.

See Issue 3, Core Strategy Issues and Options Report, Jan 08

9.1.7 The Council asked during consultation on the issues and options for the Core Strategy how accessibility for all could be provided, with the suggested options being: promoting new development in the most sustainable locations; promoting more mixed use development; requiring

new developments to adopt travel plans; leaving the issue to the 'transport market'; or a combination.

What You Told Us

- 9.1.8 In response to Core Strategy issues consultation, a high proportion of respondents opted for promoting new development in the most sustainable locations, particularly near the town centre and public transport nodes. The majority of respondents also supported a requirement for new developments to adopt travel plans and promote walking, cycling and public transport or to combine the approaches. Very few wanted to leave the matter to the 'transport market'.

Strategic Environmental Assessment of the Second Local Transport Plan, carried out by BDP (summary reproduced as Annex 7 to the 2LTP).

- 9.1.9 **Selecting the Preferred Option/Draft Policy** Strategic environmental appraisal of the Local Transport Plan confirmed that it is largely comprised of policies and actions that have a positive impact on the environment, whilst the environmental disbenefits of its less-sustainable actions may be mitigated through measures contained within the Plan. The suggested policy below accords with the direction and objectives of the Transport Strategy and LTP and with the feedback from Core Strategy consultation on issues and options.

The draft policy

CS18 : A Sustainable Transport Network

The Council will seek to ensure that best use is made of the existing road network by:

- (a) remedying congestion hot-spots and continuing to actively manage roads that are under its control as local highway authority; and
- (b) encouraging action by the Highways Agency to tackle congestion on the parts of the network outside its control.

At the same time, the Council will support the improvement of pedestrian, cycling and public transport networks, with priority given to initiatives which:

- (a) improve accessibility to employment, education, health, recreation, leisure and shopping facilities, particularly fresh food shops;
- (b) reduce severance at the inner ring road and other transport corridors which act as barriers to local connectivity;
- (c) facilitate the development and implementation of school, workplace, residential and Bank Top railway station travel plans;
- (d) improve public rights of way and links to long distance footpaths;
- (e) improve cycle routes as part of the national, regional or local cycle network.

9.2 IMPROVING TRANSPORT INFRASTRUCTURE

Context

9.2.1 All transport users in the Borough, from businesses and private motorists to cyclists and pedestrians, require safe and efficient infrastructure to meet their needs, whether it be strategic elements of the road or rail networks or small-scale information, parking or passenger waiting facilities. The Regional Spatial Strategy stresses the key role that transport infrastructure has to play in providing access to employment for all members of society and promoting sustainable patterns of activity, development and movement. Strategic infrastructure can support regional economic growth and regeneration. Whilst best use should be made first of existing infrastructure, improvements and additions to existing provision will often still be justified.

RSS-NE Policies 1, 7, 10 and 48-57

9.2.2 An A66(T) Tees Valley Gateway Study, commissioned by partners including the North East Assembly, the Highways Agency and the Borough Council, was published for consultation in 2004. It considered a range of options to reduce congestion and improve safety on the single carriageway A66 bypass around Darlington. Its preferred option included upgrading the section north of the A67 Yarm Road junction to dual carriageway, partly by providing a bypass of the Great Burdon roundabout. The Borough Council's preference was, and remains, that the entire bypass should be upgraded to a dual carriageway in view of the international, national, regional and local importance of the road. The RSS acknowledges that the Darlington bypass, together with some of its junctions, "could deter or be a restraint on development in the future" - in Darlington and areas to the east, including Durham Tees Valley Airport (DTVA) and Teesport - unless action is taken to improve its capacity. However, its policy is only that "improvements be investigated". The RSS adds that to support the growth of the Airport account should be taken of the possible need to improve surface access, with one of the "priorities for consideration" being to "improve access on the surrounding road network, including the A66 Darlington bypass".

RSS-NE Policy 10

RSS-NE Policy 48

9.2.3 The centre of Darlington is identified in the RSS as one of five Strategic Public Transport Hubs in the north east - places which exhibit the highest levels of public transport accessibility at the strategic level. The RSS states that the hubs, particularly around railway stations, "should be prioritised for the development of high quality interchange facilities and service integration between all modes of transport and increase the level of cycling and walking to them". The Council has joined with the other Tees Valley authorities to submit a bid to the Department for Transport for additional funding for major improvements to the public transport network, including improving facilities for passengers.

RSS-NE Policy 10 and 51

9.2.4 The RSS tasks authorities with developing public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes. Amongst the actions it says should be supported are consideration of a rail-based metro system for the Tees Valley. Proposals focused on the Darlington to Saltburn heavy rail corridor are currently being developed by the urban regeneration company, Tees Valley Regeneration, on behalf of the authorities of the sub-region and

RSS-NE Policy 50

their partners. A metro system would greatly improve non-car links between the main urban areas of the Tees Valley including major accessibility benefits for Darlington. It would be likely to include new stations at Durham Tees Valley Airport and the Morton Palms employment area and may in time extend to the Central Park regeneration area and on into Darlington town centre.

Options Proposed

Darlington Second Local Transport Plan 2006-2011 ('2LTP'). Darlington's Transport Strategy for 2006-2030 is reproduced as Annex 3 to 2LTP.

9.2.5 As outlined earlier, a range of options for transport policy were considered in the preparation of the Council's Transport Strategy and Second Local Transport Plan. These involved considerable consultation with the general public and stakeholders. They focus on tackling congestion and improving accessibility through encouraging travel behaviour change and managing the transport network. In respect of infrastructure, their strategic objectives include:

- to provide the framework for sustainable development of new and existing businesses, housing and services;
- to tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network; and,
- to improve travel safety and security for all by addressing the real and perceived risks.

See Theme 7, Core Strategy Issues and Options Report, Jan 08

9.2.6 The only specific issue on transport infrastructure raised by Council during consultation on the Core Strategy issues and options related to the Cross Town Route, and whether land for the central section should continue to be safeguarded or not. Consultations did, however, raise for discussion in general terms the need for efficient and effective transport infrastructure.

What You Told Us

9.2.7 Few respondents commented on the general matter of efficient and effective transport infrastructure. As regards the Cross Town Route, there was both support and opposition for continuing the safeguarding, the support coming largely from those with land and development interests in north-west Darlington, and opposition from environmentalists and a range of landowners and businesses with land and premises within or directly adjacent to the existing safeguarded route.

Selecting the Preferred Option

9.2.8 Strategic environmental appraisal of the Local Transport Plan confirmed that it is largely comprised of policies and actions that have a positive impact on the environment, whilst the environmental disbenefits of its less-sustainable actions may be mitigated through measures contained within the Plan. The suggested policy below accords with the direction and objectives of the Transport Strategy and LTP.

9.2.9 Further technical work is still needed to reconsider the original purposes of the Cross Town Route against the current and future regional and local transport planning and traffic management priorities. The impact of a scheme along the route of the existing reservation shown in the

adopted Local Plan will also be considered, particularly its effect on the traffic and travel issues experienced in north and north-west Darlington.

The draft policy

CS19: Improving Transport Infrastructure

The Council and its partners will work together to make best use of and improve transport infrastructure within and connecting to the Borough. The priorities will be:

In the short to medium term (up to 2016)

- (a) to ease traffic congestion by carrying out improvements at problem points on the road network, such as along the inner ring road;
- (b) to protect and promote the urban radial routes of North Road, Haughton Road, Woodland Road and Yarm Road as key public transport corridors, and Coniscliffe Road and Grange Road as secondary public transport corridors;
- (c) to integrate rail with all other transport modes, particularly in the corridor between Bank Top Railway Station and Central Park, and Darlington town centre;
- (d) to enhance bus connections to and within the Durham Tees Valley Airport site, and walking and cycling connections within the site;
- (e) to improve pedestrian and cycle links between the town and the villages, including crossing the A66 and A1;
- (f) to provide high quality, secure and appropriate levels of parking throughout the Borough;
- (g) to improve transport infrastructure for disabled people.

In the medium term (between 2011 - 2016)

- (h) to improve routes from the town to south-west Durham, Tees Valley and north Yorkshire for all road users.

In the medium to long term (between 2011 - 2026)

- (j) to upgrade the capacity of the A66(T) to the east and south of the main urban area, by dualling it;
- (k) to promote the implementation of a Tees Valley metro system within the Borough, using the existing rail line from Darlington to the rest to the Tees Valley.

Further technical work will also be undertaken to examine transport and travel issues in the north west and north of Darlington, focussing on identifying solutions to alleviate congestion 'hot spots'.

10. MONITORING AND DELIVERING THE CORE STRATEGY

10.1 INTRODUCTION

- 10.1.1 Development and land use change that accords with the policies and proposals set out in this document will only take place with the involvement and commitment to specific actions of the developers, the Council and other key stakeholders like infrastructure providers. So to ensure that the Core Strategy is as realistic as possible, the proposals and their timing reflect the known strategies and investment plans of the Council and other organisations.
- 10.1.2 It is also important that the effects of the policies and proposals set out in the LDF are capable of being monitored, and that this monitoring takes place regularly. This will enable the Council to take action promptly if policies and proposals are not delivering what is intended.

10.2 DELIVERY PLANS

- 10.2.1 The key strategies and plans that have been taken into account in preparing this document are set out in Appendix 3. Documents like Darlington's second Local Transport Plan have delivery plans attached to them, whilst the delivery of strategies like One Darlington: Perfectly Placed, is set out in related documents such as the Darlington Local Area Agreement (LAA). The Darlington LAA is a three-year agreement with Government about how key areas of public sector investment will be delivered in Darlington, what the investment will achieve and how delivery will be monitored and measured. It focuses action and planning on the things that need improvement to make progress towards achieving the sustainable community strategy vision, but it is only a first step; further cycles of short-term improvement planning will be needed to maintain progress.
- 10.2.2 The Council is also a partner to the Tees Valley Multi Area Agreement (MAA), prepared jointly by all the Tees Valley Local Authorities. The Tees Valley MAA is an agreement between the Government, the regional development agency One North East, and the five Tees Valley Local Authorities, to deliver specific local and national priorities for regeneration and economic development. The MAA reduces the amount of 'red tape' that can be part of implementing projects and programmes and gives greater local ownership as to how, where and when money should be spent. A five year investment plan, bringing together the resources of the Government, local authorities and those of One North East is to be developed, to deliver the priorities identified in the agreement. The key priorities across the Tees Valley City Region set out in the MAA will be the provision of net additional homes, tackling CO2 emissions from industry, maintaining the reliability of the road network, increasing the overall employment rate and increasing the gross value added from the city-region economy.

10.2.3 Table 10.1 below sets out who it is intended will implement each policy and proposal, when it will happen, and where possible, the resources that will be committed to make it happen.

10.3 PLANNING OBLIGATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

10.3.1 All development, large or small, will place additional demands on services impacting on their ability to meet community needs. One of the key policies that will help to deliver the social community and physical infrastructure that will be needed to ensure that the plan objectives are achieved is Policy CS3: Paying for Development Infrastructure. This policy will enable financial and other contributions to be sought from developers through planning obligations.

10.3.2 However, the Government plans to make changes to the way that Council's can collect financial contributions from developers. It plans to introduce legislation that will allow Council's to charge a 'Community Infrastructure Levy' on new development; the details of how this will work are only just becoming available, but will need to be reflected in the LDF Core Strategy when it is finalised for submission to Government (see Figure 1.2).

The Community Infrastructure Levy, DCLG August 2008 - see www.communities.gov.uk,

10.4 MONITORING

10.4.1 The LDF Annual Monitoring Report (AMR) is the key documents where the performance of policies and progress on proposals will be monitored. This document is prepared annually by the Council for the year 1st April to 31st March, and is one of the documents making up the LDF. Where policy targets are not met, the AMR will set out the actions that the Council propose to remedy it, including a review of policy. The AMR also keeps track of changes to regional and national planning policy, and changes in the economic climate, public opinion, attitudes and political priorities that can undermine the soundness and relevance of the plan.

10.4.2 Wherever possible, the indicators that will be monitored will be those that are already collected by the Council or its partners, and so reporting of progress against and targets for delivering elements of the LDF will also appear in several other documents, such as the Council's Corporate Plan, the LAA, and Housing Growth Point monitoring documents.

The 2005/06 and 2006/7 LDF Annual Monitoring Reports can be viewed at www.darlington.gov.uk

Table 10.1: Implementation and Monitoring Framework

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
3. ACHIEVING A MORE SUSTAINABLE COMMUNITY					
CS1: Darlington's Sub Regional Role and Locational Strategy	Preparation of masterplans, planning briefs and action area plans as appropriate. Carrying out site assembly and preparation works. Developing schemes with planning permission Granting planning permissions.	DBC Regeneration Tees Valley Regeneration (TVR) Peel Holdings Other landowners/developers	DBC within existing resources. TVR within existing resources. Single Programme One North East	Progress against key milestones in LDF document preparation, as set out in the most up to date Local Development Scheme.	Slippage of more than 3 months against timetable set out in Local Development Scheme.
CS2: Promoting Good Quality, Sustainable Design	Granting planning permission Adopting Design of New Development SPD	DBC Development DBC Estates DBC Housing DBC Highways DBC Strategy Private developers, designers, registered social landlords	DBC Private finance	NI186*: Per capita reduction in CO2 emissions in the LA area AMR Core 2: Completed new or converted dwellings on PDL Core 15: Amount of Completed Non Residential Development Complying with Parking Standards NI 175*: Access to services and facilities by public transport, walking and cycling NI188*: Adapting to climate change NI017*: Perceptions of anti social behaviour NI008: Adult participation in sport NI057*: Children and young people's participation in high quality PE/sport	If targets set out in LAA are not met. If identified standards are not met
CS3: Paying for Development Infrastructure	Granting planning permission	DBC Development, DBC Education, DBC Transport and Highways	DBC	NI155: Number of affordable homes delivered (gross)	If targets set out in LAA are not met.

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
	<p>Completing Section 106 Agreements for the provision of physical, social and community infrastructure</p> <p>Adoption of Planning Obligations SPD</p>	<p>DBC Parks and Countryside, DBC Sports Development DBC Strategy</p> <p>DBC Legal</p> <p>Private developers and registered social landlords, Highways Agency, public transport providers, employers</p>	<p>Contribution from developers towards the cost of preparing and administering Section 106 agreements and CIL.</p> <p>Land, houses and financial contributions secured from developers.</p>	<p>NI005: Percentage of residents satisfied with their local area as a place to live</p> <p>NI186*: Per capita reduction in CO2 emissions in the LA area</p> <p>NI188*: Adapting to climate change</p> <p>NI 197 Improved local biodiversity – active management of local sites</p> <p>AMR Core 12: Renewable Energy Capacity By Type</p> <p>AMR Local 15: Open Space Provision in the urban area</p> <p>NI057*: Children and young people's participation in high quality PE/sport</p> <p>NI008*: Adult participation in sport</p> <p>NI175*: Access to services and facilities by public transport, walking and cycling</p>	<p>If changes to government policy reduce the contributions gained</p>
Policy CS4: Promoting Commercial Scale Renewable Energy Generation	Granting planning permission	<p>DBC Development</p> <p>Private developers</p>	<p>DBC</p> <p>Land and finance from developers</p>	<p>NI186*: Per capita reduction in CO2 emissions in the LA area</p> <p>NI188*: Adapting to climate change</p> <p>AMR Core 12: Renewable Energy Capacity By Type</p>	<p>If targets set out in LAA are not met.</p>
4. PROSPEROUS DARLINGTON					
CS5: Supporting the Local Economy	<p>Planning control of new development.</p> <p>Implementation of Employment Land Review.</p>	<p>DBC Planning.</p> <p>DBC Economic Regeneration.</p> <p>ONE North East.</p> <p>Tees Valley Regeneration.</p>	<p>DBC Planning</p> <p>DBC Economic Regeneration</p> <p>External Government funding for capital works to bring forward existing undeveloped sites.</p>	<p>Undeveloped employment land available (ha).</p> <p>Amount of land developed for employment uses (ha).</p> <p>Amount of land (ha) developed for non-employment uses.</p> <p>Amount of airport related development (ha).</p> <p>NI151: Overall employment rate.</p>	<p>If subsequent Employment Land Reviews identify that a change in employment land provision or planning policy is required.</p>

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
CS6: Expanding Tourism, Leisure and Culture Provision	Planning control of new development. Implement the findings of the Tees Valley Visitor Accommodation Survey.	DBC Planning. DBC Economic Regeneration.	DBC Planning. DBC Economic Regeneration.	Amount of tourism, leisure or cultural developments granted planning permission (ha or floorspace sq m). Amount of tourism, leisure or cultural developments completed (ha or floorspace sq m).	N/A
5. A VIBRANT TOWN CENTRE AND ACCESSIBLE LOCAL SHOPS AND SERVICES					
CS7: The Town Centre	Preparation and implementation of masterplans/ development briefs. Planning control of development. Town centre management.	DBC and partners, inc. private developers and ONE. DBC Planning. Town centre management (DBC with partners).	DBC and partners, inc. private investment. DBC Planning. DBC and partners.	Amount of retail floorspace, and amount & rate of vacant retail floorspace, in the town centre. Amount of floorspace for additional town centre uses granted planning permission, a) within and b) on the edge of the town centre. Including as a proportion of such uses granted planning permission within the Borough as a whole. LI 0200: Town centre footfall.	N/A
CS8: Further Retail Provision	Planning control of development.	DBC planning.	DBC planning.	Amount and location of a) convenience and b) comparison retail floorspace granted planning permission.	If planning permissions, together with existing commitments, exceed the phased thresholds.
CS9: District & Local Centres and Freestanding Local Facilities	Planning control of development.	DBC planning.	DBC planning.	Amount of retail floorspace, and amount & rate of vacant retail floorspace, in the district & local centres. Amount & type of additional floorspace to meet local residents' day-to-day needs granted planning permission in the district & local centres. Number & location of other shops & services which meet the day-to-day needs of nearby residents.	If provision within a centre declines such that it no longer meet local residents' day-to-day needs, particularly for food shopping.
6. QUALITY HOUSING FOR ALL					
CS10: Housing	Granting planning	DBC Regeneration	DBC within existing	NI154: Net additional homes provided.	If average annual

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
Requirement	<p>permissions.</p> <p>Identifying new housing sites, particularly on previously developed land.</p> <p>Building new houses.</p>	<p>Private housebuilders</p> <p>Registered social landlords.</p>	<p>resources.</p> <p>Community Infrastructure Fund to bring forward Housing Growth Point sites.</p> <p>Private investment.</p>	<p>LI0001: Percentage of new homes built on previously developed land.</p> <p>AMR Local 10: Current commitments by Greenfield/previously developed land</p> <p>AMR Core 3: Average density of new development on completed sites.</p> <p>Location of higher density developments on completed sites.</p>	<p>net additional dwellings fall below 80% of the indicated level of provision.</p> <p>If targets set out in latest LAA are not met (currently 2008/9 = 475, 2009/10 = 500, 2010/11 = 550).</p>
CS11: New Housing for All	<p>Carrying out pre-application discussions with potential developers.</p> <p>Granting planning permissions.</p> <p>Completing Section 106 agreements to secure the provision of affordable and other specific forms of housing.</p> <p>Building a range and choice of new homes.</p>	<p>DBC Development</p> <p>DBC Housing</p> <p>DBC Legal and Development</p> <p>Private housebuilders and registered social landlords.</p> <p>DBC Housing (bringing empty homes back into use)</p>	<p>DBC within existing resources.</p> <p>Private investment.</p> <p>In kind (land or houses) provision or in-lieu payments from housebuilders.</p> <p>Contributions from developers towards the cost of preparing and administering Section 106 agreements.</p> <p>Part of DBC Housing Investment Programme – total pot about £10 million annually.</p> <p>Single Housing Investment Programme for private sector stock – total pot about £400K annually.</p>	<p>NI155: Number of affordable homes delivered (gross) (= AMR Core 4)</p> <p>AMR Local 12: House Prices by postcode</p> <p>AMR Local 11: Type of dwellings completed and committed.</p>	<p>If performance is more than 15% short of targets set out in latest LAA (currently 2008/09 = 20, 2009/10 = 55, 2010/11 = 55)</p> <p>If there is significant deviation from the housing mix identified as being required in the most recent SHMA.</p>
CS12: Existing Housing Stock	<p>Prepare housing regeneration schemes in consultation with local communities.</p>	<p>DBC Housing, DBC Regeneration and partners.</p>	<p>One North East: how much</p> <p>Part of DBC Housing Investment Programme</p>	<p>No. dwellings empty for more than 6 months that have been brought back into use.</p>	

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
	<p>Granting planning permissions.</p> <p>Refurbishing, remodelling, demolishing existing houses and building new homes.</p> <p>Completing Section 106 agreements for the provision of affordable housing. Delivering new affordable homes</p>	<p>DBC Development</p> <p>DBC Registered social landlords Private sector housebuilding partners.</p> <p>DBC Legal and Development</p>	<p>– total pot about £10 million annually.</p> <p>Single Housing Investment Programme for private sector stock – total pot about £400K annually.</p> <p>Within existing resources/ private investment</p>		
CS13: Accommodating Travelling Groups	<p>Pre-application discussions</p> <p>Planning control of new development.</p> <p>Implement the findings of the Tees Valley Gypsy and Traveller Accommodation Assessment.</p>	DBC Planning, Housing and Environmental Health.	<p>DBC Planning within existing resources.</p> <p>External Government funding for capital works on existing sites.</p>	<p>Number of additional pitches granted planning permission.</p> <p>Number of additional pitches completed.</p> <p>Number of additional pitches allocated in the Development Plan Documents.</p>	N/A
7. A DISTINCTIVE, GREENER, CLEANER ENVIRONMENT					
Policy CS14: Local Character and Distinctiveness	<p>Granting planning permission</p> <p>Adoption of Design of New Development SPD</p>	<p>DBC Development, DBC Parks and Countryside</p> <p>DBC Strategy</p> <p>Private developers/designers</p>	<p>DBC</p> <p>Finance from developers</p>	<p>NI 197 Improved local biodiversity – active management of local sites</p> <p>NI005: Overall satisfaction with local area</p>	If targets set out in LAA are not met.
Policy CS15: Biodiversity and Geodiversity	<p>Granting planning permission</p> <p>Completing Section 106 Agreements for</p>	<p>DBC Development, DBC Parks and Countryside</p> <p>DBC Legal</p>	DBC	NI 197 Improved local biodiversity – active management of local sites	If targets set out in LAA are not met.

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
	biodiversity provision and/or enhancement Adopting Design SPD and Planning Obligations SPD	DBC Strategy Private developers	Contribution from developers towards the cost of preparing and administering Section 106 agreements. Land and financial contributions secured from developers		
Policy CS16: Environmental Protection	Granting planning permission Completing Section 106 Agreements for flood mitigation measures Environment Agency, Health and Safety Executive compliance	DBC Development, DBC Environmental Health DBC Legal Environment Agency, HSE Private developers	DBC Contribution from developers towards the cost of preparing and administering Section 106 agreements. Land, mitigation measures and financial contributions secured from developers	NI186*: Per capita reduction in CO2 emissions in the LA area NI188*: Adapting to climate change AMR Core 9: No of planning permissions granted contrary to Environment Agency advice NI 189: Flood and coastal erosion risk management NI194: Level of air quality through local authority's estate	If targets set out in LAA are not met.
8. A HEALTHY AND SAFE DARLINGTON					
CS17: Green Infrastructure	Granting planning permission Completing Section 106 Agreements for provision and/or enhancement to the green infrastructure network Adopting Planning Obligations SPD	DBC Development, DBC Parks and Countryside DBC Legal DBC Strategy Private developers	Contribution from developers towards the cost of preparing and administering Section 106 agreements. Land and financial contributions secured from developers	AMR Core 13: Amount of open space managed to Green Flag Award standard AMR Local 15: Open space provision in the urban area AMR Local 16: Amount of open space provision ha per 1000 population in each ward NI057*: Children and young people's participation in high quality PE/sport NI008*: Adult participation in sport	If targets set out in LAA are not met.
9. EFFICIENT AND EFFECTIVE TRANSPORT INFRASTRUCTURE					
CS18: A Sustainable	Planning and highway	DBC planning and	DBC and partners,	NI175: Access to services & facilities by public	If targets set out in

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
Transport Network	<p>authority control of development.</p> <p>Implementation of 2nd Local Transport Plan; and formulation and implementation of subsequent LTPs.</p>	<p>highways.</p> <p>DBC transport policy and highways.</p>	<p>including private investment.</p>	<p>transport, walking & cycling.</p> <p>NI176: Working age people with access to employment by public transport, demand responsive transport, walking & cycling,</p> <p>NI177: Local bus & light rail passenger journeys originating in the Borough.</p> <p>NI198: Children travelling to school -mode of transport usually used.</p> <p>LI 0300: Percentage of trips by Darlington residents made by walking.</p> <p>LI 0301: Percentage of trips by Darlington residents made by cycle.</p> <p>LI 0302: Percentage of trips by Darlington residents made by car.</p> <p>LI 0304: Number of school travel plans.</p> <p>LI 0305: Cycle flows.</p> <p>LI 0307: Percentage of rights of way that are easy to use by the public.</p>	<p>LAA are not met.</p>
CS19: Improving Transport Infrastructure	<p>Implementation of 2nd Local Transport Plan; formulation and implementation of subsequent LTPs.</p> <p>DBC and others projects design.</p>	<p>DBC transport policy.</p> <p>DBC and partners, inc. Tees Valley authorities, Highways Agency, public transport industry and bodies, cycling organisations and private developers.</p>	<p>DBC and partners, inc. private investment.</p> <p>Limited resources in the short term may be secured through the Community Infrastructure Fund, linked to the Tees Valley's Housing Growth Point status.</p> <p>Resources for major schemes, e.g. A66 (T) improvements would come through the regional funding</p>	<p>NI167: Congestion - average journey time during morning peak.</p> <p>NI177: Local bus & light rail passenger journeys originating in the Borough.</p> <p>NI178: Bus services running on time.</p> <p>LI 0301: Percentage of trips by Darlington residents made by cycle.</p> <p>LI 0303: Change in peak period traffic flows.</p> <p>LI 0305: Cycle flows.</p> <p>LI 0306: Area wide traffic flows.</p>	

Policy No and Name	Implementation	Implementing organisation	Resources Required	How it will be monitored, including performance indicators	Performance Review Trigger (if relevant)
			allocation for transport.	LI 0307: Percentage of rights of way that are easy to use by the public.	

Abbreviations:

LAA = Local Area Agreement

NI = National indicators, set out by Central Government

LI = Local Indicator, set out by Darlington Borough Council in LAA

APPENDIX 1 – ‘Saved’ Local Plan Policies that LDF Core Strategy will supercede

Adopted Borough of Darlington Local Plan Policy Number and Name	Superseded by Core Strategy Preferred Options Policy Number and Name
E1 - Keynote Policy for the Protection of the Environment	CS14: Local Character and Distinctiveness CS16: Environment Protection
E2: Development Limits	CS1: Darlington’s Sub-regional Role and Locational Strategy
E3 - Protection of Open Land	CS15: Biodiversity and Geodiversity CS17: Green Infrastructure
E7 - Landscape Conservation	CS2: Promoting Good Quality, Sustainable Design
E8 - The Area of High Landscape Value	CS14: Local Character and Distinctiveness
E9 - Protection of Parklands	CS14: Local Character and Distinctiveness
E10 - Protection of Key Townscape and Landscape Features	CS14: Local Character and Distinctiveness
E11 - Conservation of Trees, Woodlands and Hedgerows	CS14: Local Character and Distinctiveness CS15: Biodiversity and Geodiversity CS17: Green Infrastructure
E12 - Trees and Development	CS2: Promoting Good Quality, Sustainable Design
E15 - Open Land in New Development	CS17: Green Infrastructure
E16 - Appearance from Main Travel Routes	CS14: Local Character and Distinctiveness
E18 - The River Skerne	CS14: Local Character and Distinctiveness CS17: Green Infrastructure
E20 - Sites of Nature Conservation Importance	CS14: Local Character and Distinctiveness CS15: Biodiversity and Geodiversity
E21 - Wildlife Corridors	CS14: Local Character and Distinctiveness CS15: Biodiversity and Geodiversity
E22 - Local Nature Reserves	CS14: Local Character and Distinctiveness CS15: Biodiversity and Geodiversity
E23 - Nature and Development	CS3: Paying for Development Infrastructure
E24 - Conservation of Land and Other Resources	CS2: Promoting Good Quality, Sustainable Design
E25 - Energy Conservation	CS2: Promoting Good Quality, Sustainable Design
E26 - Energy from Renewable Sources	CS4: Renewable Energy
E29 - The Setting of New Development	CS2: Promoting Good Quality, Sustainable Design
E32 - Buildings of Local Character and Townscape Value	CS14: Local Character and Distinctiveness
E34 - Archaeological Sites of Local Importance	CS14: Local Character and Distinctiveness
E45 - Development and Art	CS2: Promoting Good Quality, Sustainable Design
E46 - Safety and Security	CS2: Promoting Good Quality, Sustainable Design
E47 - Contaminated and Unstable Land and Development	CS16: Environment Protection
E48 - Noise-Generating / Polluting Development	CS16: Environment Protection
E49 - Noise-Sensitive Development	CS16: Environment Protection
E50 - Hazardous Installations	CS16: Environment Protection
H1: Supply of Housing Land	CS3: Paying for Development Infrastructure CS10: New Housing
H2: Level of Housing Provision	CS10: New Housing
H3: Location of new Housing Development	CS1: Darlington’s Sub-regional Role and Locational Strategy
H4: New Housing development in and Around the Town Centre and Other Centres.	CS10: New Housing
H7: Areas of Housing Development Restraint	CS1: Darlington’s Sub-regional Role and Locational Strategy
H9: Meeting Affordable Housing Needs	CS3: Paying for Development Infrastructure CS11: New Housing for All
H10 - Affordable Housing in the Rural Area	CS3: Paying for Development Infrastructure

Adopted Borough of Darlington Local Plan Policy Number and Name	Superseded by Core Strategy Preferred Options Policy Number and Name
H11 - Design and Layout of New Housing Development	CS2: Promoting Good Quality, Sustainable Design
H14: Accessible Housing	CS3: Paying for Development Infrastructure CS11: New Housing for All
H16: The Improvement of Older Residential Areas	CS12: The Existing Housing Stock
H20: Gypsy sites	CS13: Accommodating Travelling Groups
H21: Additional Gypsy Sites	CS13: Accommodating Travelling Groups
R1 - Designing for All	CS2: Promoting Good Quality, Sustainable Design
R2 - Access For People With Disabilities	CS2: Promoting Good Quality, Sustainable Design
R6 - Open Space Provision in New Residential Development	CS3: Paying for Development Infrastructure
R7 - The Design of Open Space Provision	CS3: Paying for Development Infrastructure
R8 - Maintenance of Recreation Facilities	CS3: Paying for Development Infrastructure
R9 - Protection of Playing Pitches	CS17: Green Infrastructure
R12 - Access to Open Land and Countryside	CS17: Green Infrastructure
R13 - Recreation Routes and New Development	CS2: Promoting Good Quality, Sustainable Design
R14 - Recreation Development in the Countryside	CS6: Expanding Tourism, Leisure and Culture Provision
R15 - Horse-Related Development	CS6: Expanding Tourism, Leisure and Culture Provision
R16 - Stressholme Golf Centre	CS6: Expanding Tourism, Leisure and Culture Provision
R17 - Golf Course Development	CS6: Expanding Tourism, Leisure and Culture Provision
R18 - Par-Three Golf Course	CS6: Expanding Tourism, Leisure and Culture Provision
R19 - Protection of Allotments	CS17: Green Infrastructure
R20 - New Sports and Recreation Development	CS6: Expanding Tourism, Leisure and Culture Provision
R23 - Off-Road Motorcycle Facility	CS6: Expanding Tourism, Leisure and Culture Provision
R24 - Leisure Facilities	CS6: Expanding Tourism, Leisure and Culture Provision CS7: The Town Centre
R25 - Provision of Community Facilities and Services	CS9: District & Local Centres and Freestanding Local Facilities
R26 - Protection of Community Facilities	CS9: District & Local Centres and Freestanding Local Facilities
EP1 - Land Supply for Employment	CS5: Supporting the Local Economy
EP2 - Employment Areas	CS5: Supporting the Local Economy
EP3 - New Employment Areas	CS5: Supporting the Local Economy
EP4 - Haughton Road	CS5: Supporting the Local Economy
EP5 - Other Uses in Employment Areas	CS5: Supporting the Local Economy
EP6 - Prestige Employment	CS5: Supporting the Local Economy
EP7 - Office/Business Park Development	CS5: Supporting the Local Economy
EP8 - Reserve Employment Site	CS5: Supporting the Local Economy
EP9 - Teesside Airport Employment Land - North	CS5: Supporting the Local Economy
EP10 - Teesside Airport Employment Land - South	CS5: Supporting the Local Economy
EP11 - Central Area Development Sites	CS5: Supporting the Local Economy CS7: The Town Centre
EP12 - Office Development Limits	CS5: Supporting the Local Economy CS7: The Town Centre
EP13 - Office Development Elsewhere	CS5: Supporting the Local Economy
EP14 - Existing Employment Development	CS5: Supporting the Local Economy
EP15 - Development Outside Employment Areas	CS5: Supporting the Local Economy
EP16 - Hazardous Industry	CS16: Environment Protection
S1 - New Shopping Development	CS7: The Town Centre
S2 - Safeguarding the Town Centre	CS7: The Town Centre
S10 - Safeguarding the District and Local Centres	CS9: District & Local Centres and Freestanding Local Facilities
S11 - New Development in the District and Local	CS9: District & Local Centres and Freestanding Local

Adopted Borough of Darlington Local Plan Policy Number and Name	Superseded by Core Strategy Preferred Options Policy Number and Name
Centres	Facilities
S12 - New Food Stores	CS8: Further Retail Provision
S13 - Retail Warehouses	CS8: Further Retail Provision
S16 - Small Local Shops	CS9: District & Local Centres and Freestanding Local Facilities
S18 - Food and Drink Uses Outside the Town Centre	CS9: District & Local Centres and Freestanding Local Facilities
TO1 - Tourist Attractions	CS6: Expanding Tourism, Leisure and Culture Provision
TO2 - Borough Heritage	CS6: Expanding Tourism, Leisure and Culture Provision CS14: Local Character and Distinctiveness
TO3 - Access to Sites of Interest	CS6: Expanding Tourism, Leisure and Culture Provision
TO4 - Hotels and Guest Houses	CS6: Expanding Tourism, Leisure and Culture Provision
TO5 - Accommodation in the Countryside	CS6: Expanding Tourism, Leisure and Culture Provision
TO6 - Camping and Caravans	CS6: Expanding Tourism, Leisure and Culture Provision
TO7 - Laybys, Picnic and Rest Areas	CS6: Expanding Tourism, Leisure and Culture Provision
TO8 - Darlington Railway Centre and Museum	CS6: Expanding Tourism, Leisure and Culture Provision
TO9 - Darlington Railway Centre Trackbed	CS6: Expanding Tourism, Leisure and Culture Provision
T1 - Highway and Transport Management - Existing Resources	CS19: Improving Transport Infrastructure
T3 - Justification for Major Road Schemes	CS19: Improving Transport Infrastructure
T4 - Route and Design of Major Road Schemes	CS18: A Sustainable Transport Network
T7 - Traffic Management and Main Roads	CS18: A Sustainable Transport Network CS19: Improving Transport Infrastructure
T12 - New Development - Road Capacity	CS2: Promoting Good Quality, Sustainable Design
T13 - New Development – Standards	CS2: Promoting Good Quality, Sustainable Design
T15 - Improvements for Pedestrians	CS18: A Sustainable Transport Network
T16 - Access for Deliveries, Buses, Cyclists, Taxis and People with Disabilities and People with Disabilities	CS18: A Sustainable Transport Network
T24 - Parking and Servicing Requirements for New Development	CS2: Promoting Good Quality, Sustainable Design
T25 - Parking and Servicing Requirements for New Development in the Town Centre	CS2: Promoting Good Quality, Sustainable Design
T30 - Use of Public Transport	CS18: A Sustainable Transport Network
T31 - New Development and Public Transport	CS2: Promoting Good Quality, Sustainable Design CS18: A Sustainable Transport Network
T33 - Provision for Waiting Passengers	CS19: Improving Transport Infrastructure
T34 - Taxi Ranks	CS18: A Sustainable Transport Network
T36 - Cycle Route Network	CS18: A Sustainable Transport Network CS19: Improving Transport Infrastructure
T37 - Cycle Routes in New Developments	CS2: Promoting Good Quality, Sustainable Design CS3: Paying for Development Infrastructure CS18: A Sustainable Transport Network
T38 - Public Cycle Parking	CS19: Improving Transport Infrastructure
T39 - Conditions for Pedestrians	CS2: Promoting Good Quality, Sustainable Design CS18: A Sustainable Transport Network
T44 - Passenger Railways	CS18: A Sustainable Transport Network
T45 - Darlington Railway Station	CS19: Improving Transport Infrastructure
T48 - Rail-Served Industrial Land	CS19: Improving Transport Infrastructure
T49 - Teesside Airport	CS19: Improving Transport Infrastructure

Appendix 2: Key Studies Underpinning Preparation of the LDF Core Strategy

Name of Document/Study	Completed by	Date
Sub-Regional		
Tees Valley Strategic Flood Risk Assessment	JBA Consulting on behalf of the five Tees Valley authorities	February 2007
Tees Valley Strategic Housing Market Assessment	Arc4 consultancy on behalf of the Five Tees Valley Local Authorities.	(expected) September 2008
Tees Valley Gypsy and Traveller Accommodation Assessment	Salford University	Expected late 2008
North East Assembly Gypsy and Traveller Needs Assessment	White Young Green	Published March 2007
Tees Plain and East Durham Limestone Wind Farm Development and Landscape Capacity Study	NE Regional Assembly	July 2008
Tees Valley Visitor Accommodation Survey	Hotel Solutions	Expected September 2008
A66(T) Tees Valley Gateway Study	For various partners including North East Assembly, Highways Agency and Darlington Borough Council	2004
Local		
Darlington Community Survey	Darlington Borough Council (Policy Section)	Annual
Darlington Local Housing Assessment 2005	DCHR for DBC	2005
Strategic Housing Land Availability Assessment	Darlington Borough Council	Expected 2009
Darlington Gateway Strategy	BDP for DBC	December 2006
Borough of Darlington Employment Land Review	Darlington Borough Council	Expected late 2008
Darlington Retail Study 2004	Martin Tonks on behalf of Darlington Borough Council.	June 2004
Darlington Retail Study 2008	Martin Tonks on behalf of Darlington Borough Council.	(expected) October 2008
DBC retail surveys & monitoring	Darlington Borough Council (Planning & Economic Strategy Section)	Continuous
ACTA (Area of Town Centre Activity) Statistics	DCLG	Annual
UK Prime In-Town Retail Rents	Colliers CRE	Annual
Shopping Centre Yields	Valuation Office Agency	Twice-yearly
Study into Retail and Leisure Flows in The North East	Experian for NERIP (North East Regional Information Partnership)	May 2006
*Land at Feethams and Beaumont Street, Report to Assess the Potential Impact of a Hypermarket on the Vitality and Viability of Darlington Town and District Centres	Colliers CRE for Darlington Borough Council	October 2006
Darlington Characterisation Study	DBC	August 2008
Local Motion, Darlington Sustainable Travel Demonstration Town Project (various documents)	Monitoring by and research for Darlington Borough Council	Ongoing
Option appraisal of the Cross Town Route	Darlington Borough Council	August 2008

Appendix 3: Plans and Programmes Taken Into Account in the Preparation of the LDF Core Strategy Preferred Options.

Name of Document	Published by	Date of Publication
Regional		
The North East of England Plan Regional Spatial Strategy to 2021	Government Office for the North East	July 2008
Quality Places for a Dynamic Region: The North East Regional Housing Strategy.	North East Assembly/North East Housing Board	July 2007
Sub-regional		
Tees Valley City Region Multi Area Agreement	Tees Valley Unlimited	July 2008
An Investment Plan for the Tees Valley City Region	Shared Intelligence Ltd.	September 2006
Tees Valley City Region Business Case and City Region Development Programme	Tees Valley Joint Strategy Unit	September 2006
Tees Valley Sub Regional Housing Strategy	Tees Valley Local Authorities	July 2007
Tees Valley Empty Property Strategy	Tees Valley Local Authorities	March 2008
Tees Valley Green Infrastructure Strategy	Tees Valley Joint Strategy Unit	March 2008
Tees Valley Climate Change Strategy 2006-2012	Tees Valley Climate Change Partnership	2007
Local		
Darlington Gateway Strategy	Building Design Partnership for DBC	December 2006
One Darlington Perfectly Placed: A Vision for Darlington 2008-21	Darlington Partnership	June 2008
Darlington's Local Area Agreement 2008-2011, delivering One Darlington: Perfectly Placed	DBC, DP	2008
Darlington Housing Strategy 2008-2012	DBC	May 2008
Older Persons' Housing Strategy	DBC	2007
Private Sector Housing Renewal Strategy (revised)	DBC	January 2008
Gateway To Economic Quality: Darlington Economic Regeneration Strategy 2004-09	Darlington Borough Council	2004?
Darlington Rights of Way Improvement Plan	DBC	December 2007
Darlington Contaminated Land Strategy	DBC	February 2002
Darlington Open Space Strategy	DBC	April 2007
Durham Biodiversity Action Plan	Durham Biodiversity Partnership	September 2007
Darlington Climate Change Strategy	Darlington Partnership	September 2006
Darlington Climate Change Action Plan 2006-2010	DP	Sept 2006
Adding to Quality: A Development Strategy for Darlington Town Centre	Darlington Borough Council and One NorthEast	February 2001
Darlington's Transport Strategy 2006-30	Darlington Borough Council	March 2006
Darlington, A Town on the Move: Second Local Transport Plan 2006-11	Darlington Borough Council	March 2006

Appendix 4:

Table a: Key Linkages between the Borough’s Sustainable Community Strategy ‘One Darlington: Perfectly Placed’* and the Local Development Framework’s Emerging Core Strategy

	LDF Strategic Objectives (summary descriptions – see main document for full wording)							
One Darlington Perfectly Placed priorities (see SCS pp12-13 for fuller description of the priorities)	1. Act to reduce climate change and the effects of climate change, and use resources effectively	2. Ensure equality in the quality of environments and accessibility of facilities both now and in the future.	3. Provide employment development opportunities in sustainable locations	4. Provide new and improved housing to meet local needs and aspirations.	5. Safeguard the town centre so it can develop as a vibrant, safe, attractive, friendly and comfortable historic place.	6. Provide a range of good quality community and civic facilities and safeguard historic and natural environments	7. Preserve and enhance local distinctiveness	8. Improve facilities and networks for sustainable travel, and links into and out of the Borough.
One Darlington	CS2, CS3, CS16, CS17, CS9, CS18, CS19,	CS2, CS3, CS16 CS17, CS7, CS9.	CS7	CS3, CS11, CS13	CS7, CS9	CS6, CS17 CS7, CS9	CS14, CS17	CS18, CS19
Perfectly Placed	CS1, CS2, CS4, CS3, CS5, CS15, CS14, CS18	CS1, CS2, CS3, CS17, CS7, CS9, CS18	CS1, CS5, CS7	CS3, CS10, CS11, CS12	CS7, CS8, CS9	CS3, CS14, CS17, CS7, CS9	CS14, CS17	CS18

CS numbers are the draft Core Strategy: Preferred Options policy numbers.

Table b: Relationship of Theme Group Work Strands and draft Policies of the Local Development Framework Core Strategy

‘One Darlington: Perfectly Placed’ work strand	Policies that assist in the delivery of ‘One Darlington: Perfectly Placed’ work strands
Prosperous Darlington	
1. Quality of Life	CS1: Darlington’s Sub-regional Role and Locational Strategy. CS2: Promoting Good Quality, Sustainable Design CS5: Supporting the Local Economy CS6: Tourism and Leisure CS14: Local Character and Distinctiveness CS15: Biodiversity and Geodiversity CS17: Green Infrastructure

'One Darlington: Perfectly Placed' work strand	Policies that assist in the delivery of 'One Darlington: Perfectly Placed' work strands
	CS9: District & Local Centres and Freestanding Local Facilities CS18: Sustainable Transport Networks CS19: Improving Transport Infrastructure
2. Employment Opportunities	CS1: Darlington's Sub-regional Role and Locational Strategy. CS5: Supporting the Local Economy
3. Accessible Darlington	CS7: The Town Centre CS8: Further Retail Provision. CS9: District & Local Centres and Freestanding Local Facilities CS18: Sustainable Transport Networks CS19: Improving Transport Infrastructure
4. Growing Skills	
5. Sharing Prosperity	CS3: Paying for Development Infrastructure
6. Diversity of Opportunity	CS5: Supporting the Local Economy
7. Distinctive Darlington	CS14: Local Character and Distinctiveness CS7: The Town Centre
Aspiring Darlington	
1. Ensure all children receive high quality teaching and learning	
2. Easing the transition from primary to secondary education.	CS18: Sustainable Transport Networks
3. Improving parenting and communications with parents.	
4. Engaging with employers	
5. Routes to higher education in Darlington	CS1: Darlington's Sub-regional Role and Locational Strategy.
6. Early intervention and preventative working	
7. Supporting Aspiration, Lifelong Learning and Personal Development	
8. Learning Environments	CS2: Promoting Good Quality Sustainable Design CS3: Paying for Development Infrastructure
Healthy Darlington	
1. Tackle health inequalities to narrow the gaps in health, well-being and life expectancy	CS10: New Housing Provision CS11: Housing for All CS12: The Existing Housing Stock CS13: Accommodating Travelling Groups
2. Create easy access to sport and leisure	CS2: Promoting Good Quality, Sustainable Design CS3: Paying for Development Infrastructure CS17: Green Infrastructure CS18: Sustainable Transport Networks

'One Darlington: Perfectly Placed' work strand	Policies that assist in the delivery of 'One Darlington: Perfectly Placed' work strands
3. Create healthy workplaces	
4. Tackle obesity in young people	CS17: Green Infrastructure CS18: Sustainable Transport Networks
5. Promote emotional health and well-being	CS6: Expanding Tourism, Culture and Leisure Provision
6. Plan for an ageing population	CS11: Housing for All CS9: District & Local Centres and Freestanding Local Facilities CS18: Sustainable Transport Networks
Greener Darlington	
1. A low carbon Borough tackling climate change	CS2: Promoting Good Quality, Sustainable Design CS4: Renewable Energy CS12: The Existing Housing Stock
2. A sustainable transport network	CS18: Sustainable Transport Networks CS19: Improving Transport Infrastructure
3. Greener, cleaner Darlington	CS3: Paying for Development Infrastructure CS15: Biodiversity and Geodiversity CS16: Environmental Protection CS17: Green Infrastructure
4. Well-designed Darlington	CS1: Darlington's Sub-regional Role and Locational Strategy. CS2: Promoting Good Quality, Sustainable Design
5. Engagement and partnerships for change	This is integral to the preparation and delivery of the LDF Core Strategy and the development and land uses it shapes.
Safer Darlington	
1. Anti-social behaviour	CS2: Promoting Good Quality, Sustainable Design
2. Reducing offending	CS2: Promoting Good Quality, Sustainable Design
3. Domestic abuse	CS11: Housing for All
4. Violent crime and disorder in the night time economy	
5. Public reassurance	