



DARLINGTON

Borough Council

Cabinet Agenda

5.00 pm

Tuesday, 8 March 2022

Council Chamber, Town Hall, Darlington DL1 5QT

Members and Members of the Public are welcome to attend this Meeting.

1. Introductions/Attendance at Meeting.
2. Declarations of Interest.
3. To hear relevant representation (from Members and the General Public) on items on this Cabinet agenda.
4. To approve the Minutes of the meeting of this Cabinet held on Tuesday, 8 February 2022. (Pages 5 - 16)
5. Matters Referred to Cabinet –
There are no matters referred back for reconsideration to this meeting
6. Issues Arising from Scrutiny Committee –
There are no issues referred back from the Scrutiny Committees to this Meeting, other than where they have been specifically consulted on an issue and their comments are included in the contents of the relevant report on this agenda.
7. Key Decisions:-
 - (a) Supplementary Planning Guidance (SPD) Design Code - Burtree Garden Village –
Report of the Chief Executive.
(Pages 17 - 84)
 - (b) Local Transport Plan –

Report of the Group Director of Services.
(Pages 85 - 130)

8. Darlington Cultural Strategy 2022/26 –
Report of the Group Director of Services.
(Pages 131 - 158)
9. Regulatory Investigatory Powers Act (RIPA) –
Report of the Group Director of Operations.
(Pages 159 - 162)
10. Schedule of Transactions –
Report of the Chief Executive.
(Pages 163 - 166)
11. Membership Changes - To consider any Membership Changes to Other Bodies to which
Cabinet appoints.
12. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this Committee are
of an urgent nature and can be discussed at this meeting.
13. Questions.

EXCLUSION OF THE PUBLIC AND PRESS

14. To consider the exclusion of the Public and Press :- –
RESOLVED - That, pursuant to Sections 100A(4) and (5) of the Local Government Act
1972, the public be excluded from the meeting during the consideration of the ensuing
items on the grounds that they involve the likely disclosure of exempt information as
defined in exclusion paragraph 3 of Part I of Schedule 12A of the Act.

PART III NOT FOR PUBLICATION



Luke Swinhoe
Assistant Director Law and Governance

Monday, 28 February 2022

Town Hall
Darlington.

Membership

Councillors Clarke, Dulston, Durham, Keir, Marshall, K Nicholson, Mrs H Scott and Tostevin

If you need this information in a different language or format or you have any other queries on this agenda please contact Lynne Wood, Elections Manager, Operations Group, during normal office hours 8.30 a.m. to 4.45 p.m. Mondays to Thursdays and 8.30 a.m. to 4.15 p.m. Fridays (e-mail Lynne.Wood@darlington.gov.uk or telephone 01325 405803).

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**DECISIONS SHOULD NOT BE IMPLEMENTED BEFORE
MONDAY 21 FEBRUARY 2022**

CABINET

Tuesday, 8 February 2022

PRESENT – Councillors Mrs H Scott (Chair), Clarke, Dulston, Durham, Marshall, K Nicholson and Tostevin

INVITEES – Councillors Curry, Harker and Snedker

APOLOGIES – Councillors Keir and Tait

ALSO IN ATTENDANCE – Councillors Mrs Culley, Holroyd, McCollom and Renton

C93 DECLARATIONS OF INTEREST.

There were no declarations of interest reported at the meeting.

C94 TO HEAR RELEVANT REPRESENTATION (FROM MEMBERS AND THE GENERAL PUBLIC) ON ITEMS ON THIS CABINET AGENDA.

In respect of Minute C98(4) below, the Chair of the North Eastern Locomotive Preservation Group (NELPG) made a representation to Cabinet.

C95 TO APPROVE THE MINUTES OF THE MEETING OF THIS CABINET HELD ON TUESDAY 11 JANUARY 2022.

RESOLVED – That the Minutes be confirmed as a correct record.

REASON – They represent an accurate record of the meeting

C96 MATTERS REFERRED TO CABINET

There were no matters referred back for re-consideration to this meeting.

C97 ISSUES ARISING FROM SCRUTINY COMMITTEE

There were no issues arising from Scrutiny considered at this meeting.

C98 KEY DECISIONS:-

(1) ADOPTION OF DARLINGTON BOROUGH LOCAL PLAN 2016/36

The Cabinet Member with the Economy Portfolio introduced the report of the Chief Executive (previously circulated) providing Members with an update on the process undertaken in the preparation of the Borough of Darlington Local Plan 2016/36 (Darlington Local Plan); the conclusions and recommendations of the report received from the Planning

Inspector (also previously circulated) appointed to undertake the examination of the Local Plan which identified that the Local Plan, subject to recommended Main Modifications, is sound, legally compliant and capable of adoption; and informing Members of the statutory procedures for the adoption of the Local Plan, following which there is a six-week period when it can be challenged in the High Court under section 113 of the Planning and Compulsory Purchase Act 2004.

The submitted report stated that all Local Planning Authorities were required to prepare a Local Plan that set out the local planning policies for their local planning authority area; an up-to-date Local Plan was essential to meet the development needs of the Borough and to enable the Council to shape and maintain control of development; the Local Plan was a framework for growth and aimed to ensure that Darlington would become an even more sustainable location in which people increasingly chose to live, work and visit; and that as well as delivering the economic strategy, it also made provision for new housing and infrastructure to meet local needs of the current and future population.

It was reported that the success of the Borough was predicated on growth and underpinned the future vibrancy of the town centre and local communities; the Local Plan set out how Darlington would grow, adapt and change and importantly how this would be achieved and managed; and provided the Council with the required spatial guidance and direction to contribute to and enable the structured development of the Borough, in support of both the Council's drive for a growing economy, building stronger communities and creating opportunities for all whilst mitigating and adapting to climate change, protecting and enhancing the environment, heritage and green infrastructure.

References were made to the Local Plan preparation process, including key milestones; the two public consultations that had been undertaken; the appointment of the Planning Inspector; the public hearings held as part of the examination process; the main modifications identified by the Inspector; a number of other additional modifications identified through the consultation process; the adoption process; monitoring of the Local Plan; and the financial and legal implications of its adoption.

Particular references were made at the meeting to the timescales involved; the development of masterplans; impact on communities; and the importance of having a sound local plan in place to ensure that any development is right for Darlington and is sustainable. The Cabinet Member with the Economy Portfolio responded thereon.

RESOLVED – (a) That the conclusions of the Report on the Examination of the Darlington Local Plan received from the Planning Inspectorate, as detailed at Appendix 1 of the submitted report, be noted, which recommended that, subject to modifications, the Local Plan be adopted.

(b) That it be recommended to Council that the Darlington Local Plan, attached at Appendix 3 of the submitted report, including all modifications detailed in Appendices 1 and 2 of the submitted report, and the Policies Map, attached at Appendix 4 of the submitted report, including modifications detailed in Appendix 5 of the submitted report, be adopted.

(c) That the Core Strategy (2010) policies and saved Local Plan (1997, alterations 2001) policies, be superseded, upon the adoption of the Darlington Local Plan.

REASON - Local Planning Authorities must prepare a Local Plan that sets out the local planning policies for their local planning authority area. Government guidance requires that Local Plans must be positively prepared, justified, effective and be consistent with national policy, in accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework (NPPF).

(2) SCHOOL ADMISSION ARRANGEMENTS 2023/24

The Cabinet Member with the Children and Young People Portfolio introduced the report of the Group Director of People (previously circulated) requesting that consideration be given to the Local Authority's admission arrangements (also previously circulated) for the 2023/24 academic year for maintained schools in the Borough.

The submitted report stated that in line with the School Admissions Code, an Admission Authority was required to annually determine the admission arrangements used to allocate places for schools for which it was the admission authority; all Admission Authorities were required to consult on their admission arrangements and co-ordinated scheme at least once every seven years; and that this Council had consulted with the appropriate bodies within the required timescales. Consultation had taken place on the reduction of the published admission number for Harrowgate Hill Primary School from 90 to 60 for the 2023/24 entry and that with the introduction of the new School Admissions Code in September 2021, consultation had been undertaken, in order to adopt a scheme for 2023/24, that met the requirement pertaining to in-year admission arrangements. It was reported that no comments had been received to the consultation and that an Equality Impact Assessment had been undertaken.

RESOLVED - That the admission arrangements, as appended to the submitted report, for the three maintained primary schools in Darlington for entry in 2023/24 and for the administration of in-year applications thereafter, be approved.

REASON - All admission authorities are under a statutory duty to determine admission arrangements for schools for which it was the admission authority every academic year.

(3) EDUCATION CASE MANAGEMENT SYSTEM

The Cabinet Member with the Children and Young People Portfolio introduced the report of the Group Director of People (previously circulated) requesting that consideration be given to the procurement of a new software support and maintenance contract in respect of the product known as 'Liquidlogic Early Years and Education System (EYES)' at an additional cost of £467,000 over the 2022/23 and 2023/24 financial years.

The submitted report stated that it had been identified that the current IT provision for Education systems did not enable a transformative approach to directorate wide work to secure the best outcomes for families in Darlington; a business case had considered a number of options for the purchase of a new IT system which would offer full integration of records across the People directorate; and outlined the preferred option.

Particular references were made to the procurement process; financial implications of the project; and equalities considerations.

RESOLVED – (a) That the review of the software requirements in Education Services as detailed in the submitted report, be noted, and the procurement of a new software and maintenance contract for Early Years and Education staff that facilitated greater integrated working across the People Directorate, also as detailed in the submitted report, be approved.

(b) That the assessment of the procurement, as set out in Appendix C to the submitted report, be noted, and the procurement be designated as non-strategic procurement.

(c) That the award of the contract, be delegated to the Group Director of People in accordance with the Contract Procedure Rules.

REASONS – (a) To facilitate the full integration of records across the People directorate.

(b) To better enable Education Services to support the Council to fulfil its statutory duties.

(c) To comply with the Contract Procedure Rules.

(4) DARLINGTON RAIL HERITAGE QUARTER

The Leader introduced the report of the Group Director of Services (previously circulated) providing an update on the Darlington Rail Heritage Quarter (DRHQ) project and seeking the necessary approvals to deliver the project for the Bicentennial Anniversary of the Stockton and Darlington Railway (S&DR) in 2025.

It was reported that the DRHQ was a major project that invested in the Council's rail heritage ahead of the bicentennial anniversary of the S&DR in 2025 to create a national visitor destination in Darlington; heritage and cultural regeneration were recognised as key ingredients to economic growth and that the DRHQ would complement the economic growth ambition of the Borough; the DRHQ would be transformed into a major visitor attraction by 2024 so that it could be a central part of the bicentenary events of the S&DR in 2025; essential improvements would be undertaken to a number of significantly historic buildings on the site, linking them together to create a cluster of attractions including, the Skerne Bridge, the oldest working railway bridge in the world; digital and technological investment would bring history to life; and that there would be a new immersive ride experience. Other facilities to be provided at the DRHQ included a café, shop, themed play area, show field, a new live engineering building, temporary exhibition space, archive and extended car parking, all of which would attract all generations to visit for years to come.

The submitted report outlined the background, objectives and vision of the project; provided an update on the approvals, acquisitions and leases required to deliver the project; outlined the delivery timetable; financial, legal and HR implications; procurement advice; consultation undertaken; and equalities considerations.

The Chair of the North Eastern Locomotive Preservation Group (NELPG) addressed Members at the meeting and requested that consideration be given to the Council re-engaging with them, as a key partner of the DRHQ. The Leader responded thereon, and in doing so, stated

that although the Officers of the Council would agree to meet with them there may now be limited opportunities due to the tight deadlines involved with the project.

RESOLVED – (a) That the progress with the delivery of the Darlington Rail Heritage Quarter, as detailed in the submitted report, be agreed, and in doing so it be recommended to Council that:

- (i) £0.54m funded from grants and contributions from external bodies, be approved and released;
- (ii) £2.2m from the Indigenous Growth Fund, be approved and released, and the use of £4.6m from the Towns Fund, be noted;
- (iii) £5.11m of capital funding, to be financed through prudential borrowing from within the existing Medium Term Financial Plan resources allocated for the Head of Steam, be approved and released;
- (iv) £1.6m of capital funding from the National Lottery Heritage Fund (NLHF) and £0.3m from the Arts Council England (ACE), subject to successful applications, be approved and released, and that in the unlikely event the bids were not successful it be agreed to underwrite the £1.9m of funding; and
- (v) a further £1m be released and underwritten, if the current project costs could not be reduced further by value engineering.

(b) That officers be authorised to progress the compulsory purchase order should the negotiated transfer not be completed by the end of February 2022.

(c) That the Chief Executive be given delegated authority to agree terms of the lease and service level agreement for site partners.

(d) That a funding agreement, be entered into, with the Tees Valley Combined Authority under the current delegated approval by the Group Director of Operations.

REASONS – (a) To enable DRHQ to move forward to delivery, ensuring it is completed in time for the 2025 celebrations of 200 years of the Stockton and Darlington Railway.

(b) DRHQ has strong links to the Council vision contributing to the economic growth of the town, and Northgate in particular, and would be a key venue for the 2025 celebrations, which would put Darlington and the wider region on the world map being a place to be truly proud of, demonstrating the Council's commitment to valuing our heritage and culture.

(c) Cabinet do not have the delegated authority to approve capital expenditure over £0.5m in one financial year.

C99 LEVELLING UP DARLINGTON

The Cabinet Member with the Stronger Communities Portfolio introduced the report of the Chief Executive (previously circulated) requesting that consideration be given to the

development of a Levelling Up Darlington Plan, led by the Council with public partner agencies.

The submitted report stated that the Government was committed to 'levelling up' across the whole of the United Kingdom to ensure that no community was left behind, particularly as the Country recovered from the Covid-19 pandemic; the Levelling Up Darlington Plan aimed to maximise the benefit to Darlington and its residents of Government investment; and that it would particularly aim to support residents of the communities most in need in Darlington and those whose employment had been adversely affected by Covid-19 to access quality employment.

Particular references were made to the vision for levelling up Darlington; the priority areas for action; the consultation undertaken; and the outcome of that consultation.

References were made at the meeting of keeping Members informed of any proposals for their respective wards; the importance of addressing needs of people as well as the built environment; and to the funding available. The Leader and the Cabinet Member with the Stronger Communities Portfolio responded thereon.

RESOLVED – (a) That the Levelling Up Darlington Framework, as detailed in the submitted report, be agreed.

(b) That the areas for priority action, as detailed in the submitted report, be agreed

(c) That work with partner agencies be commenced to develop a programme and action plan.

(d) That a Levelling Up Darlington launch event be held.

REASONS – (a) The Levelling Up Darlington plan will help deliver the priorities of the Council Plan.

(b) The Plan will maximise the benefits to Darlington of Government investment.

C100 CALENDAR OF COUNCIL AND COMMITTEE MEETINGS 2022/23

The Leader introduced the report of the Group Director of Operations (previously circulated) requesting that consideration be given to the Calendar of Council and Committee Meetings for the 2022/23 Municipal Year (also previously circulated).

RESOLVED - That the Calendar of Council and Committee Meetings 2022/23, as appended to the submitted report, be approved, and the proposed dates for the meetings of Council be referred to the Annual Council meeting scheduled to be held on Thursday 19 May 2022, for approval.

REASON - To ensure that the calendar of meetings is approved for the forthcoming municipal year.

C101 MEDIUM TERM FINANCIAL PLAN - INVESTING IN AND DELIVERING SUCCESS FOR

DARLINGTON

Pursuant to Minute C79/Dec/21, the Leader introduced the report of the Chief Officers Executive (previously circulated) proposing a Medium Term Financial Plan (MTFP) 2022/23 to 2025/26 (also previously circulated), including setting a budget and council tax increase for 2022/23, to Council on 17 February 2022, for approval.

It was reported that current MTFP remained deliverable, but it was not without risk and challenges; the proposed MTFP included the Risk Reserve at the same level as 2021; the Council still had financial capacity to deliver a four year balanced MTFP based on a core offer service level with limited discretionary services which was reliant on the use of balances across the four year MTFP; the Covid-19 pandemic had impacted on the priorities of, and the way in which, the Council conducted its business; the financial pressure on the public sector as a whole, and the Council more specifically, had been significant over the last couple of years; there had been a decade of significant financial challenge following the economic downturn and the reductions in public sector spending; and that the Council had been successful in responding to those challenges.

It was reported that the Local Government Finance Settlement delivered on 16 December 2021 confirmed a one year settlement; a number of funding streams had been announced in the Autumn Statement; the 2022/23 Budget and MTFP aimed to ensure that the Council could continue to provide vital services in response to Covid-19, should it be required, and importantly continue to provide its core offer level of services to the residents of Darlington regardless of Covid-19; and that a healthy level of reserves had been maintained for medium term stability and that this was now a crucial component of the budget strategy which would allow time for the key ambition of economic growth to take effect.

Particular reference was made to the 'futures fund' which had been established in five areas that had great value to the community. Whilst the fund was initially established for a time limited period, the ongoing commitments contained within the fund were key to driving the Council's ambition of growing the economy and, as a result, it was proposed to mainstream those areas into the budget from 2025/26.

Details of the projected expenditure and income, budget pressures and savings, schedule of fees and charges, assumptions used to prepare estimates, projected Revenue Outturn 2021/22; proposed Capital Programme and Minutes from the Economy and Resources Scrutiny Committee, were also appended to the submitted report.

Reference was made at the meeting to the recent announcement made by the Government in respect of rebates and whether this had been taken into consideration in the proposed MTFP and to the anticipated reduction in business rates in 2024.25. The Cabinet Member with the Resources Portfolio and the Group Director of Operations responded thereon.

RESOLVED - That it be recommended to Council, at the special meeting scheduled to be held on 17 February 2022, that the Revenue Medium Term Financial Plan (MTFP) and the Capital Programme, as set out in Appendices 6 and 7 respectively of the submitted report, be approved, including:-

(a) a Council Tax increase of 1.99 per cent plus a one per cent Adult Social Care Precept to

help fund social care for 2022/23;

(b) the Schedule of Charges, as set out in Appendix 3 of the submitted report; and

(c) the mainstreaming of the ongoing services provided by the 'Futures Fund' into the budget from 2025/26, as set out in paragraph 71 of the submitted report.

REASONS - (a) The Council must set a budget for the next financial year.

(b) To enable the Council to continue to plan services and finances over the medium term.

(c) To ensure decisions can be made in a timely manner.

(d) To ensure investment in the Council's assets is maintained.

C102 HOUSING REVENUE ACCOUNT - MEDIUM TERM FINANCIAL PLAN 2022/23 TO 2025/26

Pursuant to Minute C78/Dec/21, the Cabinet Member with the Health and Housing Portfolio introduced the report of the Group Director of Operations (previously circulated) requesting that consideration be given to the proposals for the revenue budget, capital programme, rent levels and service charges for the Council's Housing Revenue Account (HRA) for the financial year 2022/23, in the context of the HRA Medium Term Financial Plan (MTFP) to 2025/26 and the 30-year Business Plan.

The submitted report stated that the Council was the largest provider of social housing in the Borough, providing 5,275 homes to local residents; the homes were of a high standard of accommodation that met the Decent Homes Standard; and that as a result of the high quality of the homes and the services provided by the Council they were in high demand; to meet that demand the Council had an ambitious programme to build 1,000 new Council homes in Darlington over a ten year period, funded through capital receipts from the right to buy sales, grant funding and borrowing of £15M. The proposed revenue budget expenditure of £25,448M included £4,282M to fund responsive repairs and maintenance and £17.618M to the capital programme and the proposed capital programme of £32.98M included funding for work to current properties and £25.6M to deliver the new build Council housing programme.

It was reported that the key decision to be made regarding the HRA each year was the balance between setting rent and service charge levels that were affordable to the Council's tenants whilst ensuring that there was sufficient resources to invest in housing stock, tackle climate change and maintain services; Local Authorities had the discretion to increase rents by the Consumer Prices Index (CPI) plus one per cent, which meant that rents could be increased by up to 4.1 per cent; 70 per cent of tenants would have their rent and services charges covered by benefit payments; and that a number of options had been considered, taking into account the current economic pressures facing tenants and delivering ambitious capital and energy efficient programmes.

In presenting the report, the Cabinet Member with the Health and Housing Portfolio thanked all the staff for their hard work, particularly over the last twelve months.

Particular reference was made at the meeting to the adaptations made to new properties to ensure that they were accessible.

RESOLVED - That it be recommended to the special meeting of Council scheduled to be held on 17 February 2022 that :-

- (a) an average weekly rent increase of two per cent for 2022/23 be implemented giving an average social rent of £75.01 and affordable rent of £92.06;
- (b) garage rents and service charges be increased, as shown in Table 1 of the submitted report;
- (c) the revenue budget, as attached at Appendix 1 of the submitted report, be approved;
- (d) the Housing Business Plan, at attached at Appendix 2 of the submitted report, be agreed;
- (e) the capital programme, as attached at Appendix 3 of the submitted report, be agreed, and the funding be released if the programme is subsequently approved by Council; and
- (f) the Group Director of Operations be given delegated powers to proceed with new build schemes for affordable rent using the funding, as identified at paragraph 16 of the submitted report.

REASON - To enable the Council to deliver an appropriate level of service to tenants to meet housing need and to support the economic growth of the Borough through housing development.

C103 PRUDENTIAL INDICATORS AND TREASURY MANAGEMENT STRATEGY REPORT 2022/23

The Cabinet Member with the Resources Portfolio introduced the report of the Group Director of Operations (previously circulated) requesting consideration be given to reviewing the Prudential Indicators and Limits for 2022/23 to 2024/25 relating to capital expenditure and Treasury Management activity; a policy statement relating to the Minimum Revenue Provision; and the Treasury Management Strategy 2022/23, which includes the Annual Investment Strategy for 2023/23.

The submitted report outlined the Council's Prudential Indicators for 2022/23 to 2024/25 and set out the expected treasury operations for that period and reported that the expenditure plans, Treasury Management and Prudential Borrowing activities indicated that they were within the statutory framework and consistent with the relevant codes of practice, were prudent, affordable and sustainable and were an integral part of the Council's Revenue and Capital Medium Term Financial Plans.

RESOLVED - That it be recommended to the special meeting of Council scheduled to be held on 17 February 2020 that:-

- (a) the Prudential Indicators and limits for 2022/23 to 2024/25, as summarised in Tables 1

and 2 of the submitted report, be approved;

(b) the Minimum Revenue Provision (MRP) statement, as detailed in paragraphs 33 to 37 of the submitted report, be approved;

(c) the Treasury Management Strategy 2022/23 to 2024/25, as summarised in paragraphs 41 to 69 of the submitted report, be approved; and

(d) the Annual Investment Strategy 2022/23, as contained in paragraphs 70 to 107 of the submitted report, be approved.

REASONS - (a) In order to comply with the Prudential Code for Capital Finance in Local Authorities and the Department for Levelling Up, Housing and Communities (DLUHC) guidance on investments.

(b) To comply with the requirements of the Local Government Act 2003.

(c) To approve a framework for officers to work within when making investment decisions.

C104 PROJECT POSITION STATEMENT AND CAPITAL PROGRAMME MONITORING - QUARTER 3

The Cabinet Member with the Resources Portfolio introduced the report of the Group Director of Operations and the Group Director of Services (previously circulated) providing a summary of the latest Capital resource and commitment position, to inform monitoring of the affordability and funding of the Council's capital programme; an update on the current status of all construction projects currently being undertaken by the Council; and requesting that consideration be given to a number of changes to that programme.

The submitted report stated that the projected outturn of the current Capital Programme was £274.173M against an approved programme of £274.463M; the investment was delivering a wide range of improvements to the Council's assets and more critically services; the programme, including commitments, remained affordable within the Medium Term Financial Plan (MTFP) for 2021/22 to 2024/25; the Council currently had 46 live projects, with an overall projected outturn value of £138.928M, the majority of which were running to time, cost and quality expectations, but were being monitored given the current pressures on resources in the construction sector nationally; and that the projects were managed either by the Council's in-house management team, a Framework Partner or by Consultants source via an open/OJEU tender process.

RESOLVED - (a) That the status position on construction projects, as detailed in the submitted report, be noted.

(b) That the projected capital expenditure and resources, as detailed in the submitted report, be noted.

(c) That the adjustments to resources, as detailed in paragraph 22 of the submitted report, be approved.

REASONS - (a) To inform Cabinet of the current status of construction projects.

(b) To make Cabinet aware of the latest financial position of the Council.

(c) To maintain effective management of resources.

C105 REVENUE BUDGET MONITORING - QUARTER 3

The Cabinet Member with the Resources Portfolio introduced the report of the Group Director of Operations (previously circulated) providing a forecast of the 2021/22 revenue budget outturn, as part of the Council's continuous financial management process.

The submitted report stated that it was the third revenue budget management report to Cabinet for 2021/22 and that the projected revenue reserve at the end of 2021/22 was £29.773M, an improvement of £4.847M on the planned balances in the 2021/25 Medium Term Financial Plan (MTFP). The improvement in reserves included £2.317M of additional balances brought forward following the 2020/21 outturn; £0.993M of resources returned to reserves, following the rebasing exercise; £0.196M of projected Group overspends; a £0.729M increase in corporate resources; and a net £1.004M required from the COVID-19 reserve.

It was reported that of the £29.733M projected reserves, there was a risk reserve balance of £5.350M and a commitment to use £15.838M to support years two to four of the current MTFP, which left £8.585 of unallocated reserves.

RESOLVED - (a) That the forecast revenue outturn for 2021/22, as detailed in the submitted report, be noted.

(b) That further regular reports be made to monitor progress and take prompt action if necessary.

(c) That the carry forwards requested, as detailed in the submitted report, be agreed.

(d) That a 'ring fenced' reserve be created for a 2025 Rail Heritage Fund.

REASONS - (a) To continue effective management of resources.

(b) To continue to deliver services to agreed levels.

C106 MEMBERSHIP CHANGES - TO CONSIDER ANY MEMBERSHIP CHANGES TO OTHER BODIES TO WHICH CABINET APPOINTS.

There were no membership changes reported at the meeting.

**DECISIONS DATED –
FRIDAY 11 FEBRUARY 2022**

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**CABINET
8 MARCH 2022**

SUPPLEMENTARY PLANNING GUIDANCE (SPD) DESIGN CODE – BURTREE GARDEN VILLAGE

**Responsible Cabinet Member –
Councillor Alan Marshall, Economy Portfolio**

Responsible Director – Ian Williams, Chief Executive

SUMMARY REPORT

Purpose of the Report

1. After the adoption of the Darlington Local Plan 2016 – 2036 (Darlington Local Plan) the context of the approved Local plan asks the Council to progress with creating Supplementary Planning Policy Documents based on Design Codes for both Garden Communities.
2. The existing Greater Faverdale (Burtree Garden Village) Design Code produced for the Council by DesignNE needs to be transformed into an SPD in coherence with the National Planning Policy Framework changes in July 2021 and in particular the National Model Design Code.

Summary

3. The existing Greater Faverdale Design Code approved and viewed by the Planning Committee March 2021 and the Economy and Resources Scrutiny Committee February 2021 needs to be transformed into an updated Supplementary Planning Document called Burtree Garden Village Design Code.
4. This is expected to be achieved according to the final Inspectors report and issues regarding to Policy H11 Greater Faverdale Site Allocation and section 6.11.7 in the adopted Local Plan within 6 months from adoption the Local Plan.
5. The existing Greater Faverdale Design Code by DesignNE has been amended to reflect the requirements of the NPPF 2021 and the National Model Design Code produced by DLUHC July 2021 (attached as **Appendix 1**).
6. This document needs to go through the process of a minimum of 4-week consultation with the public lead by Darlington BC.
7. Once the consultation exercise has been completed the SPD will return to Cabinet with amendments to Cabinet. If agreed by Cabinet the report would need to be presented to Full Council to for adoption and then will form part of the Council's Supplementary Planning Policy which would be used as material consideration in the Planning

application process.

Recommendations

8. It is recommended that Cabinet approves the contents of the Supplementary Planning Document and the process of creating the Burtree GV Design Code SPD.

Reason

9. The Council must follow the National Planning Policy Framework (NPPF) and the Inspectors report to convert the Current Greater Faverdale Design code into an SPD within 6 months adoption of the Darlington Local Plan 2016-36.

Ian Williams
Chief Executive

Background Papers

- (i) National Planning Policy Framework, 2021
- (ii) Supplementary Planning Document Guidance
- (iii) National Model Design Code 2021

Jochen Werres: Extension 6313

S17 Crime and Disorder	The Design SPD has a role in reducing crime through the promotion of good design and location of development
Health and Wellbeing	A key objective of the Design Code for Burtree GV SPD will be to improve people's health and wellbeing by protecting and improving the economic, social and environmental conditions in the Borough
Carbon Impact and Climate Change	A Sustainability Appraisal has been carried out on the strategic issues and options for this site. Achieving sustainable development will be a fundamental objective of this SPD.
Diversity	An Equalities Impact Assessment has been part of the local plan preparation process
Wards Affected	Brinkburn and Faverdale & Heighington and Coniscliffe
Groups Affected	All
Budget and Policy Framework	The SPD will be prepared using existing budgets and will ultimately form part of the Council's Planning Policy Framework
Key Decision	Yes
Urgent Decision	No
Council Plan	The SPD Design for Burtree GV SPD will represent the spatial implications and help achieve the economic growth aspirations of the Council Plan
Efficiency	The consultation stage of the SPD represents the most efficient way to include public opinion on strategic design and will have regard to the legislative and engagement requirements
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

MAIN REPORT

Information and Analysis

10. The Homes England supported Garden Community and site allocation Greater Faverdale (Burtree Garden Village) have been adopted by the Darlington Local Plan 2016- 2036. The inspectors report and its suggested modifications details the policy for the site in H11 and suggests that the current Greater Faverdale Design Code will be consulted upon and turned into a Supplementary Planning Document Design Code for Burtree Garden Village with 6 months after adoption of the Local Plan by Darlington Borough Council.
11. The existing Greater Faverdale Design Code prepared by DesignNE in October 2020 for the council is mentioned in the Local Plan policy H11 and presents a blueprint for SPD Design Code Burtree Garden Village.

12. The Greater Faverdale Design Code has been prepared in advance of the NPPF July 2021 and its National Model Design Code. While it went through two levels of Council Committees to be scrutinised and discussed (Planning Committee (date Jan 21) and Economy and Resources Scrutiny Committee (Feb 21 date)).
13. The draft SPD Design Code Burtree Garden Village (attached in Appendix 1) takes account of the National Planning Policy Framework Changes from July including the National Model Design Code published at the same time.
14. The strategic guidance on design ambitions and place making of the SPD for the Design Code for Burtree Garden Village includes:
 - (a) Character Area Coding,
 - (b) Settlement Character,
 - (c) Interfaces with blue and green Infrastructure,
 - (d) Gateway points,
 - (e) Detailed Design Quality Coding Checklist.

The suggested SPD consultation process

15. The key milestones in the consultation process of this PD are detailed below:

Cabinet to allow draft SPD to go through public consultation	8 March 2022
Draft SPD Consultation	4 April – 4 May 2022
Amend SPD based on consultation input	20 May 2022
Amended and consulted on SPD to come back to Cabinet and Council for approval	June 2022
Adoption of SPD	June – July 2022

Next Steps

16. DBC Cabinet to decide if the SPD Design Code for Burtree Garden Village can enter into the official public consultation period from 4 April 2022 -4 May 2022 for 4 weeks (“suggested”).

Financial Implications

17. The SPD preparation and conversion will be funded by Garden Community Funding of Homes England.

Legal Implications

18. There are no direct legal implications arising from this report.

Draft Supplementary Planning Guidance (SPG) Design Code – Greater Faverdale (Burtree Garden Village).

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March 2022

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0.0 What this Draft Supplementary Planning Guidance is about

The Greater Faverdale (Burtree Garden Village) Design Code contained within this Draft Supplementary Planning Document (SPD) sets out the strategic design requirements to be provided in the future site development masterplan.

After the adoption of the Darlington Local Plan 2016 – 2036 (Darlington Local Plan) the context of the approved Local Plan asks the Council to progress with creating Supplementary Planning Policy Documents based on Design Codes for both Garden Communities - in this case at Greater Faverdale to be known as Burtree Garden Village. This is expected to be achieved according to the final Inspectors report and issues regarding to Policy H11 Greater Faverdale Site Allocation and section 6.11.7 in the adopted Local Plan within 6 months from adoption of the Local Plan. The Draft SPD Design Code for Greater Faverdale is also to reflect the requirements of the NPPF 2021, and the National Model Design Code produced by DLUHC July 2021.

This design code (DC) has been commissioned by Darlington Borough Council (DBC) to assist the Council in its statutory planning role to secure and maintain the highest standards of design for the proposed development of Greater Faverdale as identified in the adopted Local Plan.

AMBITION

The ambition for the Garden Village is to create a great place for a new community to live, work and recreate, in accordance with national planning standards and best practice. These include the DLUHC (Department for Levelling Up, Housing and Communities) “National Design Guide” - featuring the 10 characteristics of a well-designed place together with meeting the 12 criteria of the recent Building for a Healthy Life (formerly known as BfL12); and also, the DLUHC new national Garden Village Principles. It also reflects the emerging Design Council: “A Public Vision for the Home of 2030” which is supported by the government.

HEALTHY LIVING

Putting Health into Place must be the ‘Golden Thread’ running through the Statutory approvals process, development, delivery and subsequent occupation and use of the new Greater Faverdale Garden Village.

Darlington was successful in being selected as a Healthy New Towns (HNT) Pilot (The only one in the Northeast) and has contributed much to the innovative thinking that has informed the learning from the programme. Darlington has now adopted 6 principles that will further influence and contribute to improved health and well-being in the Borough. The proposed Garden Village presents the first large scale opportunity to embed the learning from the HNT programme, **Putting Health into Place**, with innovative solutions to and delivery of health care and a healthy built environment. **This opportunity must not be wasted.**

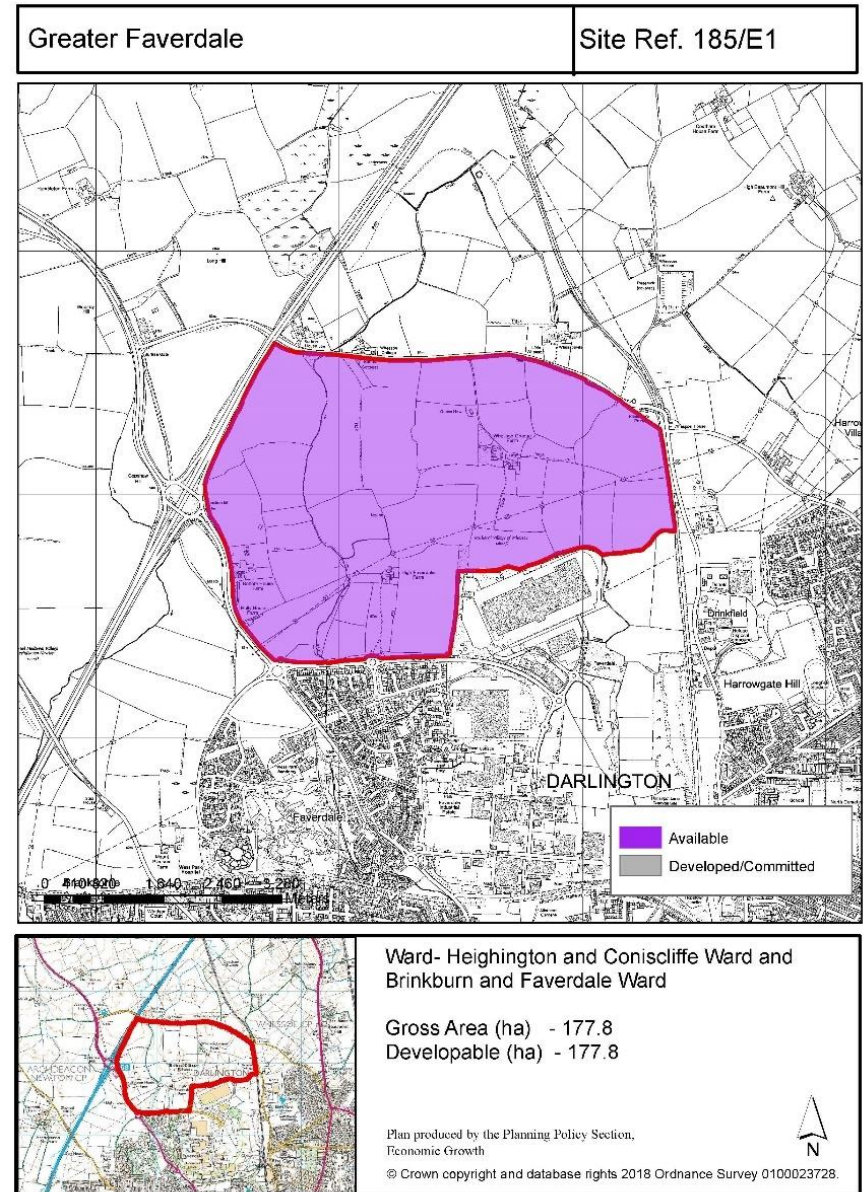
Building for a Healthy Life, the latest edition of and new name for Building for Life 12 integrates the findings of the Healthy New Towns Programme in which Darlington was a Pilot and is the key measure of design quality for this development. The 12 considerations **must** inform the design process and **each phase of the garden village must achieve a minimum of 9 green lights** (and **no red lights** - indicating aspects that need to be reconsidered).

INNOVATION

Why repeat what has been done before? The proposed Garden Village should move the game on. We encourage innovative thinking in ALL aspects of the planning, design, delivery and future occupation and use of the Village. The opportunities for innovative thinking extend beyond not only the expectation of the incorporation of high-speed broadband across the site, but into areas as diverse as: achieving a bio-diversity net gain from the development of the site; incorporating low- and high-density self-build plots within the overall scheme to address specific urban design requirements; reflecting the learning derived from the Darlington Healthy Living pilot; etc.

SENSE OF PLACE: The overall development should have a unique sense-of-place, that is distinctive and, through its composition, form, materials, etc also is clearly part of Darlington and grounded in the locale.

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1.0 Introduction

Introduction and Vision for Greater Faverdale

Darlington Borough Council have identified in their adopted Local Plan the strategic opportunity for a new residential and business community at Greater Faverdale (Policy H11).

Homes England working in partnership with Hellens Group and the local planning authority are proposing the development of a garden village here as promoted by the Department for Levelling Up, Housing and Communities (DLUHC)

Greater Faverdale - the proposed Burtree Garden Village, as it is also being called - will be a distinctive new community providing a minimum of 2000 new homes and approx. 200,000 m² of modern business and industrial space, together with related local facilities including a primary school all set within a landscape setting retaining and enhancing much of the existing greenspace within the 178 ha site.

The Council's vision for Greater Faverdale is to create an outstanding mixed-use development which incorporates housing and commercial office space together with B1, B2 and B8 uses in an attractive new neighbourhood which is fully integrated with its surroundings as specified in Policy H11.

A good masterplan MUST...

- Offer a clear, unambiguous vision for the scheme over the development phases
- Extend beyond the site to the greater area of study in order to ensure a good fit with its environs.
- Show 3-dimensional graphics of the proposals
- Rehearse clearly the design strategy for the buildings and spaces.

A good masterplan SHOULD...

- Be aspirational
- Offer a unique and distinctive design response to the site opportunities and constraints
- Illustrate views within the scheme from human eye height
- Be clear how the development of a sustainable community will be managed.
- Create a development that is legible and makes wayfinding easy and logical.



Greater Faverdale site



This development should demonstrate the best of current design thinking and reflect the need for long-term low environmental impact and sustainability. Ultimately the success of a housing development scheme will be in its “Placemaking” ability & long-term success. Design Teams should ask themselves “Will the residents and users enjoy and care for the “place” over time and feel that they are living happy, contented, fruitful, healthy lives as a consequence of the design?”

Monocultures are bad:

A large-scale single use urban area is not a good solution. Problems arise when there is no variety of uses. As do the “dead” commercial areas of towns after office hours where there is no extended evening activity to provide a sense of safety and security, never mind the cost of large expensive-to-run buildings sitting idle.

Multi-cultures are good:

A mixed-use development ensures that there is more likely to be activity across the area throughout the day. The mix of live, work, recreation makes for a sustainable economy and develops the communities.

The development of the site should be holistic and integrated so that the designs of residential, commercial and support facilities all blend into a homogenous, mutually supportive whole.



Derwenthorpe Phase 1, Osbaldwick, York – award winning design solution.

The Site & Context

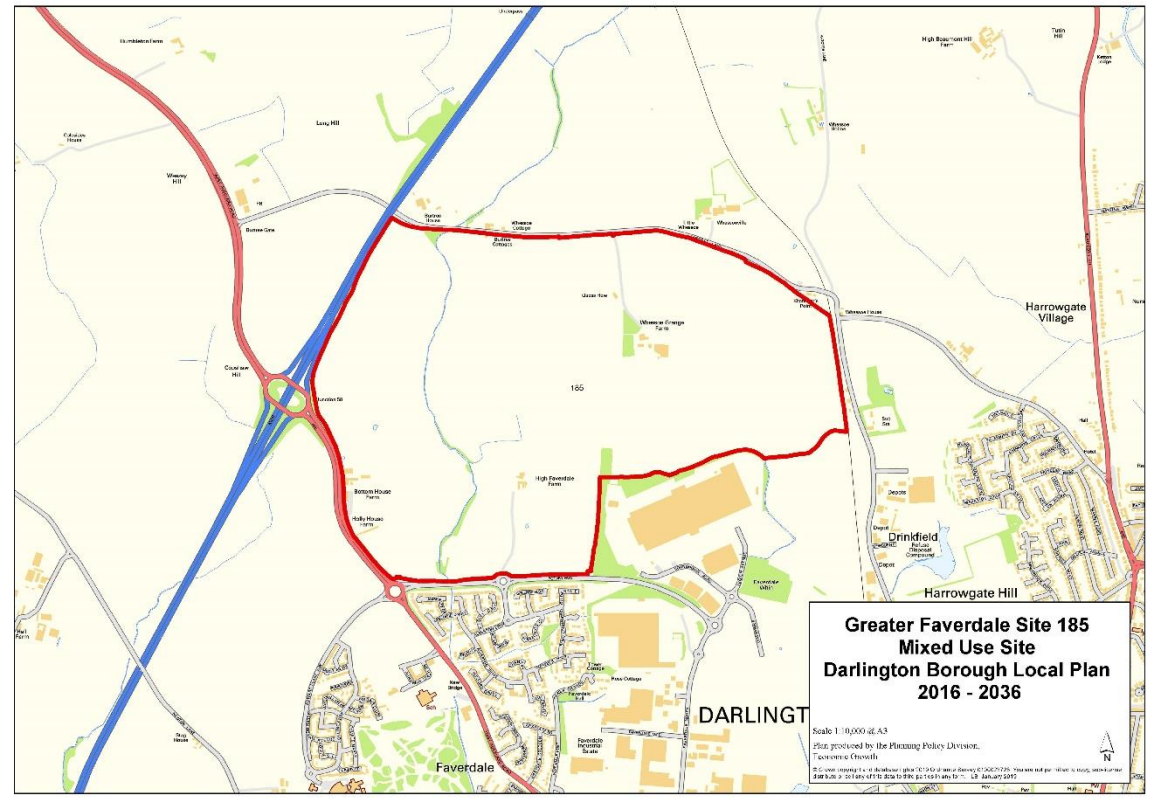
Located on the north-western edge of the existing Darlington settlement - immediately to the north of Faverdale Industrial Estate and the High Grange residential estate both providing a pre-dominantly urban edge - the site is presently in agricultural use.

It already has large distribution centres in the south east corner located off Rotary Way with some of the land set aside for further business and industrial use.

The site is bounded to the west by the West Auckland Road (A68) – with the new West Park community immediately to the southeast – and by the A1 (M) running along the north-western edge.

The northern edge is formed by Burtree Lane – a country lane presently functioning as an alternative east-west link or relief road with further rural farmland beyond.

The Bishop Line (Darlington to Bishop Auckland Community Rail line) provides a distinct eastern edge to the site.



The Site (Outlined in red)

Planning Context

Following an Examination in Public during 2021 a Government Inspector found the Darlington Local Plan to be sound, saying it was justified, effective and consistent with national policy. The Local Plan was adopted by Darlington Borough Council in February 2022 and included a policy H11 below which identifies Greater Faverdale as a location to facilitate the delivery of a high-quality mixed-use community with education, employment, housing, and open space. This is intended to provide the right economic and environmental conditions to support a sustainable new community to the west of Darlington. As required in the final Inspectors report regarding Policy H11 Greater Faverdale Site Allocation this related Draft SPD Design Code is to be produced within 6 months from adoption of the Local Plan and also reflect the requirements of the NPPF 2021 and the National Model Design Code produced by DLUHC July 2021.

See below Greater Faverdale - Site Allocation (Strategic Policy) Extract from Local Plan: Local Plan Policy H11:

A site allocation is identified at Greater Faverdale (Site Reference: 185) to support a development of approximately 2,000 homes and approximately 200,000 square metres of employment space on a 177.8-hectare site in North West Darlington.

Development at Greater Faverdale will be permitted in accordance with the principles set out below and other relevant policies in the Local Plan.

A comprehensive masterplan and infrastructure phasing plan that informs the mix of uses, layout, scale, design, provision of local and strategic infrastructure including social and community facilities and phasing of the proposed development, and which incorporates the key principles for the development as set out in points a-j below, shall be prepared prior to the submission of any planning application relating to this site. The masterplan shall be led by the applicant(s), informed by community consultation and should be based on a strong understanding of the characteristics of the site and its surrounds. It should also have regard to the strategic design requirements established in the Greater Faverdale Design Code.

To ensure that a cohesive development is delivered at Greater Faverdale, the Council will only approve planning applications that adhere to the comprehensive masterplan or any updated masterplan agreed with the Council and deliver the necessary local and strategic infrastructure identified in points a-j below including social and community facilities at the appropriate phase of the development identified in the infrastructure phasing plan to support the coordinated provision of infrastructure and development.

The key principles for development of the Greater Faverdale site are shown on the illustrative Masterplan Framework (Figure 6.2), including broad locations for land uses and facilities. The site will provide:

- a. A mix of housing types, tenures and sizes, including 20% affordable housing and self/custom build housing, informed by up-to-date evidence of the housing needs of the Borough and Policies H 4 and H 5, with higher densities being incorporated close to public transport routes and the neighbourhood centre;
- b. Approximately 70 hectares (gross) / 49 hectares (net) of employment land for E(g), B2 and B8 use classes;
- c. Space for a well located and connected neighbourhood centre providing community facilities, including the potential for a health hub, primary school and local retail and food and drink facilities of a scale and type proportionate to the nature and scale of the development and should be provided at appropriate phases of the development identified in the infrastructure phasing plan. Policies TC1, TC4 and TC5 will not apply to proposals in accordance with these requirements. The requirement and timetable for the provision of the primary school shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site subject to the capacity of existing local schools (see Policy IN10);
- d. An appropriate buffer zone alongside the A1(M) for noise attenuation which is to be informed by a noise assessment;
- e. Principal vehicular accesses from Rotary Way and Burtree Lane;
- f. A link road between Rotary Way and Burtree Lane the precise details of which including development access points, together with a timetable for its implementation, shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site;
- g. Further enhancements to the local road network of Burtree Lane, to include the:

- I. western connection to the A68; and
- II. improvements to Burtree Lane, including a new or improved pedestrian and cycleway over the Bishop Line to connect the site to the Harrowgate Hill area or provide a suitable alternative route.

The implementation of these enhancements to the local road network of Burtree Lane will be linked to appropriate phases of development with the exact details to be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site;

- h. Other necessary infrastructure as required by the Infrastructure Delivery Plan and identified at the time of submitting a planning application;
- i. An integrated transport network focused on sustainable transport modes; including public transport, walking and cycling with strong links to established networks, adjoining communities, employment locations and Darlington town centre, which should be provided at the appropriate phases of the development identified in the infrastructure phasing plan;
- j. A network of connected and good quality green and blue infrastructure, the phasing of which is to be agreed with the Council as part of the comprehensive masterplan and infrastructure phasing plan, that:
 - I. retains and enhances the network of safe, attractive and accessible public rights of way, footpaths and cycle routes across the site;
 - II. provides a pattern of well-integrated and inter-connected green spaces (along with their long term maintenance) across the site providing for the recreation needs of the local community, including nature friendly natural spaces, in accordance with Policies ENV 4, ENV 5 and ENV9;
 - III. protects the amenity of existing residential properties (see Policy DC 3);
 - IV. retains and enhances hedgerows and trees (see Policy ENV 7);
 - V. mitigates the impact on biodiversity (see Policy ENV 7);
 - VI. incorporates sustainable drainage systems; and
 - VII. incorporates improved pedestrian access and interpretation alongside the Stockton and Darlington Railway (see Policy ENV 2).

The site design and layout will be required to conserve, and where appropriate enhance designated and non-designated heritage assets, within and in the vicinity of the site including their setting in accordance with policies ENV1 and ENV 2 and the recommendations of the Darlington Local Plan Heritage Impact Assessment (2019)

Development should be located outside of areas of flood risk, and should be planned sequentially (Policy DC2), placing the most vulnerable development in the lowest areas of flood risk, and proposals should be supported by a Flood Risk Assessment.

As the development is expected to extend beyond the plan period, in line with national policy infrastructure requirements, the infrastructure phasing plan will be kept under review. Any proposal, in advance of a plan review, which exceeds 750 dwellings or 24 hectares (net) of employment land would need to carry out a review of all associated infrastructure requirements. If significant additional infrastructure is required the council will seek to update the policy as part of a review of the plan.

Garden Village Ethos & Principles

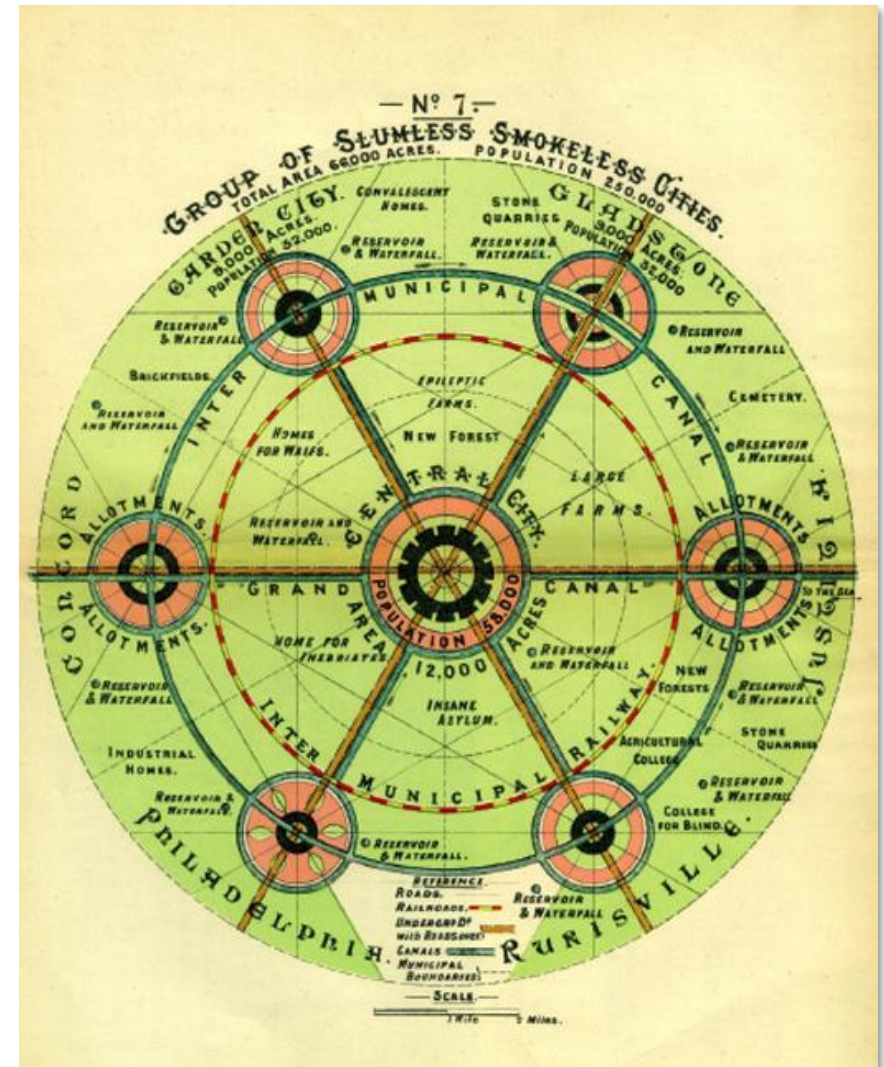
The promotion of new garden villages across England has been led by the DLUHC reflecting the desire to draw upon the successes of the original early 20th Century settlements in providing sustainable, enduring and popular places to live and work whilst enjoying a community lifestyle focussed on personal wellbeing within an attractive natural environment setting.

Much of the recent interest in this form of settlement expansion is based on the work of the Town and Country Planning Association (TCPA) now a charity and originally founded by Sir Ebenezer Howard who is considered to be the leading pioneer of the garden villages movement. He is celebrated for his influential publication “Tomorrow: A Peaceful Path to Real Reform” with its description of a utopian city in which people live harmoniously together with nature. This led to the creation of amongst others Letchworth and Welwyn Garden Cities in Hertfordshire

The TCPA has led the promotion of new garden villages believing that a new generation of 21st century garden cities could help to solve a range of problems such as the acute shortage of housing in the UK and the need to respond to climate change. This was set out in their influential 2011 publication “Re-imagining Garden Cities for the 21st Century: Benefits and Lessons in Bringing forward Comprehensively Planned New Communities”.

DLUHC has developed this and have encouraged the development of new garden settlements by endorsing this status for a number of locations across England including two in Darlington – known as Burtree (aka Greater Faverdale) and Skerningham Garden Villages respectively.

The principal features of a successful garden village as envisaged by the TCPA are to be:
A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.



The related Principles for a Garden Village – based on the wider TCPA Garden City vision - are intended to be an indivisible and interlocking framework for their delivery, and include: -

- Land value capture for the benefit of the community,
- Strong vision, leadership and community engagement,
- Community ownership of land and long-term stewardship of assets,
- Mixed-tenure homes and housing types that are genuinely affordable,
- A wide range of local jobs in the Garden Village within easy commuting distance of homes,
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food,
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience,
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods,
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport,
- A critical aspect of ensuring the success of the Garden Village will be securing the legacy and long-term management of the community once it has been built.

Purpose and Status of this draft SPD document

The Design Code (DC) for Greater Faverdale is intended to provide a ‘traffic light’ type checklist for assessing the proposals brought forward - following the now completed statutory local planning process – and particularly for evaluating subsequent outline and related reserved matter submissions.

A ‘traffic light’ approach to appraising the respective components of what makes a successful place is a simple way to establish what is well designed and can go ahead (green); what is not yet fully resolved and requires a pause in order to undertake further improvement (amber); and what is not working at all and requires this aspect to stop whilst there is further time for a re-think before bringing forward an alternative response (red).

The draft SPD DC will be further considered by the Council following a period of formal public consultation and related feedback. When finally approved it will thereafter be used as a development management tool to check that the proposals brought forward for the new garden village meet the very high design quality thresholds before granting consent for the initial strategic masterplan and the subsequent detailed elements within it. As the DC is intended to be used throughout the implementation period for the garden village it will be periodically reviewed and where appropriate updated.

The use of design codes is promoted within the DLUHC’s National Design Guide and the related National Model Design Code which provides best practice advice on the use and content of such design codes. As a point of principle, the Council will listen to any case put forward, on any matter dealt with by the Strategic Design Code, which after evaluation and in the opinion of the Council, either matches or betters the aspirations/targets/outputs required by the Design Code.

Garden Village-wide Structure

In order to fulfil the ambitions for the new garden village a comprehensive strategic masterplan is required that responds to the wider context beyond the notional site boundary in order to embed the ensuing development into the neighbouring locale.

The strategic masterplan must therefore provide a clear landscape and urban design structure together with an integral movement framework for the proposed garden village taking full account of the national guidance and good practice.

It is important that this structure should be conceived as a ‘four-dimensional’ spatial vision fully factoring in the ‘timeline’ dimension as each component of the place is implemented rather than solely seen as a diagram.

The integration with and enhancement of the existing neighbouring infrastructure and landscape setting together with respecting the present residential and business amenities will be a key factor in ensuring the long-term sustainability of this new community.

Landscape, Nature & Open Space

Landscape, nature and open space is a fundamental driver to the design response in order for Greater Faverdale to become a successful Garden Village.

Overall requirements include:

- A truly landscape led development, with design responses in tune with the landscape context
- Creation of well-connected and enjoyable public open spaces with appeal to all ages and abilities.
- Retention and protection of key landscape and ecological features with careful attention to levels designs to achieve this.
- Use of native species and a net gain in biodiversity.
- A truly integrated approach to the design of blue-green infrastructure with ecologists, landscape architects and SuDS engineers working together
- Design for all ages to encourage active and healthy living and play through the layout, features and landscape design
- A realistic, costed and managed approach to long term management of the blue-green infrastructure, with involvement by residents
- Identification of a mandatory landscape structure to be retained and protected
- Demonstration at each sign-off stage that key design elements especially the mandatory landscape structure are being carried through to future design teams and contractors in the detailed design and construction and management stages
- A creative approach to celebrate and capitalize on the existing landscape and ecology features

Biodiversity Net Gains:

- The purpose of the principle of Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. The aim of Biodiversity Net Gain is to minimise losses of biodiversity and help to preserve and restore ecological networks and this is particularly relevant at Burtree Garden Village which is a greenfield site on old farmland and hence it is critical at the earliest design stage to recognise and protect the key elements of existing landscape structure.
- Biodiversity Net Gain already features in the National Planning Policy Framework (NPPF) and the Environment Bill (Nov 2021) now includes a mandatory requirement for all future schemes including the development of land to deliver at least 10 % Biodiversity Net Gain to be maintained for a period of at least 30 years.
- Developers should bring forward schemes which can be evidenced to provide an overall increase in natural habitat and ecological features and meets the targets of the adopted Local Plan as well as the requirements set out in the Environment Bill.

Garden Village Urban Form

Garden Villages as a concept date back to the very end of the 19th C. and span a range of developments, from industrial model villages and co-partnership suburbs, to villages designed by the Garden City pioneers themselves. Although each is unique, there are common characteristics that made historic Garden Villages successful. Historic Garden Villages were holistically planned, i.e. through a masterplan that included jobs, community facilities and local services alongside homes, and attempted to create a balanced, socially mixed communities.

Historic Garden Villages were small in scale, usually no more than a few hundred homes. When they were built, many more people lived within a single household, so a few hundred homes accommodated more people than they would today. They were planned for healthy living with residents being provided with easy access to green space, nature, fresh air, walking and cycling, sports and outdoor leisure activities, and opportunities to grow local food.

Historic Garden Villages also provided for a vibrant social life, featured active community societies, and their stewardship organisation would organise local sports, arts and community events.

The general urban form was for a low density, low-rise village development arranged around a more urban core which usually included shops, pubs, community venues/hall, places of worship and cultural buildings such as art galleries/museum facilities. Modern Urban Villages are intended to follow this latter model with generous garden provision and be, low density, low-rise developments overall. However, for the design of the village to be grounded in the locale, this “standard” development form needs to be informed by the traditional village layouts prevalent in the local area and, for Darlington and North Yorkshire, these are particularly distinctive, and the key characteristics are rehearsed in Appendix 2. Most often the village centres are lined by terraced development - some of it physically quite substantial - with detached dwellings being the exception.

Movement - Introduction

Darlington is a relatively compact town with about one fifth of journeys made by residents no further than 1 kilometre, nearly one half less than 3 kilometres and three quarters of all journeys begin and end in the town. **Darlington is a town of short journeys.**

The overarching vision is to create an integrated, forward looking, accessible movement framework (network of routes for all modes of transport) that supports the economic prosperity and well-being of the garden village community and is robust to accommodate change.

The message the garden village will demonstrate from the first to last phases is one that cycling, and walking are at the heart of this place and an instinctive choice for all ages from 8 to 80 undertaking everyday short journeys

The design of Greater Faverdale as a Garden Village will embrace `Gear Change` the Governments bold future vision for cycling and walking in England. The design of the movement networks and routes for those travelling by cycle or on foot will incorporate the five core principles and will be Coherent, Direct, Safe, Comfortable and Attractive catering for the broadest range of people. **Active Travel England** now builds on this commitment to boost cycling and walking and deliver a healthy, safe and carbon-neutral transport system. It will be a statutory consultee on major planning applications to ensure that the largest new developments such as Greater Faverdale properly cater for pedestrians and cyclists.

The movement network both within the garden village and its immediate connections will encourage **low traffic speeds**.

This is a relatively small development, there is no reason to encourage traffic movement entirely through the site and there is no reason why most of the village network development should not be designed for a maximum 20 mph speed limit. There are plenty of examples of the effective use of 20mph limits. Developers need to make a clear and robust case for speed limits beyond that.

(Note-whilest GB speed compliance surveys show that most drivers in 20 mph areas exceed the speed limit the vast majority still travel at under 30 mph).

The role, function, and character of Burtree Lane must be reviewed if the village is to have a connection (or connections) to the north as currently proposed. The village is essentially (in the words of the Garden Communities guidance) a transformational development of an existing settlement. The village and its connection to the north effectively means that Burtree Lane becomes part of the town network and how it functions needs to change. Pedestrian and cycle access will only be permitted to the north (i.e. onto Burtree Lane) if it is to recognised bus stops or onto part of an existing (or proposed as part of the development) Town Strategic pedestrian and cycle route.

A frequent (minimum every 20 minutes) local bus service linking the site to the town centre and other key destinations must be available as the first houses are occupied in Phase 1. All houses to be within 5minutes walking distance from a bus stop.

The provision of a new Rail Station on the adjacent Bishop Line accessible to the Garden Village communities remains an ambition of the Council and its partners. The Garden Village proposals will ensure that a site and key pedestrian and cycle routes are identified and protected.

Building for a Healthy Life - Overview

Building for a Healthy Life is the key measure of design quality for this development and the 12 considerations must be the basis of developing the detailed designs. Neighbourhoods including a range of homes that meet local needs will be well integrated into the site and their wider natural and built surroundings creating and connected places that are easy places to move through and around. The norm will be that short trips to key services are made on foot or bicycle within and beyond the site on the right infrastructure helping to improve health and air quality.

Places will be distinctive and memorable and based on a legible network of streets and spaces that are well enclosed by buildings and structural landscaping with front doors and main facades of buildings facing streets and public spaces.

The Tertiary streets are where there must be a balance between the need to accommodate the movement of motor vehicle alongside the need for people of all ages to move along and cross streets with ease and encourage activity, an essential part of a successful public realm.

Streets for a Healthy Life a companion guide to Building for a Healthy Life illustrates and explains what good residential streets look like, and how they function. This document will help to achieve the healthy streets envisaged by the BHL toolkit. A revised **Manual for Streets** is in the course of preparation (Feb 2022) and will be informed by Streets for a Healthy Life.



Each phase of the garden village must achieve a minimum of 9 green lights (and no red lights).

2.0 “Design Quality Coding” checklist

Introduction

This following site-wide checklist applies to the strategic masterplan for the entire garden village and identifies the key ‘must have’ components required to create the special distinctiveness that will ensure that this new community becomes a great place.

The checklist is drawn from the National Design Guide and specifically the 10 characteristics of a well-designed place.

See adjacent related extract from the NDG

This draft SPD is broadly cross referenced to key sections of the NDG:

e.g. **Context** [NDG ref C1,2] etc

Introducing the ten characteristics

Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The ten characteristics are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

Similarly this draft SPD also draws upon the accompanying report to the NDG - the National Model Design Code (NMDC) guidance - which also follows the same 10 characteristics.

See adjacent related extract from the NMDC

This draft SPD is also broadly cross referenced to key sections of the NMDC: e.g. **Context [NMDC ref C1.]** etc

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
Context				
C.1.i	Character Types	*	*	*
C.1.ii	Site Context	*	*	*
C.1.iii	Site Assessment	*	*	*
C.2.i	Historic Assessment	*	*	*
C.2.ii	Heritage Assets	*	*	*
Movement				
M.1.i	Street Network	*	*	*
M.1.ii	Public Transport	*	*	*
M.1.iii	Street Hierarchy	*	*	*
M.2.i	Walking + Cycling	*	*	*
M.2.ii	Junction+Crossings	*	*	*
M.2.iii	Inclusive Streets	*	*	*
M.3.i	Car Parking	*	*	*
M.3.ii	Cycle Parking	*	*	*
M.3.iii	Services + Utilities	*	*	*
Nature				
N.1.i	Network of Spaces	*	*	*
N.1.ii	OS Provision	*	*	*
N.1.iii	Design	*	*	*
N.2.i	Working with Water	*	*	*
N.2.ii	SUDS	*	*	*
N.2.iii	Flood Risk	*	*	*
N.3.i	Net Gain	*	*	*
N.3.ii	Biodiversity	*	*	*
N.3.iii	Street Trees	*	*	*

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
Built Form				
B.1.i	Density	*	*	*
B.1.ii	Party Wall	*	*	*
B.1.iii	Types and Forms	*	*	*
B.2.i	Blocks	*	*	*
B.2.ii	Building Line	*	*	*
B.2.iii	Height	*	*	*
Identity				
I.1.i	Local Character	*	*	*
I.1.ii	Legibility	*	*	*
I.1.iii	Masterplanning	*	*	*
I.2.i	Design of buildings	*	*	*
Public Space				
P.1.i	Primary	*	*	*
P.1.ii	Local+Secondary	*	*	*
P.1.iii	Tertiary	*	*	*
P.2.i	Meeting Places	*	*	*
P.2.ii	Multi-functional	*	*	*
P.2.iii	Home Zones	*	*	*
P.3.i	Secured by Design	*	*	*
P.3.ii	Counter Terrorism	*	*	*
Uses				
U.1.i	Efficient Land Use	+	+	+
U.1.ii	Mix	*	*	*
U.1.iii	Active Frontage	*	*	*
U.2.i	Housing for All	+	+	+

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
U.2.ii	Type	+	+	+
U.3.i	Schools	*	+	+
U.3.ii	Community Facilities	*	+	+
U.3.iii	Local Services	*	+	+
Homes and Buildings				
H.1.i	Space Standards	+	+	+
H.1.ii	Accessibility	+	+	+
H.2.i	Light, Aspect, Priv.	+	+	+
H.2.ii	Security	+	+	+
H.2.iii	Gardens+Balconies	+	+	+
Resources				
R.1.i	Energy Hierarchy	+	+	+
R.1.ii	Energy Efficiency	+	+	+
R.1.iii	Nhood Energy	+	+	+
R.2.i	Embodied Energy	+	+	+
R.2.ii	Construction	+	+	+
R.2.iii	MMC	+	+	+
R.2.iv	Water	+	+	+
Lifespan				
L.1.i	Management Plan	+	+	+
L.1.ii	Participation	+	+	+
L.1.iii	Community	+	+	+

- * Issues that you would expect to be covered in a code
- ⊕ Issues that may be covered elsewhere and so not included in the code

Character & Urban Design: Context; Identity; Built Form; Uses

Context [NDG ref C1,2 : NMDC ref C1]

Firstly, any new development should respond to and relate to its surroundings. This is called “context” and historically contextual architecture evolved based upon the locally available materials, microclimate, and skillsets of the local populace. As the mass production of standardised construction materials developed, along with affordable transportation systems, these new materials infiltrated local development and “standardised” the look of the end product, and in the process diluted the unique local architectural character.

The context should drive the scale, orientation and detailing of the new developments, with the localism adding the visual “flavour” and identifiable character to the proposals.

The site is bounded on 2 sides by busy highways and on the third (northern) side by a relatively well trafficked country road and the development within parcels fronting these roads should incorporate attenuation measures to reduce the aural impact of vehicular traffic.

Identity [NDG I 1-3 : NMDC I 1-3]

The clear aspiration of the Council and “designe” is for the choice of building uses, forms and materials to help create a sense of uniqueness in the final development – indicating that it is located in Darlington and nowhere else – and stands out clearly from other developments in the north east through a unique mix of architecture, layout including public spaces and choice of materials palette.

Development on the Greater Faverdale site should reflect and celebrate local themes in terms of materials, colours, form and style, not in a pastiche manner, but in a modern interpretation of the local vernacular, making development on the site distinctive and unique. This project will have failed if it does not achieve that goal. The architectural solutions developed for this site should show strong links to the local materials and building forms. (see Appendix 2)

This DOES NOT mean slavishly copying and replicating “historic” building forms. This will inevitably look wrong and be in danger of being a grotesque pastiche of the past. Consider a design philosophy approach, such as:

- Replicating traditional forms but constructed from overtly modern materials, or
- Using traditional materials/colours but in a non-traditional building form, or
- A creative and intelligent mix of both of the above.

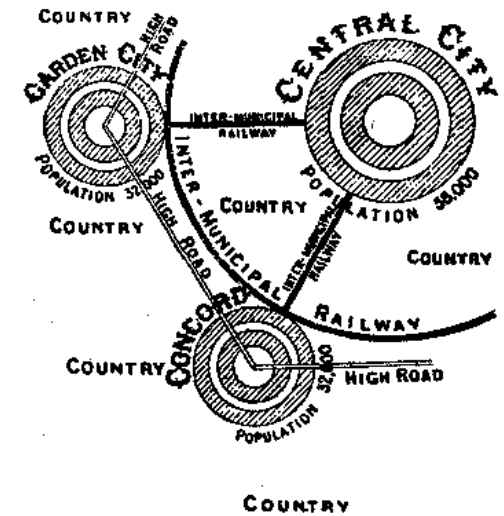
Uses [NDG U1 : NMDC U1]

A fundamental principle of the Garden Villages is for them to be a mixed-use development – not a residential “ghetto” - but offer local employment opportunities for the residents. So, the inclusion of commercial and light industrial uses within the village is expected and development plans should indicate how the cross-benefits of these mixed uses will maximise the potential and efficiency of the development in the long-term.

Built Form [NDG B1-3 : NMDC B1-3]

The clear aspiration of the Council and “designe” is for the choice of building uses, forms and materials to help create a sense of uniqueness in the final development – indicating that it is located in Darlington and nowhere else – and stands out clearly from other developments in the north east through a unique mix of architecture, layout including public spaces and choice of materials palette. Development on the Greater Faverdale site should reflect and celebrate local themes in terms of materials, colours, form and style, not in a pastiche manner, but in a modern interpretation of the local vernacular, making development on the site distinctive and unique. This project will have failed if it does not achieve that goal.

Nº 5.
DIAGRAM
ILLUSTRATING CORRECT PRINCIPLE
OF A CITY'S GROWTH - OPEN COUNTRY
EVER NEAR AT HAND, AND RAPID
COMMUNICATION BETWEEN OFF-SHOOTS.



Page 40



Poor



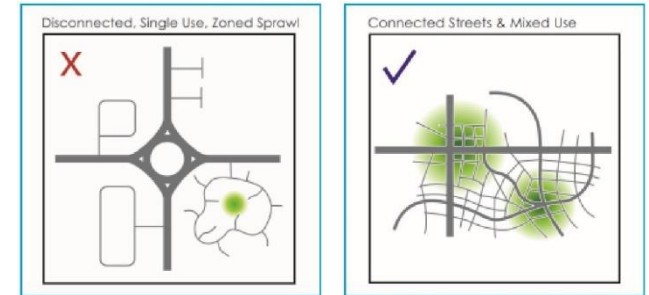
Good

Movement, Public Space & Street Typologies: Orientation/Wayfinding [NDG M1,2 : NMDC M 1,2]

The movement network will provide a comprehensive network of routes for pedestrians, cyclists, and vehicular traffic.

It will be a legible and permeable network of streets with a clear street hierarchy, including a network of tertiary streets of varying character that create walkable and cycle-able routes.

The aim will be to move from main and secondary streets to tertiary streets as quickly as possible.



The Main Village Streets [NDG M1,2 : NMDC M 1,2]

These are the strategic vehicular routes that link the site to wider town and surrounding areas. The North South route is likely to be the only Main Village Street. The main Streets will be consistent in width but vary in character to relate to specific areas such as the Village centre. Main Streets must be designed to accommodate local buses, including bus stops.

If a 20mph speed limit is not considered appropriate on the main street(s) they can still be designed to 20mph with appropriate physical and perceptual measures to keep speeds low.

These streets will be a maximum width of 6.7 metres and consideration should be given to a maximum width of 5 metres. Manual for Streets 2 - where HGVs and buses make up only a small proportion of traffic flow 2-2.5m wide lanes would be sufficient for most vehicles and would reduce carriageway width requirements, making it much easier for pedestrians to cross.



Secondary Village Streets. [NDG M1,2 : NMDC M 1,2]

Secondary Streets are mostly residential streets connecting the Main Streets. These streets have a clear distinction between vehicular, cycle and pedestrian space and vary in their typology according to their specific location, and they will be designed for and be limited to 20mph and be 5 metres width.

Tertiary Streets are: [NDG M1,2 : NMDC M 1,2]

Lower order streets comprising Mews and Residential Streets. their final location and type - either Mews or Residential Street - will be determined through detailed design.

The use of culs-de-sac should be minimised. Where culs-de-sac are used connectivity for pedestrians and cycles must be ensured. Filtered permeability throughout the network will design-out rat-running, create a low traffic environment around homes whilst still allowing pedestrian and cycle movement.

Cycling: [NDG1,2 : NMDC M2]

Cycling is seen as an essential mode of transport at all times of the day (for journeys of about 20 mins or 3 kilometres) and safe, overlooked, and lit routes must connect as directly as possible from the tertiary street network to key destinations both within and beyond (e.g. Local shopping and services, Secondary schools, colleges, the town centre) the Greater Faverdale Masterplan boundary. The routes will complement and, in some cases, extend Darlington’s (Tees Valley) strategic cycle network and will, where appropriate in places, follow the line of village main and secondary roads.

The network and routes cycling will incorporate the five core design principles (Coherent, Direct, Safe, Comfortable, and Attractive) with inclusive design and accessibility running through all five to ensure the network caters for the broadest range of people of all ages. The design will adopt the guidance in **Local transport Note 1/20 Cycle Infrastructure Guidance, DfT July 2020**

There are different purposes for cycling, Therefore the network will provide a variety of lit routes and connections.

Strategic cycle routes. [NDG1,2 : NMDC M2]

These provide dedicated and direct links as described above

Leisure cycle routes. [NDG1,2 : NMDC M2]

These routes run through open space and alongside the green /blue infrastructure network. They are traffic free and provide safe environments for cycling for all ages and abilities.



Shared surface village centre environments. [NDG1,2 : NMDC M2]

The area of the village centres must be designed to be shared between pedestrians and cyclists.

On-Street cycle routes. The network of Tertiary Streets provides a network of additional cycle routes along the residential streets, which are also safe for use by cyclists.

However not all cyclists will use the separate routes, and some will choose to use the main and secondary road network. Advice suggests that carriageway widths should be either below 3m or over 4.5m. Carriageways widths between 3m and 4.5m encourage drivers to overtake cyclists where there is not enough room to pass safely and cyclists can be squeezed by passing traffic. Carriageway widths below 3m encourage cyclists to take up the 'primary' position in the middle of the carriageway, making it more difficult for vehicles to overtake cyclists.

Walking [NDG1,2 : NMDC M2]

Streets and paths must connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe, and convenient. As with cycling discussed above the aim is to ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services). A reasonable walking distance is 650 metres-average (18-20 mins) via safe pedestrian routes measured by the route. **The five core principles (Coherent, Direct, Safe, Comfortable and Attractive) will inform the walking network** ensuring it is inclusive and accessible for all ages and capabilities. The routes must feel direct, logical and understandable by all road users.

- Everyone should be able to cross the road safely, directly, and without delay. Safe and convenient pedestrian and cycle crossings must be provided at regular intervals including informal and formal provision. Any signalised crossings should allow for appropriate crossing times and uncontrolled crossings main and secondary roads will be pinched to create short crossing widths.
- There will be places to sit, space to chat or play within the street.
- Pavements and cycleways will continue across side streets.
- Private drives which frustrate pedestrian and cycle movement will be discouraged.

Public Space [NDG P 1-3 : NMDC P 1-3]

Public spaces are streets, squares, and other spaces open to all and the quality of the spaces between buildings is as important as the buildings themselves. Greater Faverdale GV will include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.

There will be a hierarchy of formal and informal spaces that range from large and strategic to small and local spaces, including parks, squares, greens, and pocket parks. They will feel safe, secure, and attractive for adjacent residents and users. They will have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.

All streets and routes will pass in front of people’s homes rather than to the back of them – creating a well overlooked public realm. In areas where the design of shared space removes or reduces the distinction between the pavement and carriageway the needs of people with disabilities particularly visually impairment will be addressed.

Orientation/Wayfinding [NDG I, B : NMDC I1]

Greater Faverdale will be designed for legibility. It will be easy to find your way around with a simple connected street pattern, with streets that are straight and as direct as possible. Designers will consider **what you will actually see** and experience walking along the streets and frame views or features on or beyond a site. Street types, buildings typologies, building to street relationships, spaces, non-residential uses, landscape, water, boundary treatments and other legible features will be used to help people create a ‘mental map’ of a place. Street and space character will be varied to help people find their way around. Those with visual, mobility or other limitations will benefit from the provision of navigable features



Landscape Nature & Open Space [NDG N1-3 : NMDC N1-3]

Creating a Critical Landscape Structure

- The Environment Bill (2021) and the adopted Darlington Local Plan (2022) introduce mandatory requirements for Biodiversity Net Gain in the planning system, to ensure that new developments enhance biodiversity and create new green spaces for local communities to enjoy. Developers must therefore find new mechanisms to ensure successful completion of net gain requirements, which means placing greater priority on the landscape structure of new developments.
- It will also be important to communicate these measures to all parts of the design and delivery chain including contractors on the ground, and in particular to new residents to ensure good levels of acceptance of natural landscapes, and to increase the chances of long term sustainable improvement in biodiversity.
- The best elements of existing landscape and ecological features should be integrated into a well- designed strategic green infrastructure. It is all too common for early good intentions to become diluted over the lifetime of bringing a development to fruition, therefore It is suggested that developers treat this green framework from the outset as a critical landscape structure that will form a key parameter to development.
- Because the Greater Faverdale (Burtree Garden Village) site is old farmland, the baseline landscape and ecological context includes a range of important elements such as veteran trees, old hedges and ecological features It is essential that the best and most important of these features are identified, agreed, captured accurately in the correct locations on the masterplan with any required buffer strips, and preserved through the life of the scheme from concept design to completion on site.
- The mature landscape and ecological features retained within the critical landscape structure should be treated as an asset not a constraint, providing maturity, diversity and immediate stature and bringing highly desirable leafy character to the development.
- All developers must demonstrate how biodiversity net gain will be achieved and explain how this is to be delivered through the design of a critical landscape structure

- **All developers must be able to evidence that the critical landscape structure has been retained in the scheme design at each gateway stage from concept to completion, both spatially and through site levels.**
- The **critical landscape structure** must be further broken down into distinct landscape and ecological typologies. There is flexibility on precisely how this is achieved, but it should be rooted in the principles in section Site-Wide Landscape Character.
 - Water management to be designed at an early stage to ensure a sustainable and successful approach to site drainage integrated into Blue Green Infrastructure.
 - New attenuation ponds and swale features designed also to include an element of permanent water for aesthetic function, and with gently shelved margins capable of supporting marginal species to improve biodiversity.
 - Overhead utility corridor can provide an opportunity for connectivity, creative design, green links and long vistas joined to other open spaces to break up linearity.
 - Design of surrounding housing to provide natural surveillance by fronting onto open spaces and service corridors where possible,

‘Landscape-Led’ Design [NDG N1-3 : NMDC N1-3]

‘Landscape-led’ is a term too often used without foundation and commitment.

Landscape proposals for Greater Faverdale to become a Garden Village, in order to be accepted as genuinely ‘landscape led’, must be evidenced to be rooted in the landscape character and ecology of the site, informing a layout and levels strategy that slots into this old farmland landscape, preserving as many of the old field boundaries, mature trees and ecologically sensitive areas as possible by identifying and protecting a mandatory landscape structure.

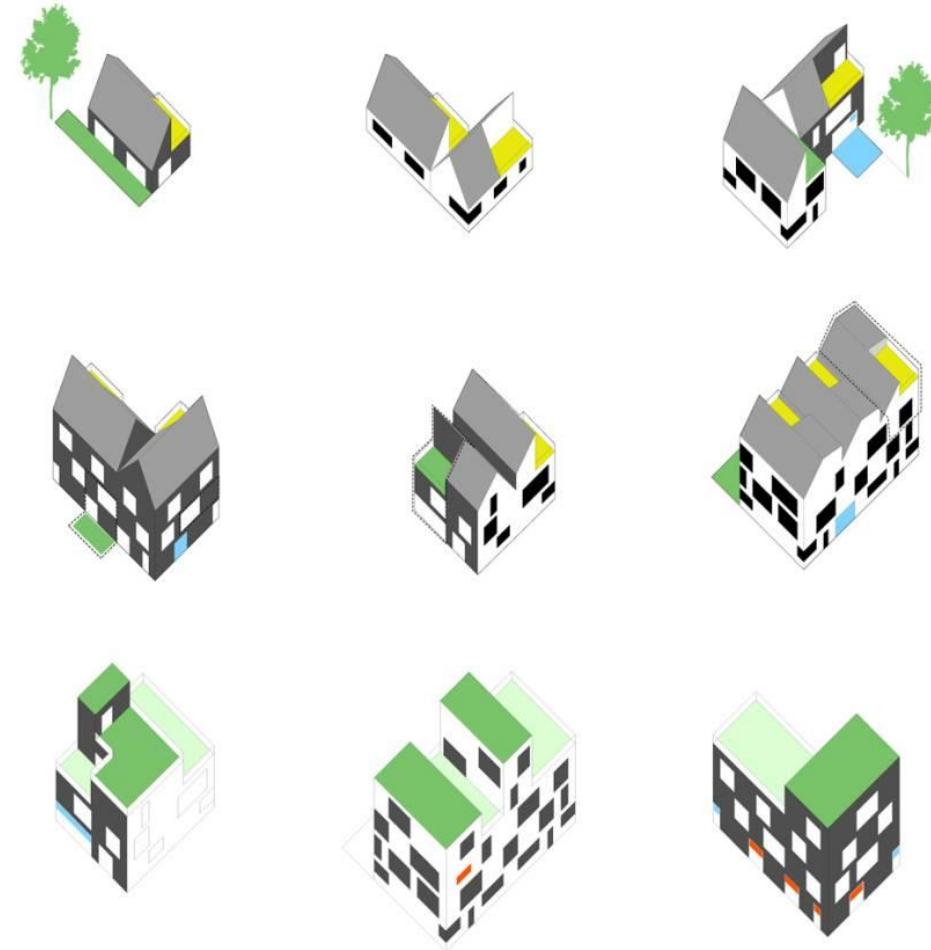
- **Developers must demonstrate an understanding of the landscape character and ecology baseline, and to use surveys and professional advice from ecologists, arborists and landscape architects to inform their design proposals.**



Homes & Buildings [NDG H1,2 : NMDC H1,2]

Key Principle: The design of the buildings must be contextual and take influence from the local vernacular represented in a contemporary way. Building on the past and combining this with current best practice and sustainable architecture.

- The aspiration for this scheme is to be exemplar from its inception. This is laudable and should be encouraged, however this ambition can be watered down during the design, procurement and building process and it is important the principles of the scheme as being exemplar is engrained into project and all involved have this collective buy. Objectives and quantifiable exemplar outcomes are to be identify early on and assessed throughout the process in order for the aspirations to become reality.
- Existing buildings on site are to be retained and utilised as much as possible. Even if it is more cost effective to demolish the existing buildings, they help bring heritage and context to the overall development and as such be seen as a positive constraint. The mix of commercial and housing is to be justified and should help to bring a sustainable and locally focused development. Retail, leisure and food offer are to be positioned where one would intuitively expect these to be – central to the village.
- The detailed design code should include all buildings new and old and all uses, not just residential. This will help to retain the quality of the whole garden village and help provide a holistic approach to the architecture and create a more sustainable scheme.
- The homes and buildings are to consider the existing features and topology of the site and have design solutions that work with the existing constraints and not use standard house types that require the flattening of the site.
- Scale is important to consider and should be determined by the context, spatial hierarchy and building type. Scale should be used to create attractive places using variations, landmarks, and creating a strong sense of enclosure around public spaces. The scheme will need to demonstrate that massing and scale have been carefully considered in terms of how the character areas, blocks and streets are viewed and experienced by foot.



BUILDING TYPOLOGIES

- Buildings should be used as wayfinding, to frame views, and aid in the legibility of the development. Serial vision (the concept pioneered by Gordon Cullen, 1961) is to be used – the streetscape is to be experienced as a series of revelations, with delight and interest being stimulated by contrasts. This experience is to be designed from the perspective of the pedestrian rather than the car driver.
- Corner buildings should have elevations that face the ‘street’ on both sides. These are to be considered primary facades and active frontages are to be used. The house is to actively turn the corner with the use of entrances, windows and architectural cues to create a welcoming frontage. Contrived or pastiche architectural features are to be avoided. The corner buildings should be tailored to the context in which they sit making use of views, sightlines and how these fit in the Serial Vision.



Page 47

Good

Poor

Indifferent

Employment Areas [NDG U1 : NMDC U1]

The new employment areas within Greater Faverdale should be developed in a coordinated manner so that they are well connected, legible, provide amenity space for its workforce and visitors alike, and have a coherent character and layout in accordance with contemporary precedents. In particular the following is required:-

- The buildings are to be grouped into a defined development zone that ensures that where they front onto a street or amenity space they have an ‘enhanced frontage’ design. This would include elements of glazing, entrance features, office ‘pods’ or a change in material specification. All other elevations to have a consistent standard construction treatment.
- In addition, the employment sites will provide a focal shared space for all related units in order to create a defined amenity area for employees.
- The creation of a coordinated ‘branding style’ of units within a defined development parcel will also help create a discernible character and identity. This would focus on the material specification, colour palette and form of units.
- The employment sites will have a landscape buffer around their perimeter to provide tree planting for screening and habitat creation.

- Safe and convenient pedestrian and cycle links are to be incorporated into employment sites through segregated routes with only minimal use of on-street cycle lanes where it is unavoidable.
- Employment sites must fully utilise sustainable design, promoting energy efficient buildings, green energy from PV's and localised wind turbines.
- In addition, these employments areas will attenuate as much surface water run off within the site through swales and balancing ponds. Such features are to be designed into the site so that they can be accessible for the amenity of employees as well as being part of the wider green infrastructure network, so they provide habitat value. Grey water harvesting and recycling is to be prioritised.
- The boundary treatment of each building are to be carefully considered to ensure that whilst meeting the necessary security and safety needs of each business this is compatible with the wider landscape and street setting of the employment area.
- Wherever possible the employment areas are to have a more open parkland character with boundary treatments avoided to the front of units together with the use of more informal measures to deter vehicular access such as knee rails; feature low walling; and tree planting. Service yards are to be secured with boundary treatment linking between and behind the main building line of the frontage units.
- There is an opportunity to bring forward a co-ordinated branding of the main employment areas within Greater Faverdale that are considered as part of a wider celebration of the rich industrial heritage of Darlington

It is acknowledged that these high-quality ambitions will evolve and change over time which will be reflected in updated detailed design quality code requirements.

Resources & Lifespan

Resources: [NDG R1-3 : NMDC R1,2]

Well-designed homes and buildings:

- provide good quality internal and external environments for their users, promoting health and well-being.
- relate positively to the private, shared, and public spaces around them, contributing to social interaction and inclusion; and
- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.
- Sources of renewable power can help us manage our future energy needs, and they can be easily availed of in many types of development. When introducing renewable energy generation into a design scheme, a number of key points need to be considered, including emissions, energy security, preservation, ecology, longevity and climate. Therefore, sustainable design requires a careful and context-appropriate choice of renewable energy systems, including wind power, biomass, solar PV or water heating, geothermal power, hydroelectric power and wave or tidal power schemes. However, a practical approach should be taken towards any renewable scheme. Choosing appropriate renewable energy sources for a scheme is key to the efficiency and viability of the system. Considerations should include economies of scale, payback time, green tariffs, lifecycle, local climate, reliability, complexity, usability, efficiency, infrastructure, location and cost.

Well-designed places:

- have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water;
- are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste;
- use materials and adopt technologies to minimise their environmental impact.

Consider how buildings and spaces can be designed to take account of prevailing and forecast environmental conditions. temperature extremes in summer and winter, increased flood risk, and more intense weather events such as rainstorms.

Aspects to be considered include:

- the layout and aspect of internal spaces;
- insulation of the external envelope and thermal mass;
- management of solar gain; and
- natural ventilation.

Following the **energy hierarchy**: the sequence should be:

- reducing the need for energy.
- ensuring energy efficiency.
- maximising the potential for energy supply from decentralised, low carbon and renewable energy sources,
- and when all else is not possible - efficiently using fossil fuels from clean technologies.

There is an opportunity here to underground the electricity transmission lines which traverse the site. Whilst the undergrounding will not necessarily eliminate or substantially reduce the width of the wayleave, the elimination of the visual intrusion would be a significant benefit to the site development and can be seen as a strategic intervention as part of the development enabling works.

Lifespan: made to last [NDG L1-3 : NMDC L1]

Well-designed places, buildings and spaces are:

- designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages;
- robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully; That means thinking about these issues as part of the design process, not as an afterthought.
- We also need to consider how major long-term maintenance tasks, such as the replacement of cladding, will be managed (or whether they can be avoided).
- adaptable to their users' changing needs and evolving technologies; and

- well-managed and maintained by their users, owners, landlords and public agencies.
- We want places to last so we do not have to redevelop them within a short time period with all the physical, economic and social disruption that involves.
- The construction process and servicing of building is responsible for 50% of the UK total carbon emissions currently thought responsible for global warming. Energy efficiency over the entire life cycle of a building is the most important goal of sustainable architecture
- If we can plan to involve communities in the management and maintenance, there is more chance it will be successful
- There are different cycles of change – the use of a building is often the easiest thing to change. That can happen more easily and more often. A good example is the slightly larger nineteenth century houses often found just on the edge of town and city centre. [picture left not from the Guide] Probably originally built as family houses for the better off – they are capable of providing offices for professionals such as accountants and solicitors, sometimes they are converted into bed-sits or flats and can often end up becoming gentrified and returning to their original use. These buildings allow the town centre (the central business district) to expand and contract without the need for massive redevelopment.
- Utilizing a sustainable design philosophy encourages decisions at each phase of the design process that will reduce negative impacts on the environment and the health of the occupants, without compromising the bottom line. It is an integrated, holistic approach that encourages compromise and tradeoffs. Such an integrated approach positively impacts all phases of a building's lifecycle, including design, construction, operation and decommissioning.

Implementation: Phasing; Delivery; Social Value

How will social value be secured at all stages of the project lifecycle from inception to and including subsequent occupation and management? 'Social Value' can be described as "anything we do to make a positive impact over and above the requirements of the contract", this includes the wider financial and non-financial impacts of projects including the wellbeing of individuals and communities, social capital and the environment.

Legacy.

Creating long-term maintenance and management arrangements is vital. The Garden Communities toolkit provides important guidance about making provision at an early stage in the planning process for ensuring that a garden community's assets are properly maintained and managed for the benefit of the community and this and any successor provision(s) and good practice must be utilised.



3.0 Character Areas

3.1 Introduction

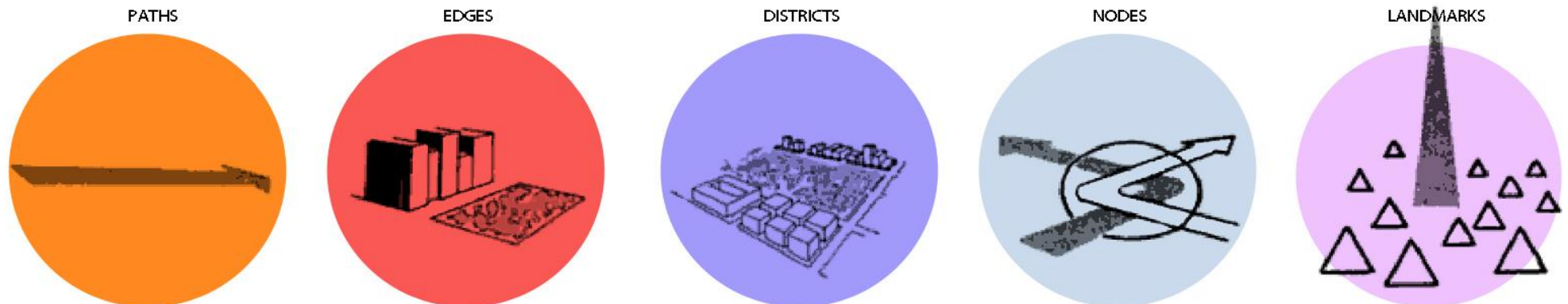
Identifying and providing distinct character areas with the new garden village is an important part of creating an easily understood place for residents and visitors alike to use.

The creation of memorable and different character areas within the site also contributes to a sense of wellbeing by reinforcing a feeling of belonging to a recognisable local place. Additionally, it provides variety in the spatial transitions between the interlinking streets and public spaces that together are the basis of how we perceive our local environments when moving through them during our daily activities.

Apply the principles of Kevin Lynch (Image of the City) to the overall development: paths, nodes, districts, edges, landmarks, plus additionally gateways. There are important urban design tools that help us create and define these special character areas. These include the recommended approaches of 'Lynchian Analysis' - pioneered by the influential American urban planner Kevin Lynch notably in his book 'The Image of the City' - with its focus on identifying paths, nodes, districts, edges, landmarks, plus additionally gateways. Also, the celebrated British urban designer Gordon Cullen whose book 'Townscape' highlighted the way our local environment is structured in terms of the built form and the external spaces in between.

Define a coherent design strategy for the area as a whole.

Consider all buildings as important elements and ensure that they work as a whole, in terms of alignment, massing and architectural approach.



.... plus "Gateways".

Character Areas
Indicative only.

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Character Areas

The site is divided into character areas which will be required to show distinctiveness and functions such as amenity and recreation, in order to develop a legible and coherent overarching landscape matrix for Greater Faverdale Garden Village an easily accessible and coordinated design code will be required for the various development teams particularly on infrastructure linking and gateway elements.

Within an overarching landscape matrix for Greater Faverdale Garden Village, the landscape and open spaces and their edges will be considered within the following site areas which will be required to develop within the following character considerations:

- A. Wider Settlement Character
- B. Site boundary interfaces and Gateway points

- CA1 Faverdale North Extension
- CA2 Whessoe Grange North
- CA3 Whessoe Grange Park
- CA4 Whessoe Grange West
- CA5 Burtree Dene Beck
- CA6 Burtree Lane
- CA7 High Faverdale

Structure & Role of this Chapter

The intention is to provide a strategic overview of the character areas that will provide the defining identity for the garden village based on evident existing features notably the local landscape; overlapping geographic areas to enable orientation; together with the existing groups of farm buildings.

Each of the 7 **identified character areas** will highlight the principal existing features that contribute to the essential structure of the respective areas that will help provide a distinct sense of place enhanced and further shaped by the new streets, development groups and public landscape spaces.

3.2 Wider Settlement Character [NDG C1,2 : NMDC C1,2]

Darlington as a town has a number of distinctive character traits, perhaps visually most noticeable being the large number of towers and spires in the town centre, and also its leafy character due to a mature tree canopy seen in large parts of the town particularly the older residential parts.

Greater Faverdale, while destined to have its own garden village character, should also bear some relationship to Darlington. Old English villages are often seen to have a church spire set on elevated ground or surrounded by open space, a useful device in terms of character, navigation and legibility.

- Developers should aim to achieve a leafy character and consider use of a spire/ tower

3.3 Site Boundary Interfaces and Gateway Points

Northern Boundary

Burtree Lane along the northern site boundary has a semi-rural character, being a relatively narrow winding road without footpaths, and lined with farmland and hedgerows. This road will form the new interface between Greater Faverdale as a new garden village/ Darlington and the open countryside to the north of the site and will also provide the new main point of access to the site into the Whessoe Grange North; Burtree Dene Beck and Whessoe Grange East character areas.

- Minimise urbanisation of Burtree Lane
- Retain the country lane character as far as possible with deep planted buffers and hedgerow retention and treat the northern entry points as the arrival to a rural village

Southern Boundary

Rotary Way forms the current northern limit to the Faverdale area of Darlington and has a semi urban character, the road being wider and straighter with a footway on one side, substantial housing areas to the south of the road largely hidden by tree belts, and the very large Argos depot which lies along part of the eastern site boundary screened by a deep belt of maturing buffer woodland.

- Provide a distinctive southern gateway arrival with houses fronting on.

Western Boundary

The western site boundary is bounded by the A68 to the southwest which is dualled at this location, and further north west has a boundary with the A1 (M). There are some open views into the site from the A68, and long-distance views over the site and open countryside beyond from the A1(M) on the approach to the Darlington A68 Turning.

- Consider the journey to Darlington and range of visual experiences from the A1(M) and A68 as the driver passes the whole road segment parallel to Darlington
- Consider the site appearance from the A68 and A1(M) and loss of views
- Carefully consider the design of acoustic measures and buffer treatments from the A1(M) perspective
- The western boundary with the A1 Motorway is an opportunity for a creative design response. The motorway is largely level with the site therefore acoustic solutions are needed but these should not be constructed as engineered bunds as this would not only create a negative visual impact but would be a missed opportunity for a positive landscape feature. Any acoustic bund should be designed using organic shapes and planted to form a strong linear green edge to the development.
- Consider views from the Greater Faverdale new garden village outwards towards moving vehicles.

Eastern Boundary

The eastern boundary has an interface with the Bishop Line/Tees Valley Rail Line which runs parallel to Whessoe Road. There are long views over the site and the countryside beyond from both the rail line and Whessoe Road.

- The visual interface with both Whessoe Road and also vehicles travelling west towards the site from Burtree Lane should be carefully handled to minimise negative visual impacts and to give the development a village edge rather than a simplistic buffer as would be found around an industrial development.

3.4 (Character Area) CA 1 - 'Faverdale North Extension'

- This will be part of the first phase of development and must set the quality benchmark for the garden Village as a whole.
- The access into the Garden Village from Rotary Way and therefore the first views up the new North-South Village Street must shout out that this is somewhere different. A new place where quality is evident in buildings and landscape, where pedestrians and cyclists are seen as more important than vehicles and the health and well-being of its communities is important.
- It must embed the qualities and principles of Garden Communities and Building for a Healthy Life in a way that demonstrates a distinctive local identity, a rich mix of high-quality homes accessible, and good quality and blue and green infrastructure.
- The residential areas will be compact and permeable,
- A well- connected street and path networks will provide opportunities for these to be extended into future adjacent character areas.
- Initially this area is likely to have a greater dependence on facilities and services outwith the masterplan and it is essential that safe and direct walking and cycling links are available to encourage active travel behaviour from the outset.
- The employment zone must face inwards towards the Village and connect both visually and physically. The buildings must complement the quality of the residential development .The opportunity presented by the greenspace to the west of the employment area to have high quality commercial development in a parkland setting must be taken. Whilst vehicular access will be from Rotary Way pedestrian and cycle access routes into the village must be provided on the north and west sides.
- This area offers several key opportunities to create and strengthen Green/ blue infrastructure. In particular the Central North South Green Corridor must be established at the earliest stage in the site's development. . The southern section of the existing woodland belt will be integrated with the streets and the opportunity to provide a footway/cycleway access to (and safe crossing of) Rotary Way at this point must be investigated. Similarly the early development of green and blue infrastructure proposals along with the North South Street (see below) will shape the garden village SuDS (Sustainable Urban Drainage Systems) strategy.
- `Play on the Way` features will be provided on pedestrian and cycle routes to the new primary school to encourage active travel.
- The proposals for the initial stages of development -relating to the North-South Village Street - must relate to the SuDS strategy for the GV as a whole. The highway drainage arrangements will be a key theme which shapes the form of the SuDS.

3.5 CA 2 - 'Whessoe Grange North'

- **Functional character**
 - This is the principal entry to the site from the north and the space the highway, footpaths and related landscaping occupies should be generously proportioned.
 - The route leads to the core of the village which should be recognisably the heart of the greater development.
- **Development Character**
 - Keep gaps in the building line a minimum (approximately under 80% of frontage) – the aim is to create as continuous a building frontage as possible, to contrast effectively with less continuous frontages in other parts of the character area.
 - Properties in the character area should avoid turning their backs towards the primary access route.
 - Ensure the focal point space at the heart of the character area has a visually strong and robust development backdrop to signify its importance. Tree planting with the canopy beyond 2m high will allow views into this space. Low level planting which obscures the view of the site from the northern approach should be avoided. Slightly more urban feel than the rest of the development.
 - Build-up development density on units facing the main street .
- **Street typology**
 - Primary purpose is as a route into/out of the greater development carrying through traffic and being the main distributor route off which all access to development parcels is gained. Effectively functioning as 'Main Street'
 - Development parcels should not "back-on" to the route
 - Orientation markers on way out from core – to give confidence to the traveller
- **Public realm**
 - Strong public realm character & designs
 - Sets the scene for quality for the remainder of the Greater Faverdale site
 - Entry markers/signifiers should be incorporated to confirm arrival to the core of the garden village site and
 - Signifier that you have arrived at the village "centre"
 - Street furniture design choice should emphasise this is the core, though the materials and fonts being less rural in character.
- **Landscape character**
 - Opportunity of a high-quality tree lined linear space, potentially with the n/s footpaths setback from the carriageway by a planting margin.
 - Opportunity to boulevard – bold tree planting leading the eye to the focal point village green – drawing on other local village precedents.
 - Make it a positive space with bold, definitive, potentially formal hard & soft landscape statements.
 - Build-up of scale in spaces and buildings with housing fronting onto the space.

3.6 CA 3 - 'Whessoe Grange Park'

- Landscape and Infrastructure Requirements
- Sub-divide Whessoe Grange Park located at the heart of the new garden village into sub character areas for example:
 - Park gateways and connections
 - Tranquil/ Natural/ ecology/ponds
 - Active/ managed/ semi ornamental/play/sport
 - Whessoe Wood
 - Open Green Space with Veteran Trees
 - Medieval Village
 - Blue green infrastructure in accordance with the site-wide mandatory landscape structure strategy
- Deliver legible links and connections for example to:
 - All parts of Greater Faverdale new garden village
 - The Argos site
 - The Dene Beck PROW
 - The PROW bridleway to the north east
 - The Whessoeville PROW to the north
 - Links to the cycleway network
- Retain, protect and correctly manage the Greater Crested Newt breeding pond and its surrounding terrestrial habitat in accordance with ecology advice and in liaison with SuDS engineers to ensure water source/ discharge is not altered
- Provide interpretation and play opportunities for children linked to items of local interest such as the Darlington Greater Crested Newts and Whessoe Medieval Village
- Provide an events area suitable to host a variety of events including larger functions
- Provide well-placed robust and rustic street seating and picnic benches in keeping with the natural setting
- Provide a separate and signed 'dog off lead' space in a relaxed natural setting where people and ecology disturbance can be avoided

3.7 CA 4 - 'Burtree Dene Beck '

- This area is broadly defined by the perimeter boundaries of the West Auckland Road (A68) and the A1(M); together with the adjacent character areas of Burtree Lane; Faverdale North; High Faverdale; and Whessoe Grange North.
- The principal existing landscape feature is the treed Dene Beck watercourse running north-south through the character area with a patchwork of fields with hedged enclosures radiating out east and west from the stream.
- The Dene Beck also coincides with a public right of way (PROW) footpath running from the Burtree Lane character area to the Faverdale North character area which will provide key viewpoints looking out within the Burtree Dene Beck character area.

- The relationship to the motorway and main trunk road on the west side provides an opportunity for a new strong landscape screening edge to the character area which can also promote a neighbouring lower density residential typology. This can also include promoting self-build plots with larger gardens which in turn will create a more varied streetscape for this part of the garden village.
- It is worth noting that at present the motorway is effectively at the same level as the site so any related effective noise mitigation strategy must include a distinctive edge treatment. Only a short stretch of the slip road to the A68 interchange is at a lower level than the site. There is also a requirement for the provision of formal community allotment space within the garden village and this would also be an appropriate further buffer next to the motorway.
- The existing Bottom House and Holly House farm group buildings provide ‘fixes’ to develop the immediate local character at the western edge and also as examples of traditional building typologies that can influence the emerging built form of this part of the new garden village.
- In relation to the neighbouring Burtree Lane character area to the north it is important that Burtree Dene Beck positively addresses this orientation facing towards the rural landscape beyond the present lane. This north west corner of the site will be the first impression when approaching from the west under the motorway and is required to provide a strong building edge to highlight the garden village’s relationship with its rural hinterland to the north.
- The new eastern edge of this character area where it meets the Whessoe Grange North character area will respond by increasing in density towards the street interface of these two areas in order to provide a clear transition.

CA 5 - ' Whessoe Grange East

- This area is largely defined at the existing eastern edge by the Bishop Line - Bishop Auckland/Shildon to Darlington railway - and the southern treed screen planting of the adjacent Argos Faverdale distribution centre. It abuts the northern Burtree Lane character area and to the west are the prospective Whessoe Grange North character area and Whessoe Grange Park character area respectively.
- The most notable existing landscape feature is the central mature woodland adjacent to Whessoe Grange Farm with its farmhouse and related farm building group. There is also a known heritage asset here with a remnant of the former historic manor house.
- Further south running diagonally east – west across this character area is an overhead low voltage power line which is a prominent visual feature in this immediate locality although not a positive one which needs to be re-located underground throughout the garden village .
- The field pattern is largely intact with retained hedging although at a relatively large scale so not with a discernible finer grain at present.
- This together with the proximity to the existing railway line with the potential for a future new Garden Village station means that the provision of some employment land on the eastern part of this character area will require a different sub area character compared to the western residential parcels. In any case the larger scale field boundary towards the railway line lends itself to the proposed business uses.
- The retained Whessoe Grange farmhouse and related woodland will be the focus for a distinctive destination that provides local community facilities with related footpath and cycleway links to the wider garden village and also onwards to any prospective new station via the employment area as well as to the prospective new Darlington-Stockton Heritage Railway Walk route
- Similar to Burtree Dene Beck where this character area abuts the Whessoe Grange North character area it will respond by increasing in density towards the street interface of these two areas in order to provide a clear transition.
- For the other residential development sites within the Whessoe Grange East it is required that a distinctive building typology is established to make it legible as a place in its own right – effectively a new neighbourhood .

- The proposed location of employment land at the eastern side of the character area requires a new landscape feature to be established to act as a buffer between the new housing groups. At the points where housing and businesses are directly abutting each other a new mixed use spatial street typology needs to be established potentially drawing on similar traditional village relationships to make this a positive and distinctive feature of this part of the character area – for example by the use of alternatively procured housing like a co-operative self-build group or further self-build and or live work plots. Alternatively an additional allocation of allotments/community gardens would equally assist with the transition between residential and business activity.

3.9 CA 6 – ‘Burtree Lane’:

- The present Burtree Lane forming the northern edge of the proposed garden village retains much of its original character as literally a rural lane linking from east to west the Beaumont Hill Durham Road (A167) and onto the West Auckland Road (A68) providing access to the respect hamlets and farms on either side.
- As the town of Darlington expanded northwards in recent times it has increasingly been used as effectively a default vehicular by-pass but with none of the highway standards usually associated with such a function. Nevertheless, it presently has a national speed limit of 60m.p.h. whereas the A68 is restricted to 50 mph at its western junction with Burtree Lane.
- In the context of establishing the new garden village Burtree Lane will now effectively be literally the northern edge of Darlington separating this new urban place to the south - albeit conceived as a garden village - from the retained rural landscape to the north.
- In this context it is important that the Burtree Lane character area is not viewed solely as functioning as an upgraded main road highway albeit with a reduced speed limit.
- Instead it needs to perform as a visual transition from the garden village to its wider northern rural hinterland. Just as Burtree Lane as it enters Harrowgate Hill neighbourhood further to the east is restricted to 30 m.p.h. then for the entire length of the new garden village northern edge abutting the present lane this should also have a similar local maximum speed limit.
- This will ensure that much of the existing grass verge and hedged lane can be retained with a similar width carriageway as at present to maintain this pleasant rural character and provide a positive transition to the neighbouring new character areas of the garden village along the entirety of the lane.
- This requirement to maintain a positive rural character for the lane will have implications for the key north-south crossing points of the lane including the present PROW running by the Dene Beck; the existing accesses to the retained farms and related properties to the north; together with the prospective new cycle route envisaged to link northwards towards Newton Aycliffe – a potential key employment destination for some of the new residents.
- In addition, the new junctions into the garden village accessing into the adjacent Burtree Dene Beck; Whessoe Grange North; & Whessoe Grange East character areas respectively need to be conceived as genuinely public spaces for use by pedestrians, cyclists as well as local vehicular traffic.
- As Burtree Lane has no footpath on either side at present it is also a priority to establish new east - west pedestrian and cycle routes in relative proximity to the lane.

3.10 CA 7 - 'High Faverdale '

- The development of this character area will be informed by the existing features of the area both, natural and manmade.
- The existing landscape and topographical features of the site are to be retained, and the built form should respect this. For example, existing site levels will be adhered to and not flattened to fit standard building types. Hedging and existing boundaries are to be intertwined into the design. Likewise, the existing buildings on the site – notably High Faverdale Farm group - will provide focal points and be integral to the masterplan celebrating the old alongside the new. It is important that one can distinguish what is old and what is new and gives an honesty to the scheme.
- This southern gateway is to provide orientation and a sense of arrival. Visual cues such as landmarks, short and long views are to be used. The creation of an entrance 'village green' space and the buildings that front this must provide the uses that allow activity to this 'centre.' Cafés, shops and other public facing buildings will enliven this area and help in the sustainability of the overall scheme. Buildings should provide enclosure around the green to enhance the place making of the space.
- Throughout this character area the pedestrian and cyclist will be given priority. Parking is to be kept to a minimum to encourage sustainable travel. Parking in residential areas will be carefully considered so cars are not dominant in the street scape.
- An experiential 'story board' through the character area is encouraged and this should be from a pedestrian or cyclist perspective. This would include the approaches to this area from the adjacent character areas of Faverdale North Extension; Whessoe Grange North; and Whessoe Grange Park. This is a key area to the overall masterplan when approached from the south and its connection with its adjacent character areas are crucial to the success of the overall scheme and future phases.
- Communities are developed over time and it is important that the character of this area is not forced, and elements are allowed to flourish over time. The 'foundations' should be set out by the detailed design code and there should be an amount of flexibility within the masterplan to futureproof the scheme and allow it to grow organically. This flexibility would however need to have set parameters agreed in the design code in order to maintain the rigour of the scheme.
- The pioneering ethos of the original Garden Villages should be continued and brought into the 21st century. It is important that this starts with the first developments to come online and that these set the benchmark. Innovation should be encouraged and some development pockets within this area will be set aside for innovative and exemplar housing that pushes the boundaries in energy efficient, low/zero carbon usage and Modern Methods of Construction.
- The gateway can effectively be considered a village centre and therefore density of the street must take its cues from this. There are also needs to be a diversity in scale and form to add character and aid with place making.



Modern Methods of Construction

4.0 Detailed Design Quality Coding Checklist

Sustainable Design Principles [NDG R1-3 : NMDC R1,2]

- Sustainable design can be made unnecessarily complex – a simple approach to sustainable architecture will best help take the steps needed to preserve the planet now and for the future.
- Sustainable residential design should aim to future-proof homes and protect the planet while facilitating a good quality of life.
- Safety, simplicity, reliability, affordability and running costs all need to be considered when designing high-quality residential schemes.
- The integrated sustainability measures should be intuitive, logical and easy to run to maximise efficiency and benefits. Passive design and attention to context and materials are areas where substantial gains can be made in sustainability and energy efficiency without introducing unnecessary complexity. Finding the right balance of outdoor space, private space and shared space is also vital to the success of a residential project,
- Buildings and places need to adapt to the changing needs of users over time.
- There are different cycles of change – the use of a building is often the easiest thing to change. That can happen more easily and more often. A good example is the slightly larger nineteenth century houses often found just on the edge of town and city centres. Usually originally built as family houses for the better off – they are capable of providing offices for professionals such as accountants and solicitors, sometimes they are converted into bed-sits or flats and can often end up becoming gentrified and returning to their original use. These buildings allow the village centre to expand and contract without the need for large scale redevelopment.
- The 1970s mantra of “Loose Fit – Long Life – Low Energy” still has merit as a design principle. Robust flexible building fabric and structures, which can easily be reconfigured and absorb the least possible energy in the manufacture, construction and in-use phases throughout the building’s life.

Innovative take on the traditional terrace



Designing Good Buildings [NDG B1.2 H1,2 : NMDC B1 H1,2]

Design Approaches

Successful residential design can be aided by thoroughly understanding the distinctiveness of the local area. Using these studies to inform the design and can help develop high quality contemporary design grounded in the vernacular - giving both a sense of renewal and belonging.

Poorly executed pastiche version of the traditional are to be avoided as are a pick and mix of different architectural styles or periods

Form of buildings [NDG B1,2 : NMDC B1,2]

Well-crafted simple forms. Drawing from the vernacular of the area with contemporary interpretation. Form factor to be considered. The form, scale and layout are to contribute to the sense of place and help create a community feel. Ornamental add-ons should be avoided, and any 'addition' should be integral to the overall design, contributing to the character and distinctness of the place.



Building orientation – first principles [NDG R2 : NMDC R2]

The orientation and position of the dwelling within their site is crucial for place making but also for the first principles of sustainable design making the maximum of the South facing orientation for passive solar heating.

Internal layout. Space Standards [NDG H1,2 : NMDC H1,2]

The principles of the Garden City aimed to provide spacious and well-planned houses. This must be no different in its aims. To provide comfort, enhance standard of living and wellbeing all dwellings in the Garden village will have and exceed a minimum space standard. As a base level these will be in line current national space standards, and should those standards change, be updated to reflect the new national requirements. Internal volume is also important as well as floor area and the floor to ceiling height are to be a minimum of 2.4m but ideally 2.5/2.6m particularly on the principal floor.

At least 90% of homes are to meet building regulation M4(2), ‘accessible and adaptable dwellings’, and at least 10% of new housing will meet building regulation M4(3), ‘wheelchair user dwellings’. As a minimum, the new Garden village is to meet this benchmark.

The ability to work from home needs to be integral to the layout of all houses to enable flexibility and futureproofing for the occupants and promote a sustainable work/life balance.

Immediate External Space [NDG H1,2 : NMDC H1,2]

Consideration to be made for bin stores, bike stores, renewables such as Photo Voltaics (PVs), Air-source heat pumps (ASHP).

So often forgotten or considered too late in the design process are storage, waste, servicing and utilities. These areas are to be integral into the initial design and carefully considered for functionality but also to contribute to the house design and the wider street scene and not detract from it. Clutter is to be avoided on the façade and in the immediate external area of the house. Renewables such as ASHP and PV which have a valuable contribution to the sustainability and energy efficiency of the homes are not to appear to be an add on.



MMC

Materials and detailing [NDG B1,2 : NMDC B1,2]

Materials are to be carefully considered to work with the building form and the local area. These can be traditional or modern materials but will be a simple high-quality palette of materials that is well crafted.

Simple detailing is to be utilised with high quality materials. The embodied carbon is to be taken into consideration for material choice as well as its durability, appearance and maintenance strategy overtime. The junctions between materials are to be carefully considered and there will be a simple hierarchy. Simple forms will aid in this rather than a complex shape.

uPVC windows and doors are acknowledged to be environmentally damaging and their use discouraged. The Council does not wish to be proscriptive and would welcome a dialogue to discuss developers' proposals and justifications for materials choice. In principle, provided the proposals perform the same or better than the Council's standards then they should be acceptable. Timber cladding can be a great addition to a housing development however detailing, weathering and ventilation need to be carefully considered.

Daylight and windows [NDG H1 : NMDC H1,2]

To promote good daylighting and thereby improve quality of life and reduce the need for energy to light the home the following are to be a minimum. Average daylight factor of at least 2% for kitchens, average daylight factor of at least 1.5% in living rooms, dining rooms and study. At least 80% of the working plane in these rooms receives natural light. The daylight factor is a comparison of the natural light levels within a room and the natural light levels in an unshaded location outside and the working plane is a nominal surface positioned 0.85m above the floor. Further information on natural lighting can be found in BS 8206-2:2008 Lighting for Buildings – Part 2: Code of practice for daylighting.

Designing for Climate Resilience

All dwellings should strive to be substantially better than present building regulations. To only aim for current building regulations means that the dwellings are only just legally acceptable. This is not good enough for this aspirational development.

As a minimum the development will adhere to the RIBA Climate Challenge 2030 and the local Darlington Climate Emergency targets corresponding to the years 2025 and 2030 whilst also anticipating the prospective 2025 Future Homes and Buildings Standard.

To be truly exemplar as a Garden Village development it must strive to showcase the very best in design and also construction. Modern Methods of Construction (MMC) are to be used to aid in quality assurance and achieving consistent performance of the dwellings.

A percentage of the dwellings will additionally be showcasing Certified Passivhaus standards, the exemplar in low energy standards, with a larger percentage utilising the Low Energy PH standard which is easier to attain and a substantial step up from the present building regulations.

Checklist:

- Do the local character studies inform the design to create a sympathetic yet contemporary scheme?
- Is the building form and orientation driven by context both historical and environmental?
- Are Minimum Space Standards met?
- Has external spaces and storage been integrated into the design?
- Is there adequate daylight to habitable rooms?
- Is RIBA Climate Challenge 2030 & the 2025 Future Homes and Buildings Standard met?
- Have innovative construction techniques been implemented. MMC etc.?
- Have a mix of housing such as Self build, Custom Build been incorporated into the scheme?

Cycle Parking: Standards and Design Requirements [NDG M3 : NMDC M3]

To deliver the vision for Burtree as a place that actively encourages cycling and walking suitable cycle parking infrastructure must be provided to allow residents to own and conveniently use cycles for everyday journeys.

Cycle parking must be designed as an essential component of the development and located in both key public spaces, outside destinations, such as schools and within private residences. Visitor spaces must be provided separately.

At least storage for one cycle where it is as easy to access as the car.

Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops, rail station and other services and facilities.

Provide scooter and cycle parking at schools. Scooters can encourage younger children to get active on the way to school.

Vehicular Parking: Standards and design Requirements [NDG M3 : NMDC M3]

Remember encouraging active travel is not about preventing people from buying/owning cars and other vehicles. It's about usage. It is about creating the conditions to encourage short journeys to be made on foot or on bike within and beyond the boundary of the garden village.

The design must therefore anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking .



Parking within the new garden village will include private dedicated parking for residential homes, public parking spaces for visitors and shared parking for residents, employees, and visitors within village centres.

Poor

Good



The following parking restrictions apply to the street hierarchy:

- Main Village Streets: There will be no allocated parking, but in key locations a few clearly demarcated visitors parking spaces may be provided, where they do not negatively impact onto traffic flows. There will be no access to private parking areas, drives or garages.
- Secondary Village Streets: Direct access to private on plot parking areas, drives and garages are to be avoided. Where access drives are unavoidable, they must serve a number of properties and must not affect the continuity of tree planting and cycle way. Apart from this restriction, there may be some visitor non-dedicated parking, as well as on-street parking for residents; and
- Tertiary streets -In the residential areas car parking will be integrated into the street environment, convenient and provide a positive environment with generous landscaping to settle frontage parking in the street (e.g. providing green relief equivalent to one parking bay every 4-5 bays). Small and overlooked lit parking courtyards are only to be permitted where properties are in a courtyard and with ground floor habitable rooms. Garages will not be relied on for everyday car parking.

There will be active and passive Electric Vehicle Charging (see utilities)

The National Design Guide provides further helpful advice on achieving well designed streets and spaces that are not dominated by the private car and which are accessible by all.

Waste, Recycling & Utilities [NDG M3 : NMDC M3]

Well integrated refuse stores, recycling facilities, meter boxes, pipes, flues and vent must be considered early in the design process and integrated into the overall scheme.

High speed (Ultrafast gigabyte) broadband connectivity must be a feature of the development to encourage a 'live/work' balance. All homes must have access.

Electric Vehicle Charging points. Active: 20% charge point provision for residential parking bays Passive: 40% of parking bays Definition of "active" and "passive" provision of charge points: Active - A socket connected to the electrical supply system that vehicle owners can plug their vehicle into. Passive - The network of cables and power supply necessary so that at a future date a socket can be added easily.



Really?

Play and Youth Facilities - 'Active Play and Sports for All Ages' [NDG N1 P1-3 : NMDC N1 P1-3]

Consider how to use the natural landscape for play opportunities such as stepping-stones through shallow water, play in woodland areas (also link to the new Primary School)

Play areas and minor play interventions including creative and natural play solutions with high play value

Include micro play items with fun/ surprise elements such as discovery trails

Active/ sports solutions demonstrating clear focus on health and active lifestyles

Provide a relaxed area suitable for informal ball sports

Path and cycle network designed to be legible, safe and enticing to encourage active uses

Activities aimed at older residents including provision of sufficient seating to encourage less confident walkers

Teen provision including group seating in appropriate locations

Provide suitable spaces for boot camps, Tai Chi etc

Consider how to ensure non-threatening spaces for less confident users (for example skate parks are popular but some people can find them intimidating)

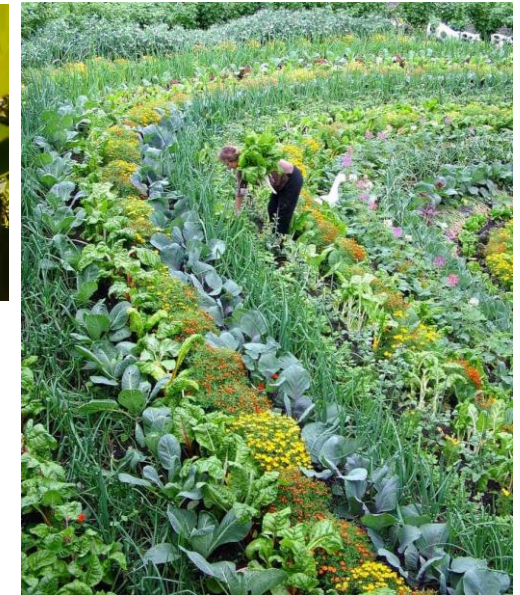
Hard Landscape

- Site Wide- Identify an appropriate hard landscape palette to achieve coherence and an appropriate design language for a garden village
- Consider appropriate feature materials for each character area, within an overall Greater Faverdale new garden village design matrix
- Avoid over-engineered or urbanised solutions at the northern boundary; with the new entrances designed to retain rural character
- Coordinate with arts provision to incorporate integrated and locally inspired art works
- Avoid overly engineered, urban or formal hard detailing not suitable for a Garden Village
- Provide accurate information on the following:

- Feature hard landscape areas (such as at gateways and key points)
- Signage strategy linked to active lifestyle network
- Coordinated seating and landscape furniture palette
- Lighting to be as minimal as possible and coordinated with ecology
- Creative interpretation solutions
- Coordinated and appropriate surfacing to a hierarchy of paths and recreational routes,
- Bridges, rocks to swales and SuDS ponds water features.

Soft Landscape & Bio-diversity Strategy [NDG N1-3 : NMDC N1-3]

- From an early stage develop a communications strategy, in consultation with sales and marketing departments from housebuilders, for informing residents what to expect with the provision and management of new natural habitats and the protection of existing trees, hedgerows and natural habitats such as newt ponds
- Provide creative interpretation solutions to inform residents about the wildlife and ecology they are sharing the site with
- Mandatory Landscape Structure to be rooted in the ecological principles for the site and to achieve net bio-diversity gain as advised in the NDG.
- Map on masterplan important ecological links and connections for example hedgerows used by bats as navigation routes
- Demonstrate creative and attractive ways to integrate biodiversity solutions
- Evidence that the masterplan is based on accurate locations of trees, hedgerow and ecological features identified for retention (and their buffer zones)
- Proposed tree sizes and locations to be shown with forest scale species identified
- System of checking to be evidenced to demonstrate approved planting has been installed correctly and retained planting correctly protected
- Species lists, sizes and densities to be provided for all typologies
- Long term landscape management arrangements to be considered from outset and enshrined
- Provide the precise location and arrangement of all landscape typologies including:
 - Vegetated swale corridors
 - Edible landscapes
 - Native marginal and emergent plants to Ponds
 - ecological protection/ enhancement areas,
 - Trees: existing, removed and proposed
 - Woodlands old and new (including safety for public access and management considerations)
 - Planted areas
 - Grasslands including amenity/ species rich/ wildflower meadows /newt habitat/ mown grass paths



Private Gardens and Edible landscapes [NDG H : NMDC H]

*'81% of English adults think that it's important that their future homes have quality private or shared gardens'.
Design Council: A Public Vision for the Home of 2030*

Historically, garden Villages provided access to open air and the chance to grow flowers, fruit and vegetables. The 2020 COVID-19 pandemic triggered a renewed interest in gardens and growing with increased value placed on private, semi-private and public spaces.

- Demonstrate awareness of health and wellbeing and access to healthy food within the new community and make provision for designated allotments space.
- Demonstrate how edible landscapes can be successfully delivered in gardens and community spaces at Greater Faverdale Garden Village
- Refer to guidance such as TCPA Guide 10 Edible Garden Cities
- Extract from TCPA Guide 10 Edible Garden Cities:
 - *Local food systems as part of a landscape-led approach*
 - *Local food systems are to form an integral part of a landscape-led masterplan or strategic framework, in which at least 50% of a new Garden City's total area will be allocated to green infrastructure (of which at least half is to be public), consisting of a network of multi-functional, well-managed, high-quality open spaces linked to the wider countryside.*
 - *This figure is deliberately ambitious but includes architectural green infrastructure elements such as green roofs and green walls. Where it is not possible or desirable to provide a private garden with each home, homes must have easy access to shared or community gardens.*



Allotments

Allotments [NDG H : NMDC H]

- Historically allotments date back as far as Anglo-Saxon times, but the plot system we recognise today started in the C19, when rapid industrialisation and poor public health forced measures to provide land for urban dwellers to grow fresh food. In 1908 the Small Holdings and Allotments Act came into force, and many subsequent Allotments Acts over time have continued to strengthen the legislation surrounding the provision and protection and rental arrangements of allotments.
- The concept of allotments sits well with the ethos of a Garden Village, with the recognition that locally grown produce triggers a range of benefits including health, well-being, education, relaxation and community.
- While theoretically Garden Villages provide garden space per home which would allow home based vegetable growing, not all residents wish to devote their garden space to produce. Allotments also provide excellent opportunities for development of community spirit which is critical to the successful growth of a new Garden Village. Participants are able to learn skills from each other, to hold annual competitions, and also to share and distribute surplus produce.
- Darlington has a good spread of allotments throughout the borough, both council and privately managed. There is a tradition of aiming to provide around 20 allotments per 1000 population and the typical size for a full plot is 250m², typically 25m x 10m however half plots are also popular. Non-standard arrangements can also work well where this is acceptable through local policy, for example community vegetable gardens using raised beds, placed next to community buildings or sometimes in schools.
- The location of allotments should be carefully considered to ensure good levels of natural surveillance, sunshine, water and ground conditions, and placing allotments at the heart of community activity
- Consider the appearance and design of the allotments, for example as attractive community gardens and associated orchards incorporating a central community hub space and well considered gateways and boundary treatments, also consider non- standard plot types or half plots, and whether to allow hens, bees etc through consultation with DBC and relevant stakeholders
- The developer's allotment strategy should be developed in consultation with Darlington Borough Council, to understand current demand, policy requirements and optimum models of sustainable management with an emphasis on local engagement and involvement

Principles for success:

- Secure capital and revenue funding through Section 106 agreements for the new communities.
- Consider how opportunities for green infrastructure funding can be used to fund local food-growing initiatives.
- Use business development funds for food-related businesses and co-operatives.
- Consider applying natural capital accounting processes to local food systems.

Precedents:

- Northstowe (Cambridgeshire):
The phase 2 development strategy for the 10,000 homes new town of Northstowe, created by Homes England, is centred around a Healthy Living and Youth & Play Strategy. A key requirement is the provision of fruit trees in private gardens and a community orchard, in a nod to the original Garden Cities. Housebuilders must also provide adequate depth and quality of soil within private garden areas to enable residents to grow fruit and vegetables. Community growing opportunities, such as fruiting espaliers on boundary walls, foraging food trails, herb walls, commercial roof terraces and communal courtyard areas, are to be included throughout. Furthermore, additional potential measures include market-stall spaces within the town centre square and retail floor space for a locally produced food outlet.

Farmland, Hedgerows and Trees Overview

The local farmland including the site, is a mixture of arable and pastoral land. Fields are relatively small, lined with old hedgerows and hedgerow trees and irregular in shape, very typical of old English farmland. These features increase the value and sensitivity of the landscape.

There are few substantial woodlands in this landscape character area, instead shelterbelts and farm woodlands are more common with the largest being around Whessoe Grange Farm and the buffer woodland around the Argos site, as well as semi-natural riparian woodland along the Dene Beck.

Hedgerows Requirements

Countryside hedgerows are protected by law, meaning you cannot remove them if they meet certain criteria set out in the Hedgerow Regulations 1997. Examples of the criteria are; being more than 20m long, set in land used for agriculture, at least 30 years old, and part of a field system that existed before 1845.

It is most likely that some of the hedgerows on the site will meet these criteria, therefore developers must assess the hedgerows against the criteria in the regulations using a suitably qualified professional, and develop a layout and levels design that minimise impacts upon hedgerows by slotting development cell plateaux into the field pattern.

Developers must evidence their hedgerow strategy, aimed at retaining and protecting and best examples of hedgerows within the mandatory landscape structure.

Veteran and Rare Trees Requirements

There are believed to be veteran trees on site, and also other mature trees including examples of rare species such as native black poplar. Ancient and veteran trees can be individual trees or groups of trees within wood pastures, historic parkland, hedgerows, orchards, parks or other areas. They are often found outside ancient woodlands. They are irreplaceable habitats. Decisions on any removals of veteran trees must be made in accordance with paragraph 180C of the NPPF. By law planning permission is to be refused if the development will result in the loss or deterioration of veteran trees unless there are wholly exceptional reasons or there is a suitable compensation strategy in place. Developers, in addition to standard tree survey and impact assessment, must evidence how they have assessed potential veteran and rare trees using recognised assessment criteria for veteran trees by a suitably qualified and experienced arborist, and evidence how they are retaining and protecting any veteran and rare trees within the mandatory landscape structure. This will inform the development layout, which require that the design of village greens and landscape spaces will be done in such a way as to celebrate and visually capitalise upon trees of suitable stature and good health, placing them to form vista end stops and focal points if appropriate.

Topography, Geology and Soils

The topography is undulating, in a series of broadly east-west oriented shallow valleys and low rounded ridges. The underlying geology is Magnesian Limestone, but this is overlain by glacial till resulting in clay loam soils.

Soils Strategy Requirement

‘Soil is a combination of minerals, organic matter, air, water and living organisms. We need it to sustain life. But our soils are degrading at an alarming rate. We have taken soil for granted and now one-third of the world’s arable soils are degraded. The situation becomes even more urgent when we consider that it can take a thousand years for just one centimetre of topsoil to form’. Soil Association 2020

There is currently a very poor culture of managing soils in the construction industry, allowing delicate topsoils to be crushed and damaged almost beyond use. Tracking by vehicles, dumping of heavy objects and working the soils while wet are all common problems resulting in very poor outcomes in planting schemes, with high quality plants unable to survive in wet compacted clays. Soils in the Whessoe and Dene Beck area are typically loamy or clayey, seasonally wet, and slightly acid but base-rich, consequently they are highly vulnerable to damage caused by poor handling and storage.

Greater Faverdale new garden village is set in an existing landscape of old farmland with intact topsoils that have developed over hundreds of years. This is a precious resource that must be carefully preserved and re-used on site.

Developers will be required to evidence their Soils Handling and Levels Strategy to inform the design of the site layout to minimise impacts upon levels, and to manage their sites through to completion to ensure that that they will strip, handle, store and spread the site-won topsoils correctly.

Hydrology and Blue-Green Infrastructure Requirements [NDG N1,2 : NMDC N1,2]

The main watercourse in this landscape character area is the Dene Beck, which is a key landscape character feature of the Greater Faverdale site, meandering north-south through the western part of the character area named after this feature - Burtree Dene Beck - and with a PROW footpath running alongside for much of its length.

Typically, drainage ditches within the local farmland can be found linking to the Dene Beck however some areas remain poorly drained with areas of marsh and carr remain in low-lying areas, probably due to the clayey soils. Ponds and wet areas that have established on site are a valuable element in the site ecology and must to be retained and protected within the mandatory site wide landscape structure and reflected in the site-wide drainage and storage proposals.

Developers will be required to evidence a fully integrated design approach to the blue-green strategy for the site including permanent water and swales, and to capitalize in the design proposals how the Dene Beck can offer a visual and recreational resource, linked to the PROW network.

Avoid cavernous bowl-like engineered SuDS ponds with steep sides

Allow suitable planting within the SuDS ponds

Use micro pools and low-flow channels as design opportunities for example with rocks, gravels and planting

Avoid concrete 'off the peg' outfalls with steel rails. Instead provide bespoke outfalls using gabions, rocks, etc.



Integrating Public Art [NDG P1-3 : NMDC P1-3]

Arguably there are 2 ways to successfully deal with public art within a development such as Greater Faverdale Garden Village:

- The stand-alone “signature” piece, and
- The integrated art option which entwines the work(s) of art into the fabric of the development.

The “signature” artwork can, in itself, define a development and/or raise its profile (e.g. The Angel of the North). Tall artworks can be a draw in their own right, and also double as orientation and wayfinding elements of urban fabric for the development. (e.g. exemplified by the works of Cesar Manrique throughout the Lanzarote highway network – most major junctions have a distinctive, tall artwork.)

The integrated artwork option allows for the art to be discovered in an incidental manner to reinforce the local character of an area, and enriches the experience of residents and visitors, as well as encouraging exploration of an area on foot.

Consider:

- What might be the most appropriate mix of art commissions to suit this long-term development.
- Consider appointing an artist or arts manager for the duration of the project, to develop an arts and artist procurement plan.
- Strategic partners are to take the lead and consider the potential of “signature” art.
- Encourage the developers of land parcels to adopt and deliver the arts strategy.
- Consider “localising” the relevance of the public art e.g. reflecting or being prompted by or responding to the railway heritage of the site.



Lighting Strategy [NDG M1-3, P2 : NMDC M1-3, P2]

The lighting strategy supports the project aspirations for a contemporary exemplar of sustainable living, while being responsive to the surrounding environment.

All lighting must be designed to minimise energy consumption and avoid light pollution using high quality efficient lighting systems.

The design of lighting on adoptable public highway must comply with the specifications of the Council’s adoptable standards.

Lighting must avoid adverse effects on existing and future ecological habitat areas.

Pedestrian and cycle routes must be lit to enable use at all times of the day.

Surface Water Drainage & SUDS [NDG N2 : NMDC N2]

Must be future proofed – designed to be resilient, allows for changing demographics, future growth, and the impacts of climate change including flood risk. The design process will research and respond to how water flows and nature moves across the site and the wider surroundings. The design must ensure that creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature.

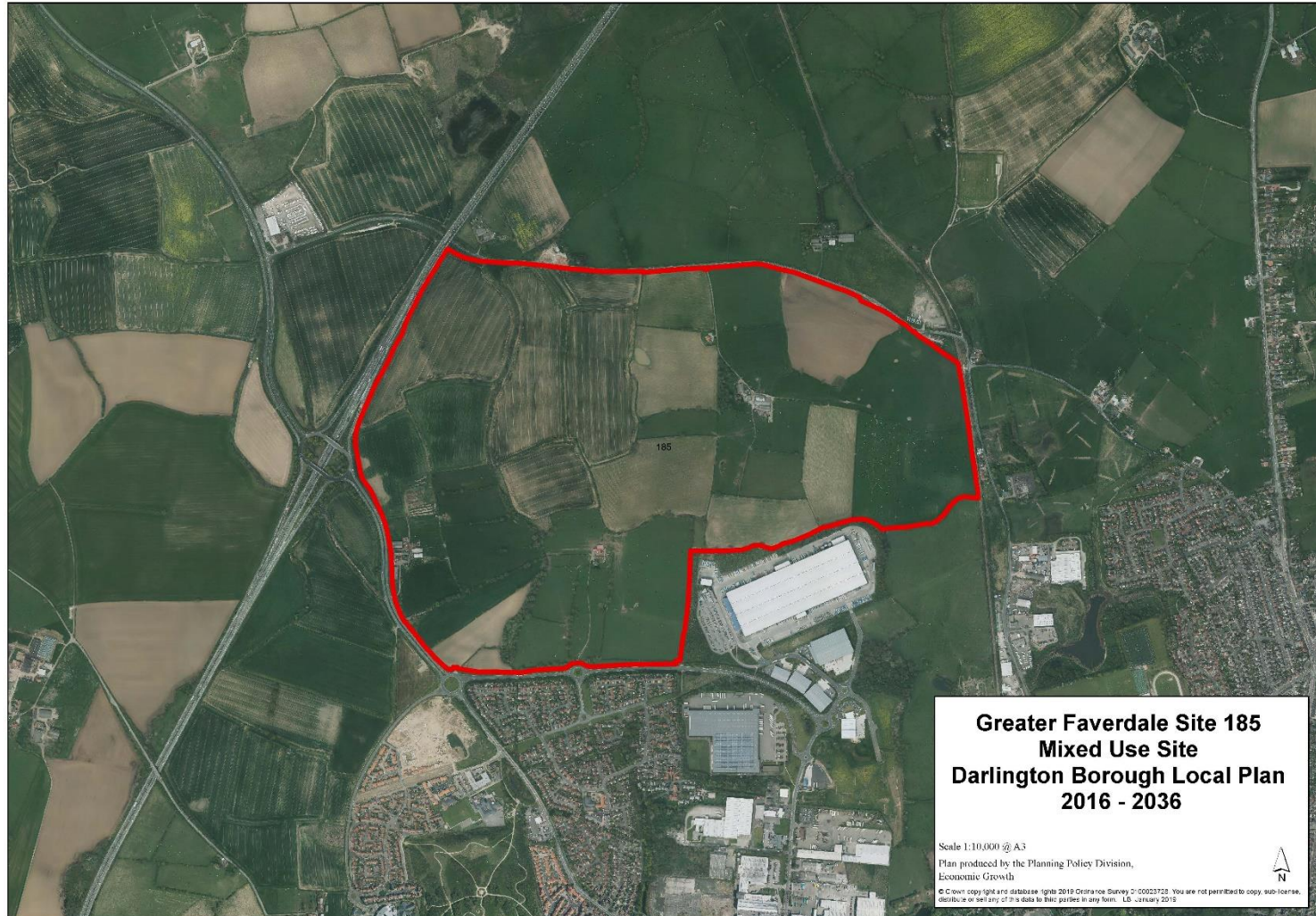
The surface water drainage strategy for the Site will be designed to meet the flood risk requirements of the Environment Agency and include proposals for a surface water drainage system based on the four key SuDS principles and will comply with best practice guidance as described in The SuDS Manual C753 CIRIA (Update 2015). The Sustainable drainage system (SuDS) will be designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation, and passive treatment.

The highway drainage arrangements will be a key theme which shapes the form of the SuDS. This is because highway run-off often forms a high percentage of the total run-off from developed areas and is also the surface water element that contains the highest level of pollutants. The proposals for the initial development including the main N-S street must relate to the SuDS strategy for the site as a whole.



Sustainable Urban Drainage

5.0 Appendices



5.1 Appendix 1: Definitions & Terminology

Alphabetical list of Terminology etc.

ASHP	Air-sourced heat pump. Works like a refrigerator; efficiently transfers heat from outside to inside a building.
Biodiversity	Maximising the variety of life (plants, animals, fungi and micro-organisms) and habitats that can be found within an area.
BHL	Building for Healthy Living (formerly Building for Life 12 – BfL12)
Context	The physical surroundings, natural or man-made, within which a building or space might be created.
DBC	Darlington Borough Council
DC	Design Code – this document.
Design Code	A document that sets rules for the design of a new development, generally more detailed than other policy documents.
Design Review	A “peer review” system to maximise the design quality and sustainability of proposed schemes. Best undertaken at RIBA Stage 2.
EA	Environment Agency
GV	Garden Village
HE	Homes England
DLUHC	Department for Levelling Up, Housing and Communities (Formerly Ministry of Housing Communities and Local Government - MHCLG)
PROW	Public Right of Way
MMC	Modern Methods of Construction (low energy, sustainable, generally part factory manufactured buildings)
PV	Photo-voltaic panels - convert solar energy into electricity, which can then be stored/used on site or exported to the grid.
RAG rating	Using Red Amber Green “traffic light” system to identify compliance with assessment criteria
RIBA	The Royal Institute of British Architects
RIBA Stage 2	The 2 nd Stage - Concept Design - of the RIBA Plan of Work which separates the design & development process into 7 stages.
SPD	Supplementary Planning Document - built upon and providing more detailed advice or guidance on policies in the adopted local plan
SuDS	Sustainable Urban Drainage
TCPA	Town and Country Planning Association
Thermal mass	The measure of a building material to maintain its heat capacity. Generally, high thermal mass stabilises internal temperatures.
Urban Design	The design of the spaces and places created by groups of buildings (What the public most readily think of as “planning”)

5.2 Appendix 2: Local Contextual Character Influences

The villages of the Darlington, Stockton and the North Yorkshire area generally conform to a limited number of plan forms. These centre on a marketplace, sometimes almost circular, as if formerly a village green, or often more linear in form (e.g. Hutton Rudby), and not necessarily with parallel street sides.

Notable local exemplars include:-

Cockerton Village
Gainford Village Green, Co Durham
Great Ayton, North Yorkshire
Haughton Le Skerne
Heighington Village Green
Hurworth
Hutton Rudby, North Yorkshire
Staindrop, Co Durham
West Auckland, Co Durham

- The majority of the relevant village cores have been subsumed into expanding settlements but remain as the cores of these new settlements.
- Almost all have solid lines of terraced dwellings and other buildings throughout the length of the “green” or “marketplace”, defining the space, with detached dwellings appearing mainly at the extremities of the defined core, perhaps being the “doctors house” or similar in the past.
- Often a church is placed not centrally to the community but to one side (near the village entrance) or even behind the linear development of the village.
- They often have more than one manor house – sometimes on opposite sides of the main village green or space – or set behind the village with a landscape setting or parkland contributing to the wider setting.



Hutton Rudby

5.3 Appendix 3: References

List of reference documents.




- National Design Guide (2019)
- National Model Design Code 2021
- BHL
- TCPA Publications
- RIBA 2030 Challenge Target
- Northstowe Phase 2 Design Code
- The Art of Building a Home
- Upton Design Code
- DESIGN COUNCIL A Public Vision for the Home of 2030
- Garden Communities Prospectus DLVHC
- Architecture & Design Scotland, Typologies Series
- Homes England Garden Communities Toolkit (September 2019)
- 10 Characteristics of Places where People want to Live, RIBA, 2018

AVAILABLE VIA HYPERLINK:

- [The National Design Guide \(2019\)](#)
- [National Model Design Code - GOV.UK \(www.gov.uk\)](#)
- [Urban Design Compendium, Third Edition - HCA with studio real \(2013\)](#)
- [Safer Places: The planning system and crime prevention ODPM, \(2004\)](#)
- [The National Planning Policy Framework and relevant planning practice guidance.](#)
- [Building for Life 12: The Sign of a Good Place to Live - Design Council CABE, \(2015\)](#)
- [By Design - Urban design in the planning system: towards better practice - Commission for Architecture and the Built Environment \(CABE\), \(2000\)](#)
- [The Cool Sea \(The summary report and toolkit of the Waterfront Communities Project Interreg3b\) ISBN 0 901273 40 6 \(2007\)](#)
- [Manual for Streets - Department for Transport, and Community and Local Government, \(2007\)](#)
- [Life Between Buildings: Using Public Space – Jan Gehl \(2006\)](#)

5.4 Appendix 4: RIBA 2030 Challenge Target metrics for domestic & non-domestic buildings

RIBA 2030 Climate Challenge target metrics for domestic buildings

RIBA Sustainable Outcome Metrics	Current Benchmarks	2020 Targets	2025 Targets	2030 Targets	Notes
Operational Energy kWh/m ² /y 	146 kWh/m ² /y (Ofgem benchmark)	< 105 kWh/m ² /y	< 70 kWh/m ² /y	< 0 to 35 kWh/m ² /y	UKGBC Net Zero Framework 1. Fabric First 2. Efficient services, and low-carbon heat 3. Maximise onsite renewables 4. Minimum offsetting using UK schemes (CCC)
Embodied Carbon kgCO ₂ e/m ² 	1000 kgCO ₂ e/m ² (M4i benchmark)	< 600 kgCO ₂ e/m ²	< 450 kgCO ₂ e/m ²	< 300 kgCO ₂ e/m ²	RICS Whole Life Carbon (A-C) 1. Whole Life Carbon Analysis 2. Using circular economy Strategies 3. Minimum offsetting using UK schemes (CCC)
Potable Water Use Litres/person/day 	125 l/p/day (Building Regulations England and Wales)	< 110 l/p/day	< 95 l/p/day	< 75 l/p/day	CIBSE Guide G

RIBA 2030 Climate Challenge target metrics for non-domestic buildings

RIBA Sustainable Outcome Metrics	Current Benchmarks	2020 Targets	2025 Targets	2030 Targets	Notes
Operational Energy kWh/m ² /y 	225 kWh/m ² /y DEC D rated (CIBSE TM46 benchmark)	< 170 kWh/m ² /y DEC C rating	< 110 kWh/m ² /y DEC B rating	< 0 to 55 kWh/m ² /y DEC A rating	UKGBC Net Zero Framework 1. Fabric First 2. Efficient services, and low-carbon heat 3. Maximise onsite renewables 4. Minimum offsetting using UK schemes (CCC)
Embodied Carbon kgCO ₂ e/m ² 	1100 kgCO ₂ e/m ² (M4i benchmark)	< 800 kgCO ₂ e/m ²	< 650 kgCO ₂ e/m ²	< 500 kgCO ₂ e/m ²	RICS Whole Life Carbon (A-C) 1. Whole Life Carbon Analysis 2. Using circular economy Strategies 3. Minimum offsetting using UK schemes (CCC)
Potable Water Use Litres/person/day 	>16 l/p/day (CIRA W11 benchmark)	< 16 l/p/day	< 13 l/p/day	< 10 l/p/day	CIBSE Guide G

5.5 Appendix 5: Building for a Healthy Life (formerly BfL12)

The relationship between Building for a Healthy Life, the National Planning Policy Framework and the National Design Guide.

Integrated Neighbourhoods	National Planning Policy Framework	National Design Guide
Natural connections	91a; 102c and e; 104d; 127b; 127f	B3; M1; M2; N1; R3
Walking, cycling and public transport	20c; 91a; 91c; 127e	B1; B3; M1; R3
Facilities and services	102; 103	B1; B3; N1; P3; U1; U3
Homes for everyone	60-62	B1; B2; U2; U3
Distinctive Places		
Making the most of what's there	122d; 127c; 127d; 153b; 184	C1; C2; I1; B2; R3
A memorable character	122d; 127c; 127d	C2; I1; I2; I3; B3
Well defined streets and spaces	91a	B2; M2; N2; N3; P1; P2; H2; L3
Easy to find your way around	91b; 127b	I1; M1; M2; U1
Streets for All		
Healthy streets	91b; 102c and e; 110a-d	M1; M2; N3; P1; P2; P3; H1; H2
Cycle and car parking	101e; 127f; 105d	B2; M1; M3
Green and blue infrastructure	20d; 91b; 91c; 127f; 155; 170d; 174	C1; B3; M1; N1; N2, N3; P1; P3; H1; R3; L1
Back of pavement, front of home	127a-b; d; f	M3; H3; L3
Generally	7; 8; 124; 125; 126; 127; 130	15; 16; 17; 20-29; 31-32
Using the tool as a discussion tool	39; 40-42; 125; 128; 129	

Contributors

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About us:

designe is the design review and project enabling service for the north-east of England, and offers independent, impartial, objective advice to clients on issues relating to the built environment. It is a profit-for-purpose company which attempts to raise the bar on design quality and sustainability of proposed developments. In terms of sustainability we mean financial, physical, social and economic sustainability – a balanced, broad spectrum approach which acknowledges the realities of developing in the north-east of England arising from its underlying economy. designe deploys a range of tools to deliver services to clients, including Design Reviews, Project Enabling, Training, and acting as “critical friend” in supporting clients think-through and review strategic and tactical matters relating to their built environment and project viability issues. Gateway Reviews are also offered for projects, to confirm readiness to commit to the next stage of investment. We maintain a Panel of 30+ Built Environment Experts – from seasoned professionals to up-and-coming professionals at the leading edge of their disciplines - and across the spectrum of built environment professions. Our services include expertise on project & programme management, project funding and assistance in partnership negotiations. Our aim is to assist our clients successfully launch schemes and initiatives which are the best that they possibly can be and are capable of long-term sustainability. You can find out more about our services at www.designeltd.com.



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**CABINET
8 MARCH 2022**

LOCAL TRANSPORT PLAN

**Responsible Cabinet Member –
Councillor Andy Keir, Local Services Portfolio**

**Responsible Director –
Dave Winstanley, Group Director of Services**

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2021/22 and seeks approval for the 2022/23 programme, including the release of funding. It also provides an update on the Tees Valley Strategic Transport Plan and the Darlington Transport Plan.

Summary

2. Changes in travel behaviour have been one of the very visible impacts we have continued to face during 2021/22 as a result of Covid-19 and the bus and rail industry have seen significant impact which will have ongoing issues moving into recovery phases.
3. The challenges continue and as we have already seen, vehicle traffic levels are quick to recover. The increase in online shopping and home deliveries which in turn increases the number of vans and lorries onto our roads is unlikely to abate. This is balanced with many people continuing to work from home and a move to more agile working combining home and office work. There is already recognition that the transport sector will need to work hard to increase bus and rail services back to full capacity and encourage passengers back on to them.
4. There has been good progress on the delivery and development of the transport capital programme including working in partnership with TVCA to deliver elements of the strategic transport plan.
5. There is a focus by the Department for Transport on progressing the Local Cycling and Walking Infrastructure Plans (LCWIP) and the Bus Service Improvement Plans (BSIP). Darlington has started the delivery of one of two priority schemes in the LCWIP with the creation of phase one of a cycling route on Woodland Road. The BSIP has been submitted and progress is being made on the Enhanced Bus Partnership.

6. Details of the Performance Indicators are set out in the report. These reflect the challenges being faced by public transport and a continuing requirement to invest in the maintenance of the highway asset, with an increasing issue on the condition of footways.
7. Policy development has continued. A Transport Strategy for the Borough, Town Centre Transport Plan and Parking Strategy are in development and will be brought to Scrutiny for consideration. A revised Travel Plan Policy is included in this report to ensure that high quality travel plans and personalised travel planning can be delivered as an integral part of the Planning Process, in particular on large scale housing developments.

Recommendations

8. It is recommended that:
 - (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.893m Integrated Transport Block and £2.175m Highway Maintenance Funding, subject to confirmation by TVCA and the Department for Transport, to deliver the 2022/23 transport programme;
 - (b) Members approve the release of monies subject to Department for Transport and Tees Valley Combined Authority confirmation, to deliver the Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP), specifically Phase 2 of the Woodland Road scheme; to deliver elements of the Bus Service Improvement Plan (BSIP); and to deliver other schemes as detailed in the City Region Sustainable Transport Settlement Business Case;
 - (c) Members approve the Travel Plan Guidance, with measures funded from section 106 agreements;
 - (d) Members agree to be party to the Tees Valley Enhanced Bus Partnership, which is presently a shell agreement with no direct obligations on formation. The detail of obligations being added over time and subject to individual considerations and approvals;
 - (e) Members delegate authority to the Assistant Director for Highways and Capital Projects in consultation with the Portfolio holder and legal team to engage through the bus partnership governance structure and agree further detail in relation to any priority, which has implications on the highway network, subject to confirmation of funding and satisfactory completion of the necessary statutory processes.

Reasons

9. The recommendations are supported by the following reasons:
 - (a) To continue to deliver Darlington's Transport Strategy as set out in the Third Local Transport Plan and to maximise the opportunities to maintain the highway asset for the benefit of all road users;
 - (b) To deliver the LCWIP and BSIP in line with Government guidance;

- (c) To ensure that high quality travel plans are submitted and then implemented as part of the planning process in order to minimise the traffic impact of residential and non-residential development, and secure better quality development in Darlington; and
- (d) Coronavirus continues to impact on bus services in terms of patronage, service delivery and operational timetabling. These impacts coupled with uncertainty around the potential funding to support the delivery of the Bus Service Improvement Plan (BSIP) has made the process more challenging. It therefore needs to be recognised that the BSIP and EP need to be fluid and will be adapted as there is more certainty, particularly around the funding allocation.
- (e) Enhanced Partnerships or other formal arrangements with Bus operators are required in the future to secure Funding from Government as part of the Government Policy direction to Improve Public Transport.

Dave Winstanley
Group Director of Services

Background Papers

No background papers were used in the preparation of this report.

Sue Dobson : Extension 6207

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Third Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	Health and wellbeing implications have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport strategy seeks to achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent. This will be reviewed as part of the development of the next Darlington Transport Plan.
Carbon Impact and Climate Change	Carbon emissions and their impact have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport programme seeks to reduce carbon emissions from transport through a shift towards electric and hydrogen vehicles from petrol and diesel. The programme also seeks to encourage the use of sustainable modes of transport and mass public transport, as well as seeking ways to reduce the need to travel or travel shorter distances. Highway design, construction and asset management all seek to minimise the impact of transport through flood risk management, Sustainable Urban Drainage, recycling highway materials, low energy lighting (LED), low energy processes and electric fleet vehicles.
Diversity	Multi-strand Equalities and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and to achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people. This same approach will be applied in the development of the next Darlington Transport Plan. As highway schemes have an impact on the built environment, disability groups are consulted to ensure the needs of disabled people are considered.
Wards Affected	All
Groups Affected	There are no proposals that impact on specific groups.

Budget and Policy Framework	<p>This decision does not represent a change to the budget and policy framework.</p> <p>The Tees Valley Strategic Transport Plan was adopted by TVCA Cabinet on 31/01/2020 as the Local Transport Plan for the Tees Valley including the constituent local authorities. A new Darlington Transport Plan will be developed during 2022 (delayed from 2020) which will set out local priorities and will provide an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan. This will also form part of the policy framework once it has been approved by Cabinet and adopted by Council.</p>
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
Council Plan	The report demonstrates how the transport programme is supporting delivery of the key actions in the Council Plan, namely reviewing and delivering a revised parking strategy and working with TVCA to deliver improved transport links within Darlington and the Tees Valley.
Efficiency	The Transport Strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. An evidence-based approach is used to identify schemes that have higher benefit cost ratios, reduce maintenance liabilities and/or seek to reduce revenue costs. Maintaining the highway network will reduce traffic disruption in the longer term and improve network management. Vehicle delay has a negative impact on the economy, including logistics and freight.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

MAIN REPORT

Information and Analysis

Tees Valley

10. As part of Spending Review 2021, it was announced that TVCA had an indicative capital allocation of £310m from the City Region Sustainable Transport Settlement (CRSTS) for the five-year period from 2022/23 to 2026/27. TVCA in discussion with the 5 local authorities submitted in January a programme business case to the Department for Transport (DfT) setting out how this funding would be spent on delivering Tees Valley transport priorities. A final decision on the funding settlement is expected from DfT in March 2022. The Department have clarified that this funding is for sustainable modes of transport and not for new road building schemes. This includes the Local Transport Plan funding that Darlington receives for highway maintenance and integrated transport schemes. The Council is working on indicative amounts for the 2022/23 programme that have yet to be confirmed.
11. During 2021/22 the impact of covid-19 pandemic has continued to have an impact on transport and travel, both in terms of the trips that are made and the mode of transport that people choose. With lockdowns and restrictions continuously being imposed and lifted by government, a new 'normal' has not yet been established. Working from home and agile working and on-line shopping and 'shopping local' continue, to varying degrees. There are particular issues with rail and bus patronage, which have still not recovered to pre-pandemic levels.
12. Since the first national lockdown in March 2020, the government has provided financial support to the bus sector to ensure the continued provision of services despite significantly reduced passenger numbers. This recovery funding was intended to support the bus sector return to financial sustainability.
13. In March 2021, the Government published *Bus Back Better: national bus strategy for England*. The strategy sets out the long-term vision and opportunity to deliver better bus services for passengers across England.
14. There are two requirements that must be met, to be eligible for potential future funding to support bus provision:
 - (a) Submit a Bus Service Improvement Plan (BSIP) by 31 October 2021. The BSIP should set out a vision for delivering a step-change in bus services. A local public and wider stakeholder engagement process was undertaken during the development of the BSIP to inform priorities and this targeted both users and potential users of bus services. The Tees Valley BSIP was published in accordance with the deadline; and
 - (b) Implement an Enhanced Partnership (EP), which is a statutory agreement between TVCA, the five Tees Valley local authorities and the Tees Valley bus operators. The EP is made up of two parts: the EP plan, which mirrors the content of the BSIP; and the EP Scheme where the detailed requirements and actions for services and infrastructure in the area are set out specifically. The original deadline was for submission of the final scheme to the Government by 31 March 2022, but this has

recently been amended to submission of a draft scheme by the end of April 2022. Government will advise on the new date for submission of the final scheme.

15. The BSIP and EP have been structured around a five-point delivery plan:
 - (a) **Decarbonisation** – one of the first regions in the UK to have an entirely zero emission local bus fleet;
 - (b) **Fares** – simpler fares and targeted promotions to drive passenger growth;
 - (c) **Customer experience** – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity;
 - (d) **Infrastructure** – new infrastructure investment to prioritise bus on core corridors and improve passenger experience; and
 - (e) **Network** – a collaborative approach focused on core corridors and integration with the Tees Flex on-demand bus service.
16. It should be noted that the delivery of much of this five-point plan is dependent on securing revenue funding from government and it is understood that details of the indicative funding to support delivery of the BSIP will be provided by February 2022. The government has made it clear that should an area not implement an EP scheme, then future funding to both the Tees Valley Combined Authority, as local transport authority, and local bus operators could potentially be withheld.
17. It is important to understand that TVCA is party to the agreement as the local transport authority and the five Tees Valley local authorities in their capacity as local highway authorities. An officer governance structure has been established, involving TVCA, the five Tees Valley local authorities and bus operators, to oversee the work and updates have been provided to the TVCA Transport Committee.
18. Coronavirus continues to impact on bus services in terms of patronage, service delivery and operational timetabling. These impacts coupled with uncertainty around the potential funding to support the delivery of the BSIP has made the process more challenging. It therefore needs to be recognised that the BSIP and EP need to be fluid and will be adapted as there is more certainty, particularly around the funding allocation.
19. In recognition of this challenge, the EP is in the form of a 'shell' agreement, which sets out the high-level priorities. There are no direct obligations on TVCA, the Tees Valley local authorities or bus operators at this stage. The EP Plan includes a bespoke variation mechanism, which enables further detail to be added at the appropriate point in time.
20. The bus sector across the Country has been supported by funding from both Government and Local Authorities over the last few years.
21. As a new normal is established it will bring challenges to the bus sector and partnership work will be required to try and encourage patronage levels to return to pre-covid levels to try and protect services.

Darlington

22. Work has continued on drafting Darlington's Transport Strategy, Darlington town centre transport plan and a revised parking strategy. These will be presented to Scrutiny before public consultation. The framework for consultation agreed by Cabinet in March 2020 has not changed.
23. The Planning Obligations - Supplementary Planning Document, 2013 sets out the Council's approach to securing planning obligations as part of the planning process. If the Local Plan is adopted the Planning Obligations SPD will require a review. National guidance has changed significantly in relation to many policy areas including transport, climate change, drainage and biodiversity.
24. Darlington's Travel Plan policy which forms part of the Supplementary Planning Document, needs revising in the short term in order to achieve good quality development. A draft policy is attached at **Appendix A**. This sets out:
 - (a) What travel plans are and why we ask for them;
 - (b) Types of travel plan;
 - (c) When a travel plan is required – thresholds for travel plan submissions;
 - (d) The process of submitting a travel plan:
 - (i) Modeshift registration;
 - (ii) Required standards;
 - (e) How we evaluate travel plan submissions; and
 - (f) Obligations – fees, bonds, and conditions
25. The funding element can be secured through the existing section 106 process. The policy will be integrated into the Tees Valley Design Guide along with other updates on Cycle Infrastructure Design (based on Local Transport Note 1/20) and Electric Vehicle Charging Points.

Progress on delivery in 2021/22

26. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:
 - (a) The major improvement programme for Darlington Station has made significant progress. Design of the Gateways East and West are being progressed by the Council and these are currently in detailed design stage (RIBA 4). Planning permission for Gateway East was granted in September 2021 and planning approval and listed building consent for Gateway West in October 2021. Planning approval for a temporary car park on the former cattle market site was granted on 14 January 2022. Construction of the temporary car park and the demolition of properties the Council and TVCA have already acquired will begin in Spring 2022. In January 2021 Cabinet resolved to make a Compulsory Purchase Order to assemble land for the Darlington Station Improvements Scheme. A Public Inquiry into the CPO was held by the Planning Inspectorate 18 -21 January 2022. The construction of the Gateway schemes

will begin following conclusion of the CPO process in September 2022, and anticipated to complete in Spring 2024. Network Rail continue to progress their designs for track, platforms, new station fit out, overbridge and existing station enhancements. The full business case will be submitted by TVCA to the Department of Transport in Spring 2022 with a decision to deliver anticipated in Summer 2022.

- (b) Darlington Northern Link Road remains a Strategic priority for both Tees Valley Combined Authority and the Council. We have continued to work together to try and secure appropriate funding from Government for this strategic link road. Many funding options have been and will continue to be explored.
- (c) The 'Rethinking Victoria Road' scheme was completed. This included new traffic signals at the junction with Clifton Road and Park Place to improve the pedestrian crossing facilities; a 20mph speed limit and traffic calming; widened footways; improvements to the cycle route via Back House Street; and new street trees and landscaping. Following feedback from residents the bus stop that was removed has been reinstated in Park Place and additional bollards have been ordered to prevent illegal obstructive parking on the footways;
- (d) Work started in November 2021 on the first phase of the West Park to Darlington town centre walking and cycling scheme. This is one of the priority routes in the Tees Valley Local Cycling and Walking Infrastructure Plan and is being funded from Department for Transport's Active Travel and Transforming City Fund monies. The stepped cycle lane will separate cyclists from pedestrians as well as provide segregation from vehicles. The section of the route on Duke Street received objections and was redesigned to better meet the needs of local businesses. However, following further consultation and dialogue, 3 objections were received to the final design. A Public Inquiry will therefore be held in March 2022 to try to resolve the issues so that a scheme can be implemented. Consultation on the second phase of the scheme from Hollyhurst Road junction to the roundabout junction with Staindrop Road took place in January and February 2022, with a business case submitted to TVCA for funding in February 2022. It is anticipated that work on the second phase will start in the summer 2022 following completion of phase 1.
- (e) Winton Street West car park was reopened to the public in May 2021 providing additional parking near Duke Street and Skinnergate.
- (f) Initial design work has been completed on two major schemes on Woodland Road – firstly changing the mini roundabout in Cockerton to a roundabout with a new cycle link along the A68, pedestrian improvements and changes to the landscaping; and secondly changing the 2 mini roundabouts at the junctions of Woodland Road/Staindrop Road/Carmel Road North to two roundabouts with pedestrian and cycle improvements. Public consultation has taken place in January and February 2022 and the next stage is to review the designs in light of the comments. Subject to the completion of consultation and design reviews, the next stage will be further consultation and consideration of the submission of planning applications.
- (g) A programme of dropped kerbs has been implemented to assist residents with mobility issues including along Outram Street and Charles Street;

- (h) Bus stop improvements have been carried out in Heighington, School Aycliffe, Harrowgate Hill turning circle, Parkside, Hurworth, Middleton St George and Whessoe Road. Many of these stops have been relocated in order to provide raised kerbs to improve access for passengers to bus services. Bus shelters have been provided at two stops that serve Amazon which the company has funded.
 - (i) Safer Routes to School schemes have been designed for Hurworth Primary School and Mount Pleasant Primary School (schemes on Newton Lane and Whitby Way). The schemes incorporate 20mph speed limits, traffic calming and improved pedestrian crossing points to improve safety outside of these schools. Consultation with local residents is complete and the schemes will be constructed in 2022 mainly during school holidays to minimise disruption.
 - (j) A bridge design has been commissioned for the next section of the Stockton & Darlington Railway (S&DR) walking and cycling route in Middleton St George which will replace an existing bridge over Goosepool Beck. This will then be included in a planning application to create the route from where it currently ends on Yarm Road near the roundabout with Woosington Drive to Yarm Road near the airport roundabout. In addition Darlington, Stockton and Durham Councils have agreed to fund a new Development Officer to lead and coordinate the creation of the 26 mile walking and cycling route along the alignment of the S&DR in time for the bicentenary in 2025.
 - (k) 4,490 potholes have been reported and repaired up until the end of December 2021, significantly more than in the same period in 2020/21 (3,165). A greater emphasis is now being placed on preventing potholes and the Pothole Fund has also been used to target surfacing works. A programme of Micro Asphaltting works has been carried out on unclassified roads in 50 residential streets (listed on the Council website).
 - (l) It is now possible to report highway defects digitally through the Report It portal. This feature went live in June 2021 and 880 defects were reported via this method up until the end of December 2021.
 - (m) A programme of maintenance schemes was carried out including A167 Merrybent, Heighington By Pass, Tornado Way and Victoria Embankment. An innovative approach to using recycled materials was implemented on schemes on the road between Sadberge and Middleton St George and Hewitson Road in Darlington. This had environmental benefits as well as minimising disruption to local residents as the work was completed more quickly as waste material was not transported off site.
 - (n) A new design has been developed for the English National Concessionary Travel Scheme to incorporate the new Darlington Borough Council branding. This will be used for all new bus passes. Old passes will still be valid for up to 5 years and will not be replaced.
27. In addition to the Darlington Council transport programme we have worked in partnership with TVCA to develop transport initiatives that benefit Darlington residents:

- (a) A new contract has been awarded to continue the W2W scheme, an all-electric fleet of mopeds, leased to people so that they can access training and employment opportunities when there are no alternatives such as public transport;
- (b) The Tees Flex service has been expanded to include the rural western part of Darlington borough which is not served by public transport;
- (c) Whole Route Improvement Plans have been produced for 9 bus corridors across the Tees Valley to identify options to improve bus reliability and punctuality. In Darlington this includes the bus routes Darlington to Durham, Darlington to Middlesbrough and Branksome to Red Hall. The next stage is to develop a programme with timescales, costs and detailed designs; and
- (d) A contract has been awarded by TVCA to install Electric Vehicle Charging Points in car parks in Darlington to facilitate the uptake of electric cars, taxis and vans.

Proposed delivery in 2022/23

- 28. A programme of highway maintenance schemes will be delivered including structural maintenance of highways (roads and footways) and bridges. The programme is based on condition data. Details are included in **Appendix B**.
- 29. The transport programme comprises a programme of schemes to manage and improve the highway network funded from the Integrated Transport Block. The programme consists of small-scale schemes to address road safety, network and speed management, parking and sustainable travel. Details are included in Appendix B.
- 30. 20mph schemes have been designed for Hurworth Primary School and Mount Pleasant Primary School (schemes on Newton Lane and Whitby Way) and these will be constructed in 2022. Design is now underway on 20mph schemes for Reid Street Primary School, St Bede's Catholic Primary School, St. Augustine's Catholic Primary School and Federation of Abbey Schools (schemes on Abbey Road and Cleveland Terrace). Consultation will take place in 2022 with the schools and local residents and subject to support the schemes will be programmed for implementation.
- 31. TVCA worked with the five local authorities to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). Subsequently the Department for Transport announced the Active Travel Fund as a mechanism to start delivering the LCWIPs. Darlington was allocated £1.702m to deliver the first phase of the West Park to town centre walking and cycling route, with new segregated cycle lanes on Woodland Road. Work started on site in November 2021 and will continue until Autumn 2022. Transforming Cities Fund monies has been secured in principle for the next phase from Hollyhurst Road junction to Deneside Road and consultation has taken place. £1.7m of funding is currently allocated to the scheme and a bid will be submitted to TVCA Assurance Framework to secure the funding.
- 32. Darlington Northern Link Road remains a Strategic priority. We will continue to work together with TVCA to try and secure appropriate funding from Government for this strategic link road. Many funding options have been and will continue to be explored.

33. A bid for a series of improvements along the A68 was submitted to DfT in January 2020 to the Pinch Point Fund. In February 2021 DfT advised that the Pinch Point Funding had been moved into the Levelling Up Fund and Councils were invited to submit the scheme to that fund. Darlington Council is currently developing a bid to that Fund. Other funding opportunities are being pursued including delivering elements of the scheme through the City Region Sustainable Transport Settlement as the A68 is both a bus and cycle corridor. Consultation is taking place on the first elements of this scheme, namely the roundabouts in Cockerton and Woodland Road/Staindrop Road/Carmel Road. Subject to the completion of consultation and design reviews, the next stage will be further consultation and consideration of the submission of planning applications.
34. The Access Fund which has funded travel behaviour change programmes in the Tees Valley for the last 4 years has been replaced by the Capability Fund. Initial funding has been awarded until March 2022 and an announcement of future funding is awaited. Darlington delivers a programme of Personalised Travel Planning across the Tees Valley, working with housing developers, employers, colleges and Employment Hubs to support people in travelling sustainably. The team provides support and information to enable people to access public transport, TeesFlex, W2W and car sharing, as well as cycling for local utility trips. Darlington also delivers the public transport marketing programme in collaboration with the Connect Tees Valley team in Stockton. The Active Travel programme which was delivered in Darlington has now moved to TVCA.
35. Whole Route Improvement Plans - Optioneering Reports have been produced for 3 bus service corridors in Darlington – Branksome to Red Hall, Darlington to Durham and Darlington to Middlesbrough. These have been used to inform the City Region Sustainable Transport Settlement Business Case that has been submitted to Government by TVCA for a five-year funding deal. Once funding is awarded a programme will be agreed to develop the options to detailed highway designs and then construction. This capital programme will link to other elements in the CRSTS programme and Bus Service Improvement Plan, managed through the Enhanced Partnership with bus operators.
36. TVCA is working with the highway authorities to procure a new supplier of bus shelters across the Tees Valley, ensuring that we continue to cleanse, inspect and maintain bus shelters and invest in new shelters at existing and new locations.
37. TVCA has awarded a contract for the installation, maintenance and management of Electric Vehicle Charging Points in car parks including car parks in and around Darlington town centre. These will be installed in 2022.
38. Durham, Darlington and Stockton Councils are jointly funding the appointment of an Stockton & Darlington Railway (S&DR) Development Officer to progress the delivery of the 26 mile S&DR Walking and Cycling route for the bicentenary celebrations in 2025.

Performance

39. During the year monitoring information is collected and used to monitor how the transport system is operating and being used by the public. This data informs the asset management programme and plans for speed and traffic management, as well as informing discussions with stakeholders including bus and rail operators and the Police. In 2021/22 transport continued to be affected by Government guidance for covid 19

restrictions which in turn impacted how people were able or chose to travel. The data is set out in **Appendix C** and the headline results are:

- (a) Walking trips into the town centre fell by 50% during 2020/21 compared to the pre-pandemic levels but are currently on track to recover to approximately 75%. The reduction reflects the ongoing guidance to work from home, with significantly less office workers travelling to the town centre, as well as the reduction in retail footfall.
- (b) The cycling data is mixed. The automatic counters across the town show a possible decline on previous years as of December 2021 but the latest quarterly count of cycling into and out of the town centre show that cycling levels have recovered to pre-pandemic levels.
- (c) Bus patronage has inevitably reduced due to covid restrictions limiting bus capacity; covid infections reducing driver availability (and thus reductions in service frequency); people having less reasons to travel due to people working from home, home delivery, children studying at home; and vulnerable people continuing to shield and limit contact with others. The number of trips has fallen from 5.5million in 2019/20 to less than 2million estimated for 2021/22. Trips by people using a concessionary bus pass have also remained lower than normal (down by 50%). Bus reliability continues to be an issue due to driver availability.
- (d) Rail patronage has followed a similar pattern to bus patronage with a reduction of 45% on pre pandemic levels, and there continues to be issues with driver availability with associated impacts on services.
- (e) Vehicle traffic levels reduced significantly during the lockdown in early 2021 to 30% of normal levels. Traffic levels have recovered and are forecast to be at near normal levels by the end of the financial year. Part of this is fuelled by a reticence amongst some people to share their journey with others either on public transport or in car. It is too early to say whether this is a permanent trend; it is hoped that people will start to car share and use public transport in greater numbers.
- (f) The road safety statistics show a continuing reduction in casualties on a three year rolling average. However the number of seriously injured remains stubbornly high in relation to previous years (there were no fatalities) at 38 of which 4 were children. Of the 142 casualties, 90 were car occupants and 24 were pedestrians. During early 2021 lockdown rules were in place and therefore traffic levels were lower and young people were not travelling to school. This reduced the road traffic risk. As lockdown restrictions lifted traffic levels increased again but casualties overall have remained low.
- (g) The road condition data shows that the structural maintenance programme continues to keep the % of principal and non-principal roads requiring interventions at low levels. However the condition of footways is getting worse with almost 20% being structurally unsound. In 2021/22 three footways schemes have been completed in Heighington, Hurworth and Clifton Road in Darlington. More schemes will be identified in 2022/23.

Public Satisfaction

40. Each year Darlington takes part in the National Highways and Transport Network Public Satisfaction Survey. In 2021/22 overall satisfaction was down from 55% to 53%. Whilst the reduction in satisfaction is disappointing it reflects the national trend. In summary 128 of the indicators were above the national average and 33 were below average; 51 of the indicators were improving compared to the previous year and 105 were reducing. Due to the impact of covid restrictions on people's ability to travel and the transport options that have been available, people's views have been distorted. For instance the results for public transport show a significant decrease reflecting the reductions in capacity (i.e. less seats available due to social distancing) and changing timetables, very often at short notice due to driver availability. This has an impact on the availability of public transport information and consequently satisfaction has fallen. Further details are available in Appendix C.

Financial Implications

41. Transport funding from central government is allocated to TVCA. To provide more certainty around funding levels and priorities, TVCA submitted its City Region Sustainable Transport Settlement (CRSTS) Programme Business Case on 31 January 2022. This is a 5 year programme (2022-2027) to deliver the strategic transport plan and the transport priorities for the Tees Valley. The total programme is for £310m as set out in **Table 1**. The £82.890m for 'local highway authority consolidated funding' is funding to deliver highway maintenance and Integrated Transport schemes in the local authority areas and replaces Local Transport Plan funding previously allocated directly to the local authorities. The Department for Transport is currently assessing the programme business cases with a view to making recommendations to ministers on CRSTS funding settlements in the coming weeks. TVCA should expect to receive a funding settlement letter in March. Darlington Council should then receive a funding agreement from TVCA allocating funding for 5 years to deliver the local highway maintenance programme and integrated transport priorities.

Table 1

Summary of programme costs	
Investment Package	Cost (£ million)
Making cycling & walking the natural choice for shorter journeys	£47.900
Transforming the Tees Valley rail system	£86.500
A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers	£46.210
Positioning the Tees Valley at the forefront of decarbonising transport	£33.000
Putting the Tees Valley at the heart of the digital transport revolution	£10.000
Ensuring everyone can access opportunity	£3.500
Local highway authority consolidated funding	£82.890
TOTAL	£310.000

42. Based on the information provided so far, it is anticipated that the funding that Darlington will receive from TVCA subject to the assurance process is as follows:

Funding source	Basis of allocation	2021/22 £'000	2022/23 £'000
LTP Highway Maintenance / CRSTS	Formulaic	964	2175
Maintenance Incentive Fund / CRSTS	Performance	241*	
Pothole and Challenge Fund, DfT	Formulaic	969	
LTP Integrated Transport Block / CRSTS	Formulaic	893	893
Active Travel Fund (LCWIP Phase 1)	TVCA programme, following successful bid to DfT	300	Increased to 1402** (includes contingency of £262k)
TCF (LCWIP Phase 2)	TVCA programme, following successful bid to DfT		1700
Total		3,367	6,170

* Subject to assessment of maintenance questionnaire by DfT

** Initial budget allocation of £905k in 2021/22 was increased to £1,702K following detailed design

Legal Implications

43. There is a statutory duty for a transport authority to have a Local Transport Plan. Darlington currently has a Third Local Transport Plan 2011-2026, adopted by Council on 10 March 2011 as part of the Council's policy framework.

44. The statutory duty for the Local Transport Plan has now moved to Tees Valley Combined Authority as part of the devolution deal. TVCA has produced a Tees Valley Strategic Transport Plan to fulfil this duty, which was approved by TVCA Cabinet on 31 January 2020.
45. The five constituent local authorities have been asked to produce a Local Implementation Plan. This will demonstrate how each highway authority will support the delivery of the Strategic Transport Plan at a local level but will also set out local priorities, policies and actions. Once completed the Darlington Transport Plan will need to be adopted as part of the Councils policy framework. It will draw together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and link to other corporate plans, including the Council Plan 2020-23.
46. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'. This requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport.

Estates and Property Advice

47. The highway maintenance programme will be works within the adopted highway and does not require corporate landlord advice. Any modifications to the adopted highway will be notified to the highway asset management team.
48. Any individual scheme that involves a land requirement outside of the adopted highway, whether that be Council owned land or land in third party ownership, will involve the Estates Team to negotiate land acquisition or other legal agreement. If a scheme cannot be implemented within the adopted highway or permitted rights the required planning permission will be sought at an early stage in the process.
49. The Woodland Road roundabout and Cockerton roundabout schemes both require planning permission and Estates and Legal advice has been sought on land and property issues associated with those schemes.

Procurement Advice

50. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to Tees Valley Combined Authority for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.
51. TVCA has undertaken a number of procurements some of which require call off contracts by Darlington Borough Council to deliver programmes at a local level. Procurement and

legal advice will be provided to ensure that Darlington Council procurement procedure rules are adhered to.

Equalities Considerations

52. As the Darlington Transport Plan is developed and consulted on, equalities will be a key consideration. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment the main impacts that are considered relate to disabilities, including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

Consultation

53. No consultation has been undertaken for this report.
54. Consultation continues on individual schemes including the 20mph schemes at school sites, changes to individual bus stops, the Woodland Road walking and cycling route and the major schemes at Woodland Road roundabout and Cockerton roundabout.
55. Consultation will be undertaken for the draft Darlington Transport Plan, Town Centre Transport Plan and Parking Strategy following consideration by Scrutiny.

Outcome of Consultation

56. Responses to individual consultations are used to propose final scheme designs and are agreed under delegated authority.
57. The Local Transport Plan was presented at the Communities and Local Services Scrutiny Committee on 17 February 2022. The deadline for production of this report prevented comments of the Scrutiny Committee being included.

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Draft Travel Plan Guidance

Foreword (Lead Member)



The Purpose of this Guidance

This guidance is aimed at people who are involved with the planning of new developments within the boundary of Darlington Borough Council, particularly those responsible for the preparation, submission, and implementation of the development's travel plan. This will include but not be limited to developers, transport consultants, schools, and planners.

The guidance is designed to ensure developers produce and implement travel plans to a consistent format and standard contributing to the goals and objectives of national and local policies (as outlined in (Appendices 1 and 2).

The guidance will outline:

- 1. What travel plans are and why we ask for them**
- 2. Types of travel plan**
- 3. When a travel plan is required – thresholds for travel plan submissions**
- 4. The process of submitting a travel plan -**
 - a. Modeshift registration**
 - b. Required standards**
- 5. How we evaluate travel plan submissions**
- 6. Your obligations – fees, bonds, and conditions**

Although this guidance has been written to ensure consistency and quality, the system allows flexibility to adapt travel plans to site specific conditions. The guidance will be reviewed annually to ensure it is fit for purpose and we welcome feedback at any time.

1. What Travel Plans are and why we ask for them

- 1.1 A travel plan is a site-specific document for travel behaviour change that can be applied to any setting (education, business, community). Its purpose is to ensure developments within the Darlington Borough Council area minimise the negative impacts of traffic as result of their development and facilitate and promote the use of alternative sustainable transport. Its ultimate objective is to change the behaviour of individuals to more sustainable modes of travel and maintain that change once it has occurred.
- 1.2 A travel plan is not a one-off document; it is a long-term management strategy for an organisation or site that is regularly reviewed and monitored to ensure it continues to achieve its objectives. Darlington Borough Council will be actively involved in this process alongside the owner of the travel plan for the lifetime of the document. It requires the author of the document and the subsequently appointed Travel Plan Coordinator to be familiar with the local transport options and maintain an ongoing communication with all transport suppliers and Darlington Borough Council's Transport Planning team.
- 1.3 Implementing a travel plan is of benefit to both the developer and the user of the site. Different settings may dictate the focus of attention of the plan's action and its subsequent benefits, but popular benefits can include:

For businesses and their employees

- Enhancing image and supporting environmental responsibilities
- Improved staff recruitment and retention
- Reduced car parking spaces and associated costs
- Healthier staff/ reduced sickness levels
- Greater accessibility to site

For housing developers and their residents

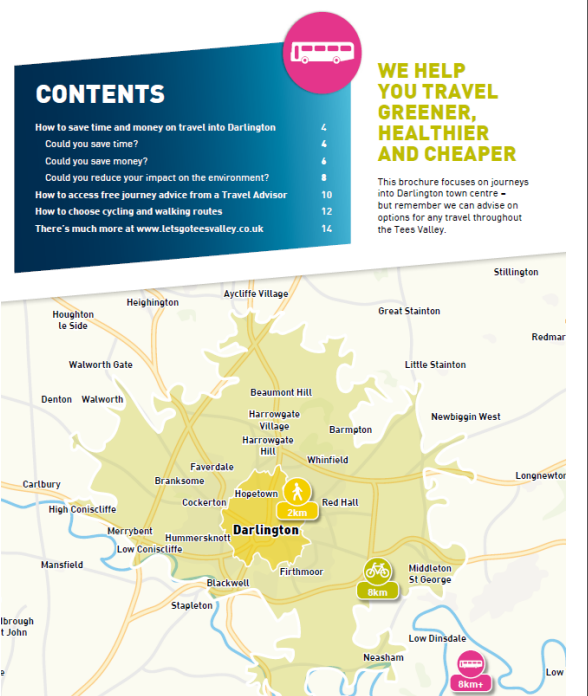
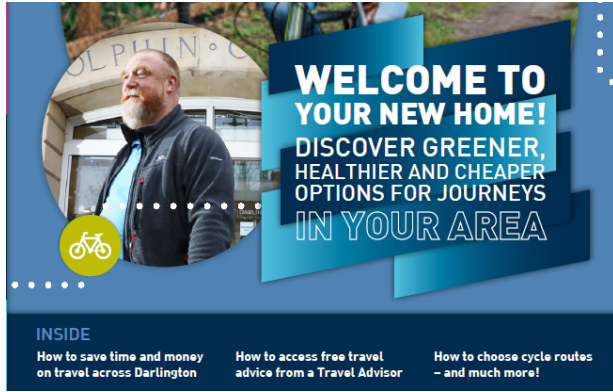
- Improved lifestyles offer
- Enhancing image and supporting environmental responsibilities
- Increased and inclusive transport choices for residents
- Reduced car travel contributing to improved air quality and safer streets

For schools and the pupils/ parents

- Reduced traffic congestion leading to:
Improved traffic safety around the school
Better air quality
- Helping to maintain good relationships with residents
- Enhancing Ofsted reports
- Improved physical and mental health for pupils
- Increased and inclusive transport choices for parents and pupils

- 1.4 The actions within a travel plan can, and should be, adapted to suit the local needs in the Darlington area. It is therefore essential that the author of the plan has good local knowledge to maximise the benefits of the plan.

Case Study – Housing Developer Brochure
 An example of how literature can be adapted to appeal to local residents



2. Types of Travel Plan

- 2.1 This guidance refers to travel plans as a holistic description of the document. However, Darlington Borough Council recognises and accepts two types of travel plans. Any plan submitted should aim to support the aims and objectives of the local and national policies (Appendices 1 and 2).
- 2.2 **Framework** - A Framework Travel Plan is a document submitted when the occupiers of the development are unknown. It sets out basic principles for the site as whole in preparation for the future occupier’s plans.
- 2.3 **Full Travel Plan** – A Full Travel Plan is submitted where the proposed use and accessibility needs are known, and targets can be set. All elements of the plan should be tailored to the end occupier(s) – eg residential / school / workplace.

3. When a Travel Plan is required – Thresholds for Travel Plan Submissions

- 3.1 Travel plans will be required for all development proposals exceeding the council’s thresholds (Appendix 3 - Travel Plan Thresholds), and in other circumstances where local factors make one necessary. Local factors could include but are not limited to:

Change of Use applications: Change of use applications will be considered as new development and will require a travel plan if the thresholds set out in Appendix 3 or 3a are exceeded.

Multi-occupation of one site: Where several small developments or an initial small-scale development is incrementally increased or different use types on one site may individually fall below the thresholds set out in Appendix 3. The cumulative impacts of these individual developments or uses can be enough to justify a travel plan for the site.

Increased Car Parking Applications: From existing businesses, organisations and schools seeking to increase car parking capacities without linked development will be required to show that a travel plan has been in place and fully implemented and other options to reduce car use have been implemented.

Town Centre Development Any development within the Town Centre will require a travel plan.

- 3.2 It should be noted that although Appendix 3 sets out the development thresholds above which travel plans would normally be expected, the Highways Authority will assess applications on their own merits. This may result in some cases where a smaller development warrants a travel plan or larger sites where a travel plan is not justified. Applicants should assume, however, that where a threshold is exceeded a travel plan document will be required and discuss the need and scope for the document with the Highways Authority at the earliest possible stage of the application.
- 3.3 We stipulate a threshold of over 50 C3 dwelling houses for a travel plan, however the Highways Authority retain the right to request a travel plan for developments with fewer dwellings in circumstances where it is considered/likely to impact on sustainable transport in that area. Again, discussion with the Highways Authority is recommended at the earliest possible stage of the application.
- 3.4 The submission of a travel plan is not a guarantee that a proposed development will not be objected to on highways grounds if other supporting documentation, such as a Transport Assessment, does not demonstrate acceptability in highways terms

4. The process of submitting a Travel Plan –

- a) **Modeshift Registration**
- b) **Required Standards**

a) **Modeshift Registration**

- 4.1 Framework and Full Travel Plans are to be submitted using the [Modeshift STARS](#) platform.

The platform is a comprehensive travel planning tool that:

- Creates, develops, and supports travel plans
- Assists in monitoring and evaluation
- Recognises and rewards excellence for the promotion of sustainable and active travel

- 4.2 The platform is divided into three areas:
- STARS Education** – for all travel plans relating to educational establishments up to and including KS4
 - STARS Community** – for all residential and community travel plans
 - STARS Business** – for all other travel plans including business, FE/HE, retail and NHS sites

- 4.3 Modeshift STARS allows users to collect data and information linked to a site or a collection of sites and to input into the system. This process is more efficient than paper and PDF travel plans. Users of the system will save time when putting together a travel plan and they will be able to access their site's information online at any time. By providing clarity and a standardised approach towards what is required in a travel plan, this will allow the quality of travel plans submitted in support of planning applications to be assessed in a fair and consistent way.
- 4.4 Any previously written documents not using this format will need to be transferred and adapted to use this system. Requests for exemptions to this process will need to be submitted in writing to the Highway Authority for consideration. The Modeshift licence for Darlington Borough Council travel plans is paid for by the council and organisations can therefore utilise the platform free of charge, up to and including the Bronze level of accreditation. (Schools can utilise the platform free of charge to any level of accreditation). Further information on the Modeshift fees can be found [here and details of accreditation for business, residential](#) and educational plans can be found [here](#).
- 4.5 Registering to use the system can be undertaken in one of two ways:
- By completing the contact/register section at www.modeshiftstars.org website or
 - By contacting the Transport Planning section at Darlington Borough Council.
- 4.6 Once you register and gain access to the platform you will be able to locate your development/organisation and begin to input the required information into the headings. A full range of guidance is included within the platform.

Note Darlington Borough Council's Transport Planning Officer will assign a travel survey through the system. Currently this can be completed electronically or on paper (and inputted into the system).

b) Required Standards

- 4.7 Framework Travel Plans – If a Framework Travel Plan is submitted, the Green standard must be attained prior to planning permission, being granted. Following this, individual Travel Plans for site occupiers (when known) must be written and submitted within three months of occupation. These subsequent plans must attain Bronze Standard within 12 months of occupation. The Modeshift platform allows multiple occupier travel plans to be linked to their framework plan for administrative purposes.
- 4.8 Full Travel Plans – If a Full Travel Plan is submitted it must attain Green standard prior to planning permission, being granted. Upon occupation all Travel Plans must attain Bronze standard within 12 months of occupation (unless agreed otherwise with Darlington Borough Council)
- 4.9 It is hoped that all travel plans will go on to achieve higher standards in subsequent years and be recognised with a higher-level award. Details of the standards to be achieved for business residential and educational plans can be found [here](#).

- 4.10 Baseline monitoring is required for Bronze Standard and will typically be within three months of first occupation. For residential developments trigger points for baseline monitoring will be agreed in relation to anticipated build out schedule and development size but will be in the region of 50% occupation and yearly thereafter for the life of the plan (five years post completion/full occupation). Prior to development, baseline data can be ascertained using census data for the ward, or data from a similar development. All travel plans must be updated on an annual basis until post five years, completion/full occupation of the site.
- 4.11 **NOTE** As you will read, all plans submitted using the Modeshift platform require the planning and implementation of 'Travel Initiatives' and 'Supporting Initiatives'. There are however initiatives that will be compulsory elements of travel plans submitted to us and these will be in addition to the required number of initiatives required by Modeshift. These compulsory elements will be secured via s106 agreements and/or planning conditions, details of which are included in the section – 'Your Obligations – Fees, Bonds and Conditions'.

5. How we Evaluate Travel Plan Submissions

- 5.1.1 Evaluation criteria to approve travel plans submitted on the Modeshift Platform will include:
- All sections of the plan need to be completed as required for the Green or Bronze standard and kept up to date.
 - We require a named Travel Plan Co-ordinator. Where the TPC has yet to be appointed, an interim named contact (such as the author of the travel plan) will need to be retained and held responsible for the plan until the TPC is appointed.
 - Baseline survey data is required to set targets from
 - Targets need to be set
 - A commitment to annual monitoring is required for a period of the life of the travel plan

6. Your Obligations – Fees, Bonds and Conditions

- a. **Monitoring Fee**
- b. **Personalised Travel Advice Fee**
- c. **Travel Implementation Bond**
- d. **Conditioned Initiatives**

a) **Monitoring Fee**

- 6.1 In all cases where a travel plan is required, the Council will require the developer to enter into a Section 106 Agreement. This will include payment of a travel plan monitoring fee of £2850, which will be payable to the Council by the developer. The full fee amount should be submitted in one payment on signing the Section 106 agreement and is non-refundable. This fee does not apply to educational travel plans.

- 6.2 The fee amount is based on 15 hours per year of Darlington Borough Council officer time @ £38 per hour (RPI index linked from a base of 2021) to carry out the following duties over five years of the life of the Travel Plan:
- Modeshift user system set up
 - Administrative duties including survey set up and monitoring of deadlines
 - Evaluation of travel plan submission
 - Ongoing annual review of the travel plan and subsequent feedback/discussions with the Travel Plan Coordinator for the next year's measures.
- 6.3 In some cases, particularly for residential developments, monitoring may be required beyond the five-year period. In these circumstances, fees required beyond five years will be agreed on a case-by-case basis.
- 6.4 The fee does not cover the actual conducting of surveys, data inputting onto the Modeshift platform or analysis as this is the responsibility of the Travel Plan Coordinator.
- 6.5 Guidance on local authorities' ability to use fees is available in DfT/CLG's Delivering Travel Plans through the Planning Process. In addition, Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide.

b) Personalised Travel Advice (PTA) Fee

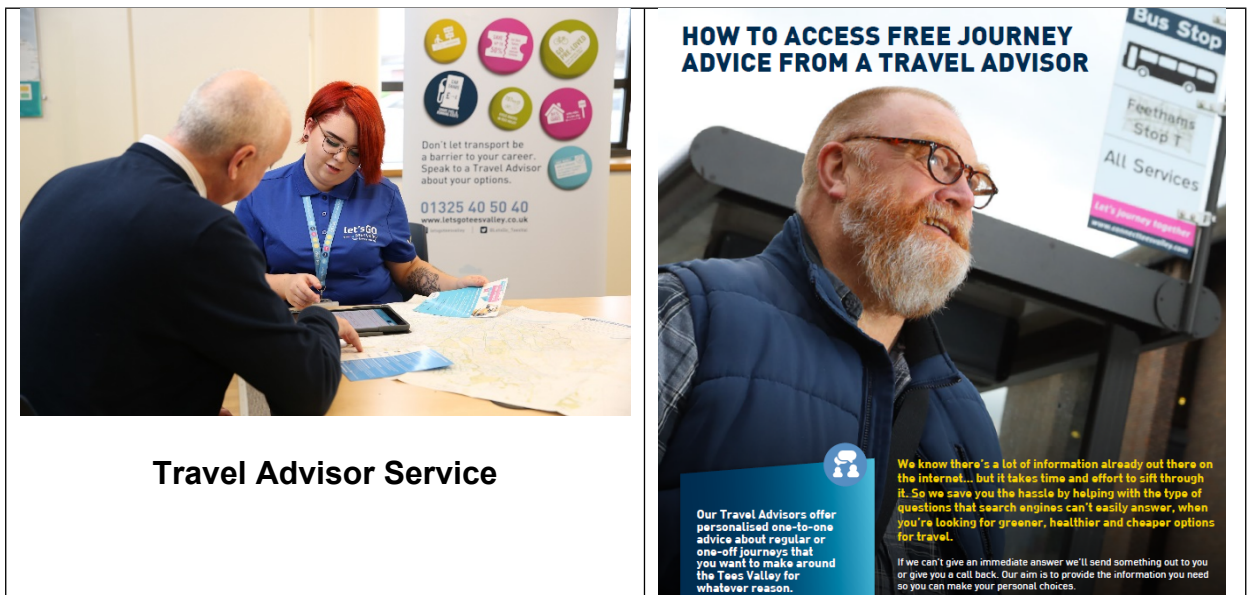
- 6.6 In all cases where a travel plan is required, a personalised travel advice fee **will/may** be payable to the Council by the developer. In all cases where a personalised travel advice fee is required, the Council will require the developer to enter into a Section 106 Agreement. The full fee amount should be submitted in one payment on signing the Section 106 agreement and is non-refundable. This fee does not apply to educational travel plans.
- 6.7 The fee required will be dependent on the type of development:
- For residential developments the fee will be £300 per household
 - For business developments the fee will be £100 per full time employee (cumulative). (FTE)

The full fee amount should be submitted in one payment on signing the Section 106 agreement, is non-refundable and is RPI index linked from a base of 2021.

- 6.8 Monies secured by this process will be utilised by the travel advisors from the Tees Valley behaviour change programme to offer a personalised travel advice service. As a minimum this offer will include:
- Face to face meetings using techniques such as motivational interviewing to have discuss the travel choices available to staff or residents.
 - Surveying of current and potential travel habits

- The provision of a bespoke journey plans to encourage a more sustainable option
- The provision of travel resources to enable people to plan their own sustainable journeys
- The provision of incentives such as taster tickets to encourage sustainable transport take-up
- Follow up surveys to assess modal shift for those accepting incentives

6.9 The process will require close cooperation with the development’s Travel Plan Coordinator and reference to this will be required in the travel plan document. It is anticipated that the PTA will be delivered within 3 months of individual house occupation or employment start date.



Travel Advisor Service

c) Travel Plan Implementation Bond

6.10 In all cases where a travel plan is required, a travel plan implementation bond will be payable to the Council by the developer. In all cases where a travel plan implementation bond is required, the Council will require the developer to enter into a Section 106 Agreement. The full bond amount should be submitted in one payment on signing the Section 106 agreement. This bond does not apply to educational travel plans.

The bond required will be dependent on the type of development:

- For residential developments the bond will be £200 per household
- For business developments the bond will be £50 per full time employee (cumulative). (FTE)

The bond is RPI index linked from a base of 2021.

- 6.11 This bond would be repayable on successful completion of the travel plan for its full term. Successful completion of the plan is deemed as:
- The developer/owner retaining responsibility for funding and implementing the travel plan, its incentives and initiatives, (PTA services excepted if PTA fee paid)
 - The appointment and retention of a travel plan coordinator
 - The surveying, monitoring, and annual reporting for the lifetime of the plan
 - The achievement of targets at full build out
- 6.12 Darlington Borough Council would retain the bond to implement remedial measures if the developer/owner did not meet the agreed set targets and / or comply with the agreement. The payment of the bond cannot be used as mitigation to the production and implementation of the travel plan.

Examples of remedial measures could include – but are not limited to:

- Further personalised travel advice and incentives
- Additional promotional events
- Additional promotional resources
- Cycle training /Buddy up scheme for individuals or teams
- Implementation of a car sharing scheme
- Traffic Regulation Orders (TROs)
- Provision of sustainable transport infrastructure
- Bus service subsidies

d) Conditioned Initiatives

- 6.13 In appropriate circumstances specific initiatives, as listed in the Modeshift platform, will be conditioned within the planning consent. These incentives must be included within the actions of the travel plan and are in addition to the number and type of incentives required to achieve the Modeshift standards.
- 6.14 These initiatives could include (but are not limited to):

Car clubs for residential developments

Car clubs should be provided/investigated for residential developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success. In these circumstances, measures such as the provision of infrastructure (such as marked parking bays and electric vehicle charging points for car club vehicles), the promotion of the car club, and a contribution towards the set-up costs of the car club should be provided by the developer.

Working with the local authority to support sustainable travel in the community

The developer must include in their travel plan how they intend to work with staff at Darlington Borough Council and the Tees Valley behavioural change programme to

maximise the impact of their initiatives. This would include specific actions and SMART targets.

New residents or employee welcome pack with travel information

Developers must provide appropriate information on travel options to and from the development including the promotion of sustainable transport. Developers must consult with Darlington Borough Council prior to the development and publication of any information to ensure accuracy and obtain approval.

Secure discounts with local bike shops and/or public transport operators

Discounts should be investigated and provided at developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success.

Assistance with this document can be provided by contacting:

Transport Planning Officer

Darlington Borough Council

Janet.easley@darlington.gov.uk

Appendices:

Appendix 1 Travel Plan Policy Context – National

Appendix 2 Travel Plan Policy Context – Local

Appendix 3 Travel Plan Thresholds

Appendix 1 Travel Plan Policy Context – National

[National Planning Policy Framework \(NPPF\)](#) The National Planning Policy Framework (NPPF) sets out the Government's approach to the location and design of developments to ensure that plans protect and explore opportunities for the use of sustainable transport modes for the movement of goods or people. A core planning principle of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The framework promotes the hierarchy of preferred modes of transport, from walking and cycling, public transport, car sharing, the use of electric vehicles and finally to single occupancy car use, as the last option.

[Cycling and Walking Investment Strategy \(DfT\)](#) This Strategy aims to create a walking and cycling nation; with a long-term goal (up to 2040) that walking, and cycling become a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, and work or leisure trips.

[Gear Change](#) A bold vision for cycling and walking 2020 (DfT) This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality.

[Cycle Infrastructure Design 2020 \(DfT\)](#) This guidance supports the delivery of high-quality cycle infrastructure to make cycling and walking the natural choices for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels. It reflects current good practice, standards and legal requirements.

[Education and Inspections Act 2006 \(DfE\)](#) The Act requires local authorities to promote sustainable travel and to support choice and flexibility of educational provision. It also extends the right to free transport for children living in lower income households.

Public Health and NICE Guidelines

- [Promoting physical activity for children and young people, NICE Guidelines \[PH17\] January 2009](#) Provides guidance on promoting physical activity among children and young people, including parents and carers, with a series of recommendations.
- [Public Health Guideline PH41 Physical Activity: Walking and Cycling](#) Sets out how people are encouraged to increase the amount they walk or cycle for travel and/or recreation purposes.
- [NICE Guidelines NG13 Workplace Health: Management Practices](#) Examples of how to improve the health and wellbeing of employees, placing it at the core of the organisation.
- [Working Together to Promote Active Travel - \(Public Health England\) - May 2016](#) Looks at the impact of current transport systems and sets out the many benefits of increasing physical activity through active travel.
- [NICE Guidelines NG70 Air Pollution: Outdoor Air Quality and Health](#) This guide brings together air quality, active travel and car transport.

Further historical information on travel planning can be found in the following publications:

- Delivering Travel Plans through the Planning Process (DfT / CLG, 2009)
- Building Sustainable Transport into New Developments (DfT, 2008)
- The Essential Guide to Travel Planning (DfT, 2008)
- Guidance on Transport Assessments (DfT & CLG, 2007)
- The Travel Plan Resources Pack for Employers (DfT, 2006)
- Making Residential Travel Plans Work: Guidelines for New Development (DfT, 2005)
- Behavioural Insights Tool Kit, Social Research and Evaluation (DfT, 2011)

Appendix 2 Travel Plan Policy Context – Local

[Tees Valley Climate Change Strategy 2010-2020](#)

This strategy represents how the five Local Authorities within the Tees Valley will come together with one aim and vision; to reduce their carbon footprint. As part of this there are opportunities that can be used to reduce emissions from cars by using technology and different behaviours, this includes workplace travel plans, school travel plans personalised travel planning, public transport information and marketing, travel awareness and car clubs. The actions within this strategy state the following:

- Prioritise improving public and sustainable transport in local transport planning and increase the provision of facilities for cyclists throughout the Tees Valley.
- Develop travel plans to influence people's travel behaviour towards more active and sustainable options such as walking, cycling and the use of public transport.
- Prioritise active and sustainable travel. Public sector organisations will improve the environmental impact of their fleet vehicles.
- Include climate change impacts in Transport Asset Management Plans and ensure that footpaths and cycle routes are maintained in good condition so that people are encouraged to use them.

[Darlington Borough Council Local Plan](#) – to be adopted but will include high level linkages.

[Darlington Borough Council Transport Plan](#) - yet to be consulted upon and adopted.

[Darlington Town Centre Transport Plan](#) - yet to be consulted upon and adopted.

[Darlington Borough Council Parking Strategy](#) - yet to be consulted upon and adopted.

[Darlington Borough Council Planning Obligations - Supplementary Planning Document \(SPD\)](#)

This document provides clarity and detail about the Council's approach to secure planning obligations, which are also known as developer contributions or S106 agreements. These are legal agreements negotiated between the Council and developers or landowners as a result of a planning application, to secure infrastructure required to help mitigate the impact of new residential or non-residential development. As part of this document there is a requirement for new residential and non-residential developments (of a certain size) to provide a travel plan to help mitigate the impact of the development with regard to travel options.

This Travel Plan Guidance document updates the SPD and will be integrated into future revised versions of the SPD.

[Darlington's Health and Wellbeing Plan 2017-2022](#)

The Health and Wellbeing plan for Darlington places the community at the heart of commissioning intentions to improve health and wellbeing and to reduce health inequalities for the population. This plan seeks to turn that strategy into action which makes a difference in people's lives, and helps the residents of Darlington live healthier lives for longer; that makes Darlington a "Healthy Community" -

A healthy community encourages:

- *Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing and is accessible by walking and cycling and public transport.*
- *The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.*

Appendix 3 Travel Plan Thresholds

Land Use Pre 2020	Land Use Post 2020	Measure	Travel Plan Required
A1 Food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>800 sq. m
A1 Non-food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>1500 sq. m
A2 Financial and professional services	E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services)	Gross Floor Area	>2500 sq. m
A3 Restaurants and cafes	E(b) Sale of food and drink for consumption (mostly) on the premises	Gross Floor Area	>2500 sq. m
A4 Drinking establishments	Sui Generis	Gross Floor Area	>600 sq. m
A5 Hot-food takeaway	Sui Generis	Gross Floor Area	>500 sq. m
B1 Business	E(g) E(g)(i) E(g)(ii) E(g)(iii)	Gross Floor Area	>2500 sq. m
B2 General Industry	B2 General industrial E(g) (previously class B1) (Gross Floor Area	>4000 sq. m
B8 Storage or distribution	B8 Storage or distribution.	Gross Floor Area	>5000 sq. m
C1 Hotels	C1 Hotels - Hotels, boarding and guest houses	Bedrooms	>100 bedrooms
C2 Residential institutions— hospitals, nursing homes	C2 Residential institutions – Residential care homes, hospitals and nursing homes	Beds	>50 beds
C2 Residential institutions— residential education	C2 Residential institutions - Boarding schools, residential colleges and training centres	Students	>150 students
C2 Residentials institutions— institutional hostels	C2A Secure Residential Institution -	Residents	>400 residents
C3 Dwelling houses	C3 Dwelling houses - C3(a), C3(b), C3(c), C4 Houses in multiple occupation	Dwelling unit	>50 units
D1 Non-residential institutions	E(e) E(f) F1(a) F1(b) F1(c) F1(d) F1(e) F1(f)	Gross Floor Area	>1000 sq. m
D2 Assembly and leisure	F2(c) F2(d) Sui generis:	Gross Floor Area	>1500 sq. m
Education establishments	Increase in pupil numbers and/or further development of the site		
Others	Discuss with Darlington Borough Council		

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Transport Capital Programme 2022/23**APPENDIX B**

1. **Maintenance Block** – funding to maintain the highway network including structures and street lighting. Until we receive confirmation on funding levels from TVCA the programme is based on previous years' levels of funding.

Department for Transport Allocation	£'000
Bridge structural maintenance	212
Highway structural maintenance	637
Incentive funding	241
Fees	116
Sub Total	1,206
Pothole and Challenge Fund 2022/23	969
Total	2,175

2. The following maintenance schemes have been identified as the priority based on the condition data surveys. This is a rolling programme and subject to tender returns:
 - (a) Swan House roundabout
 - (b) Rotary Way to A1 outbound dual carriageway
 - (c) Faverdale
 - (d) Newbiggin Lane – a recycling scheme using reclaimed tar bound planings from other schemes
3. In addition priority footpath schemes will be identified and the micro asphalt and patching programmes will include roads across the borough. This continues the investment in unclassified roads, which are predominantly residential streets.

Integrated Transport Block - funding to Manage and Improve the highway network

Manage/ Improve	Scheme	2022/23 (£k)	Notes
Network management			
Manage	North West Growth Zone Corridor - A68	250**	£805k** LTP + £100k section 106 funding is already secured. The scheme is being progressed to be 'shovel ready'.
	Traffic monitoring	20	
	Traffic counter replacement programme	20	
Sustainable and public transport			
Improve	Improvements to bus passenger and cycle facilities	50	Includes raised kerbs, bus shelters and cycle parking
Improve	Dropped kerbs	80	Improves access for all, includes a scheme for Milbank Road
Improve	Public Rights Of Way	35	Improves access for all including £25k for Patches Lane bridleway improvements in partnership with Brightwater
Improve	Walking and cycling route in Middleton St George between Yarm Road and Mill Lane	30	Improves access for all and supports the delivery of the 26 mile S&DR route - additional funding for a bridge
Speed Management and Road Safety programme			
Manage	School speed management and safety schemes	200	Schemes for Abbey Federation, St Augustine's, St Bede's and Reid Street Primary
	speed management schemes	40	Bonomi Way/Whessoe Road roundabout; village gateways
	VMS signs for speed management	50	Sites to be identified through speed and accident data
Sub total		775	
Fees		118	
Total		893	

** In January 2020 an Expression of Interest was submitted to the Department for Transport's Pinch Point Fund to implement a programme of improvements on the A68 corridor.

4. In March 2020 Darlington Council's Cabinet agreed to underwrite the local contribution element required by the Department for Transport for the bid for Pinch Point Funding, on the basis that other funding sources may become available over the next 12-36 months and, if the bid was successful, the most appropriate source of funding would be utilised at the time. If the bid was unsuccessful the available local funding would be used to start implementing the A68 corridor pinch point improvements. This funding is to build up funding for the scheme as either match or delivery money. This will not be sufficient to deliver the scheme in 2021/22 unless other bids are successful.
5. The Department for Transport has now announced that the Pinch Point funding will be added to the Levelling Up Fund and Darlington and TVCA will need to work together to secure funding from this new fund. The A68 is also a bus corridor and the Whole Route Improvement Plan identifies the roundabouts in Cockerton and Woodland Road/Staindrop as key elements to deliver traffic management benefits. The A68 is also an LCWIP corridor delivering a high quality cycle route from West Park to the town centre via Cockerton. Consultation is underway on the schemes. All the responses will be considered and the scheme design reviewed before further consultation and consideration of the submission of a planning application. Subject to the necessary approvals, the City Region Sustainable Transport Settlement may therefore also provide part of the funding for these schemes.

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Performance Data and Public Satisfaction **estimated* ** 2019/20 onwards only Northern Rail data is reported

Performance Measures	2012/13	2013/14	2014/15	2015/16		2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	19,528	19,514	20,287	20,419		19,417	19,090	19,524	19,023	14,753	18,466*
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	127,306	125,642	123,847	124,764		126,801	125,519	127,938	125,017	94,007	118,412*
Bus Punctuality % on time	64%	64%	63%	87%		89%	86%	86%	Unavailable	93%	Available Autumn 2022
Bus Patronage (all operators)	6,605,517	6,604,117	6,505,849	6,422,947		6,240,594	5,972,163	5,741,507	5,457,204	1,826,616	1,991,239*
Concessionary fares patronage	2,750,929	2,744,792	2,673,485	2,627,062		2,607,611	2,450,526	2,347,694	2,167,240	628,055	1,046,752*
Rail Patronage (all 4 Darlington stations)**	2,241,390	2,279,159	2,322,927	2,337,809		2,368,780	2,417,328	2,498,158	1,256,241	236,013	703,495*
Number of cycling trips (automated cycle counters)	1224.50	1,450	1,556.50	1,315.75		1,618	1,585	1,650	1,614	1,637	1500*
No. of walking trips in the town centre	119,163	121,876	133,983	126,687		124,608	120,359	104,825	111,042	48,958	76,864*

Roads and Footway Conditions											
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
% of principal roads where maintenance should be considered ('A' class)	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%	1.9%	1.0%
% of non-principal roads where maintenance should be considered ('B' & 'C')	11%	12%	14%	11%	9%	6%	6%	7%	6%	6%	5%
% of unclassified roads where maintenance should be considered	7%	9%	10%	10%	12%	15%	22%	16%	8%	13%	15.8%
% of footways which are structurally unsound			10%	9%	9%	9%	9%	9%	11%	17%	19.2%
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)		£59.3 million	£74.2 million	£81.7 million	£92.2 million	£84.0 million	£90.3 million	£88.1 million	£78.3 million	Not available	Not available
Street Lighting											
% of street lighting columns over 40 years		29%	26%	20%	24%	3.8%	Not available	0	0	0	0
% of street lighting columns 20-40 years old		56%	51%	45%	44%	14%	Not available	15%	17%	17.5%	17.5%

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Bridges											
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)				85%	85%	Not available	71%	75%	81%	82%	Not available
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)				74.6%	74%	Not available	71%	72%	69%	71%	Not available
Inspections											
Number of potholes requiring repair			9,490	8,004	6,611	6,246	6,582	6,631	5,075	5,942	4490 by 31/12/21
Public Rights of Way											
% of rights of way open and available for use – urban fringe leisure routes	63%	75%	67%	84%	79%	86%	75%	85%	85%	82%	84%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of people killed or seriously injured in road traffic accidents	36 (37)	35 (35)	41 (37)	41(37)	32 (31)	39 (31)	45 (39)	52 (45)	52 (50)	26 (43)	38 (39)
Number of people slightly injured in road traffic accidents	296 (321)	309 (303)	285 (297)	285 (297)	242 (270)	256 (260)	230 (243)	208 (231)	161 (200)	106 (158)	104 (124)
Number of children killed or seriously injured in road traffic accidents	4 (2.6)	3 (3)	7 (4.6)	7 (4.6)	2 (4)	4 (3)	5 (3)	5 (5)	6 (5)	2 (4)	4 (4)
Number of children slightly injured in road traffic accidents	32 (36)	45 (37)	34 (37)	34(37)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)	12 (18)	7 (11)
% of children taking part in pedestrian training from participating schools	80	85	91	91	86	90	87	86	86	78	Not yet available
% of children taking part in cycle training (Year 5) from participating schools	45	54	56	56	50	52	66	63	63	95	Not yet available

NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Overall public satisfaction	55.7	54.9	55.1	56	56	54	54	55	55	53
Public transport overall	54	-	-	59	59	60	62	64	58	55
Local bus services	54	58	60	60	62	60	62	63	63	58
Local bus services (BVPI 104)	47	53	55	60	61	64	66	62	59	56
Public Transport Info (BVPI 103)	39	41	48	48	51	47	51	51	41	39
Taxi/Mini cab services	67	68	70	69	67	66	68	69	69	64
Community Transport	57	57	58	56	55	55	55	59	62	59
Walking & Cycling overall	58	57	55	57	58	56	56	56	53	53
Pavements and footpaths	56	55	55	55	55	54	53	54	53	51
Pavements and footpaths (aspects)	57	58	57	61	61	58	58	60	56	55
Cycle routes and facilities	59	55	53	54	55	55	54	53	50	51
Cycle routes and facilities (aspects)	60	57	55	58	58	55	59	55	49	52
Rights of Way	57	60	58	58	60	57	58	59	58	56

Rights of way (aspects)	56	55	52	58	56	56	56	56	54	53
Tackling congestion overall	52	54	53	53	51	48	49	50	49	48
Traffic levels and congestion	49	49	44	47	46	44	46	45	49	49
Management of Road works	54	53	51	56	50	51	53	55	54	53
Traffic management	55	54	54	56	56	55	57	56	42	40
Overall road safety	59	57	57	62	58	57	60	59	56	55
Road safety locally	62	59	61	63	60	57	58	59	58	55
Road safety environment	58	56	57	61	57	57	59	59	57	56
Road safety education	58	57	56	61	58	58	61	59	54	54
Overall highways maintenance	50	46	47	52	53	50	49	51	49	46
Condition of highways	34	28	31	34	38	34	30	35	35	31
Highways maintenance	48	48	48	54	53	51	51	53	51	43
Street lighting	69	69	71	70	69	66	65	65	65	65
Highway enforcement/obstructions	49	49	48	51	50	48	49	52	46	45

CABINET
8 MARCH 2022

DARLINGTON CULTURAL STRATEGY 2022-2026

Responsible Cabinet Member –
Councillor Andy Keir, Local Services Portfolio

Responsible Director –
Dave Winstanley, Group Director of Services

SUMMARY REPORT

Purpose of the Report

1. The purpose of the report is for Cabinet to consider the Darlington Cultural Strategy 2022-2026 and associated action plan for 2022/23.

Summary

2. The Darlington Cultural Strategy (2022 to 2026) attached at **Appendix 1** articulates the importance of culture and how it can contribute to the priorities in the council plan. The strategy sets a vision and priorities for cultural activity which is focused on maximising the social and economic benefits which culture can bring to people across Darlington, including residents, visitors, and those working and investing in Darlington.
3. The Cultural Strategy has been informed by research, discussion with Arts Council England and Tees Valley Combined Authority, discussion at the Creative Darlington board meeting in September 2021, with comments received from partners including Darlington for Culture, Darlington Hippodrome, The Forum Music Studios and Theatre Hullabaloo.
4. The strategy includes an annual action plan that will be monitored to track progress and refreshed annually to ensure there is a focus on achieving the vision and priorities set out in the strategy.
5. The strategy and action plan were presented to the Communities and Local Services Scrutiny Committee on 17 February 2022 and the comments received were:
 - (a) *That be Cabinet be advised of this Scrutiny's view that references to diversity and minority groups be strengthened within the strategy.*

Recommendation

6. It is recommended that Cabinet approve the Darlington Cultural Strategy for 2022-2026 and the action plan for 2022/23.

Reasons

7. The recommendation is supported by the following reason; to ensure that Darlington has a Cultural Strategy placing it in a stronger position to attract external funding and opportunities as they arise.

Dave Winstanley
Group Director of Services

Background Papers

No background papers were used in the preparation of this report.

Ian Thompson : Extension 6628
CD

S17 Crime and Disorder	Cultural activities can have a positive impact on crime and disorder by engaging individuals in positive activity.
Health and Wellbeing	Culture can have a positive impact on Health and Wellbeing.
Carbon Impact and Climate Change	This report will not make a significant Carbon Impact or impact on Climate Change.
Diversity	One of the priorities within Darlington’s Cultural Strategy 2022–2026 is for Darlington to have an accessible, diverse and vibrant culture.
Wards Affected	Darlington Cultural Strategy 2022–2026 recommendations address all wards in Darlington Borough.
Groups Affected	The Cultural Strategy 2022–2026 is focused on the population of Darlington Borough.
Budget and Policy Framework	There is no impact on the budget or policy framework.
Key Decision	This report is not a Key Decision.
Urgent Decision	This report is not an Urgent Decision.
Council Plan	The cultural strategy has set out how the Council will deliver its cultural ambitions.
Efficiency	There is no impact on the Council’s efficiency agenda.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers.

MAIN REPORT

Information and Analysis

8. Darlington's Cultural Strategy takes note of the vision and drivers of national strategies, including Arts Council England's Let's Create strategy to 2030, the North East Cultural Partnership's Case for Culture strategy to 2030 and the priorities of the Tees Valley Combined Authority.
9. This strategy uses a definition of Culture as set out by the Department for Culture, Media and Sport which covers the following areas:
 - (a) Arts (including visual arts, literature, music, theatre and dance)
 - (b) Architecture
 - (c) Crafts
 - (d) Creative industries
 - (e) Design
 - (f) Heritage
 - (g) Historic environment
 - (h) Museums and galleries
 - (i) Libraries
 - (j) Archives
 - (k) Film
 - (l) Broadcasting and media
10. Agreeing a Cultural Strategy for Darlington from 2022 to 2026 will help in communicating our cultural vision and priorities for cultural investment to members of the public and potential partners and funders, and support decisions around where we focus resources to benefit residents, visitors and potential investors in the Borough of Darlington, alongside the development of the sector.
11. It is proven that a vibrant cultural offer can bring both economic and social benefits to places including Darlington. Within their 'Cultural Strategy in a box' publication the Local Government Association advise culture should be seen as *'not only the commissioning of arts and the production of events, but also as a tool; that builds upon the heritage of the area; that builds a shared vision and identity for the area that is steeped in history and has a wealth of cultural assets; that builds the local economy particularly in the context of tourism and creative industries; that improves the local quality of life and encourages engagement in community activities; and that provides new ways of tackling challenges around health and well-being.'*
12. The 'Contribution of the arts and culture industry to the UK economy' report by the Centre for Economics and Business Research for Arts Council England, May 2020 advised that *'in 2018, the arts and culture industry supported £64bn of turnover, £29bn of GVA, 461,000 FTE jobs and £16bn of employee compensation in the UK economy'*. This research identified direct economic contributions made by the sector alongside the indirect impact through supply-chain purchases and the induced impact through the wider spending of employees. These benefits are felt in Darlington with people employed and working freelance in the cultural and creative sectors and through cultural assets, events and programmes attracting visits to and investment in the borough.

13. People are key to Darlington's cultural offer with many creative enterprises, organisations roles contributing alongside audience members, customers, networks, participants and volunteers. Darlington is home to Arts Council England's National Portfolio Organisation Theatre Hullabaloo, a pioneering organisation which makes, tours and promotes theatre for young audiences, aged 0–16 years old, and has a particularly strong cultural offer for young people.
14. Darlington for Culture and Darlington Cultural Volunteers also support a diverse cultural offer for adults, through network and voluntary support.
15. Besides social capital, Darlington has a strong selection of building and place-based cultural assets including the Head of Steam railway museum, Theatres, Cinemas, 20 archaeological sites within the Borough registered as Scheduled Monuments, Libraries, The Forum Music Studios, Parks and Green Spaces, Festivals and Events and The Bridge Centre for Visual Arts.
16. Various aspects of Darlington's cultural offer have secured investment over the last decade with significant achievements made. These include the opening of the Vue cinema in Darlington in 2016, the restoration and re-opening of Darlington Hippodrome in 2017, the opening of The Hullabaloo in 2018, Stockton & Darlington Railway declared a Heritage Action Zone in 2018, the Enjoy Darlington events programme and Darlington securing Purple Flag status in 2020 with our nightlife deemed one of the safest in the North-East.
17. Darlington has also secured significant support to establish a Rail Heritage Quarter and invested in refurbishment of Darlington Library, with both programmes expected to be completed during the timescale of this strategy. Darlington secured £22.3 million in 2020 through the Town's Fund to support regeneration including the acquisition of key properties on Northgate, to protect heritage assets.
18. The pandemic presented significant challenges to the creative and cultural sector. Government invested significantly in a programme to support cultural recovery and both Darlington Hippodrome and The Forum Music Studio have received support through Arts Council England's Culture Recovery Fund. Additional enterprises, organisations and individuals have received secured support through other Arts Council England programmes, Tees Valley Combined Authority programmes and Darlington Borough Council to support both sustainable operation and recovery. In 2021 Arts Council England identified Tees Valley Combined Authority as one of 54 priority places in England for investment during the first period of their Let's Create strategy 2020–2030.
19. The Cultural Strategy for 2022–2026 will look to build on momentum gained in the last decade and will be reviewed regularly. The vision and priorities for investment within the 2022–2026 timeframe are informed both by our current cultural assets and strengths, and by recognition of opportunities to further enhance Darlington's cultural offer to benefit people and place.
20. The cultural strategy will support the council in delivering its vision:

Darlington is a place where people want to live and businesses want to relocate, where the economy continues to grow, where people are happy and proud of the borough and where everyone has the opportunity to maximise their potential.

21. The Council's Priorities are to:
 - (a) Grow Darlington's economy
 - (b) Maximise the potential of our young people
 - (c) Support the most vulnerable in the Borough
 - (d) Working with communities to maximise their potential
22. The cultural strategy builds on the Council vision and priorities, setting out the actions that ensure the Council is in a position to create a place to be proud of that values its heritage and culture, placing them at the heart of the town's economic growth.
23. The proposed vision for Darlington's Cultural Strategy for 2022–2026 is:

“Darlington will be a place in 2026 and beyond where culture enriches lives, involves people and is central to identity and prosperity.”
24. Five priorities are identified within the Draft Darlington Cultural Strategy 2022-2026, with accompanying action plan to address each priority:
 - (a) To creatively celebrate Darlington's contribution to the birth of the modern passenger railway.
 - (b) For Darlington to have an accessible, diverse and vibrant culture, encouraging economic growth.
 - (c) For Darlington to champion engagement with culture, particularly amongst children and young people.
 - (d) For culture to thrive within Darlington borough and attract visitors to the Town Centre.
 - (e) For Darlington to have a thriving theatre offer involving people of all ages.
25. Darlington Borough Council will implement the Cultural Strategy working with other partners where appropriate, such as Tees Valley Combined Authority, North East Culture Partnership, organisations including Arts Council England, National Heritage Lottery Fund, residents and cultural organisations, sharing information on progress through the Creative Darlington Board. Action Plans for each of the priorities have been developed, attached at **Appendix 1** (Section 4), and will be reviewed and updated annually. An annual report on progress will be presented to the Creative Darlington Board

Financial Implications

26. The Cultural Strategy and action plan are anticipated to be achieved using existing resource allocations and will draw down on external funding where appropriate.

Outcome of Consultation

27. The draft Cultural Strategy has been informed by research, discussion with Arts Council England and Tees Valley Combined Authority, discussion at the Creative Darlington Board meeting in September 2021, and been informed by comments received from partner including Darlington for Culture, Darlington Hippodrome, The Forum Music Studios and Theatre Hullabaloo.

Feedback from Communities & Local Services Scrutiny Committee

28. The draft Cultural Strategy was considered by Communities and Local Services Scrutiny Committee on 17 February 2020 and their comments were as follows:
- (a) *That be Cabinet be advised of this Scrutiny's view that references to diversity and minority groups be strengthened within the strategy.*

Darlington Cultural Strategy 2022-2026

- Section 1** **Darlington, People, Place and Culture**
Introduction
What is culture
Current assets
Cultural highlights since 2016
Impact of the pandemic
- Section 2** **Vision, priorities, opportunities and how this strategy will impact on Darlington’s culture**
Vision
Priorities
Opportunities
How the strategy will impact on Darlington’s culture
- Section 3** **Where the Culture Strategy sits and how it is actioned**
Where the Culture Strategy sits
How we will act on the Cultural Strategy and where we aim to be in 2026
- Section 4** **Action plans to take forward cultural priorities**

Section 1: Darlington, People, Place and Culture

1.1 Introduction

Darlington is known for many things including its railway heritage, connectivity, a fantastic theatre offer and as a distinctive and attractive market town. It is an ingenious and welcoming place where commercial, industrial, scientific and social innovations have been nurtured and supported.

Darlington is located within County Durham for ceremonial purposes and Darlington Borough Council was established as a unitary authority on 1 April 1997 as the administrative authority. Tees Valley Combined Authority was established in 2016 to further the sustainable and inclusive growth of the economy of the Tees Valley and their remit includes Darlington.

Looking to the future, Darlington Borough Council recognises economic growth as its priority in delivering a long-term vision for the borough and the importance of working alongside Tees Valley Combined Authority to support economic growth. Darlington Borough Council aims to provide the opportunity for everyone to access a good job and a good home and is committed to maximising the potential of young people, working with communities and supporting the most vulnerable in the borough, so people can play their part in Darlington's success.

Darlington is bordered by County Durham to the north and west, Stockton-on-Tees to the east and North Yorkshire to the south, along the line of the River Tees. The borough includes a number of villages and settlements. This Cultural Strategy is informed by dialogue with local people and reflects Darlington Borough Council's recognition of the importance of economic growth within the Delivering Success for Darlington Council Plan to 2023.

Darlington's Cultural Strategy takes note of the vision and drivers of national strategies, including Arts Council England's Let's Create strategy to 2030, the North East Cultural Partnership's Case for Culture strategy to 2030 and the priorities of the Tees Valley Combined Authority, as befits an outward looking place. It recognises the importance of the contributions made by people from the private, public and voluntary sectors to Darlington's current cultural offer and their potential to further develop Darlington as a Creative Place.

Within Let's Create, Arts Council England advise they will *'focus a large part of our development role on ensuring that children and young people are able to fulfil their creative potential, and access the highest-quality cultural experiences where they live, where they go to school and where they spend their free time.'*

Darlington's Cultural Strategy to 2026 is informed by our longstanding engagement with agencies including Durham Music Service and Theatre Hullabaloo, who have secured national recognition for their work with children and young people. We plan to continue to work with these partners and to learn from Darlington Hippodrome's In2 programme to ensure that children, young people, their families and the adults in their lives have opportunities to experience Darlington as a creative place.

Our Cultural Strategy for 2022 to 2026 is focused on maximising the social and economic benefits which culture can bring to people across Darlington Borough, including residents, visitors, those working and investing in Darlington. It considers the fantastic opportunities Darlington has via investment through the Towns Fund, through the expected upgrade of Darlington Station, the Rail Heritage Quarter and celebrations in 2025 of the bicentenary of the birth of the modern passenger railway marking the momentous journey of Locomotion No. 1 on the Stockton and Darlington Railway in 1825:

1.2 What is culture and why does it matter?

This strategy uses a definition of Culture as set out by the Department for Culture, Media and Sport which covers the following areas:

- arts (including visual arts, literature, music, theatre and dance)
- architecture
- crafts
- creative industries
- design
- heritage
- historic environment
- museums and galleries
- libraries
- archives
- film
- broadcasting and media

We recognise this definition of Culture does not include Sports and Leisure, which are considered in other strategies covering Darlington and will support ongoing dialogue between both sectors.

Recently published national research shows the value of culture to the UK economy, and that while the arts and culture industry receives public funding it makes a significant contribution to the exchequer through VAT, corporation tax, income tax and national insurance and is highly productive. There are direct economic contributions made by the

sector alongside the indirect impact (demand supported through supply-chain purchases) and the induced impact (demand supported through the wider spending of employees).

In 2018, the arts and culture industry supported £64bn of turnover, £29bn of GVA, 461,000 FTE jobs and £16bn of employee compensation in the UK economy.

The Contribution of the arts and culture industry to the UK economy report by the Centre for Economics and Business Research for Arts Council England, May 2020

Culture plays an important role in making Darlington a vibrant place, it adds life and energy to the borough, helps define Darlington as place and provides opportunities for people to explore their own potential, enjoy themselves, work together and to explore and enrich the world.

Culture should be seen as not only the commissioning of arts and the production of events, but also as a tool; that builds upon the heritage of the area; that builds a shared vision and identity for the area that is steeped in history and has a wealth of cultural assets; that builds the local economy particularly in the context of tourism and creative industries; that improves the local quality of life and encourages engagement in community activities; and that provides new ways of tackling challenges around health and well-being.

Local Government Association: Cultural Strategy in a box

1.3 Current Assets

Culture harnesses, nurtures and shares the talents of the people involved, bringing economic and social benefits to places. The Forum Music Studios is a major cultural asset in Darlington, which attracts visitors alongside highly acclaimed artists and has launched and supported many musical careers through the facilities and services it provides whilst housing activities that bring people together. As a Community Benefit Society, they have contributed to the growth of the UK Music Industry and create a first-class music experience at a grassroots level that inspires people of all ages and demographics to engage with music through participation in a range of social, education, enterprise or entertainment activities. Since they began trading as a social enterprise in 2010, they advise they have introduced over three million pounds into the local economy, over half a million of which has been grant funding from bodies including National Lottery providers and local funding and donations, whilst generating income through the provision of services, activities and reinvesting into the cultural economy of Darlington.

Darlington for Culture currently promote and support culture through advocacy and initiatives including Darlington Cultural Volunteers, their Small Grants programme and network. They came into being in late 2010 and became established as a co-operative in 2011. Members include representatives from arts and community groups from across the

borough, and networks and organisations including Darlington for Culture play a significant part in advocating for culture and making things happen.

'Darlington for Culture has become an important organisation through its ability to provide a network through which the arts can be promoted, supporting Creative Darlington.'

On With the Show, Supporting Local Arts & Culture, Dr Claire Mansfield, New Local Government Network

Going forward to 2025 and beyond we recognise the importance of bringing together voluntary, public and private sector parties, including Darlington for Culture, to make Darlington Borough the best creative place it can be.

Many people, organisations and enterprises animate our cultural offer. Those involved include actors, architects, archivists, artists, broadcasters, crafts people, ceramicists, choreographers, comedians, creatives, curators, dancers, designers, directors, filmmakers, librarians, musicians, performers, poets, photographers, producers, readers, singers, technicians, writers, not forgetting audience members, participants and volunteers, the list goes on. A selection of the current cultural assets in terms of buildings, resources and events in Darlington is shown below.

Museums and Galleries

- The Head of Steam railway museum
- Crown Street Art Gallery in Darlington Library

Theatres

- Darlington Hippodrome
- The Hullabaloo
- The Majestic

Cinemas

- Odeon Luxe
- Vue Cinema

Heritage

- Darlington Rail Heritage Quarter
- Darlington Market
- A section of the Stockton & Darlington Railway Heritage Action Zone
- Tees Cottage Pumping Station
- There are 20 archaeological sites within the borough registered as Scheduled Monuments

Libraries

- Darlington Library
- Cockerton Library

Music Venues

- The Forum Music Studios

Parks and Green Spaces

- 16 parks (including South Park)
- 10 nature reserves

Festivals and Events

- (In 2025) the bicentenary of the 1825 passenger journey on the Stockton & Darlington Railway
- Darlington Arts Festival
- Darlington Community Carnival
- Darlington Food Festival
- Darlington Pride
- Darlington R 'n' B Festival
- Last Train Home and Mish Mash music festivals

Visual Arts

- The Bridge Centre for Visual Arts
- Gallerina

1.4 Cultural highlights from 2016 to 2021

There have been many highlights in Darlington's cultural offer in recent years including:

- The opening of the Vue cinema in Darlington in 2016
- The Bridge Centre for Visual Arts secured charitable status, focusing on the connections between art and health (particularly mental health)
- The restoration and reopening of Darlington Hippodrome in 2017
- The opening of The Hullabaloo, home of Theatre Hullabaloo, in 2018
- Stockton & Darlington Railway declared a Heritage Action Zone in 2018
- The Enjoy Darlington campaign launched, and a cohesive Town Centre events programme promoted
- Commercial concerts promoted successfully at The Darlington Arena
- Refurbishment of the Odeon Luxe cinema in Darlington

- Darlington Borough Council allocating capital to refurbish Darlington Library
- Darlington securing Purple Flag status in 2020 and the Town's nightlife deemed one of the safest in the North-East
- Tees Valley Combined Authority allocating budget to create a Rail Heritage Quarter in Darlington which is expected to become a significant visitor attraction in Tees Valley by 2025
- Darlington securing £22.3 million in 2020 through the Town's Fund to support regeneration schemes in Darlington including the acquisition of key properties on Northgate, to protect heritage assets and within the Rail Heritage Quarter, including supporting the creation of a 26-mile walking and cycling route along the track-bed of the original Stockton and Darlington Railway
- Support the ongoing recovery from the pandemic
- The re-opening of Cockerton Library following a refurbishment programme and Darlington Library refurbishment underway in 2021/22

1.5 Impact of the pandemic

The Covid-19 pandemic has inevitably impacted on Darlington's culture and the lives of those providing services or employed in the cultural sector. The pandemic necessitated temporary closure of cultural venues and facilities and either cancellation or postponement of cultural programme. Government announced the largest ever one-off investment in UK Culture of £1.57 billion. Several Darlington residents secured support through Arts Council England's Emergency Funds and The Forum Music Centre and Darlington Hippodrome secured awards from both rounds of Arts Council England's Culture Recovery Programme.

North East Culture Partnership commissioned research to assess the regional impact of the pandemic on the sector, which has helped to identify prevailing issues. Tees Valley Mayor, Ben Houchen announced the establishment of a new, independent and sector-led Task Force to advise on the development and delivery of a £1million Recovery Programme for the Visitor Economy and Cultural Industries sectors through Tees Valley Combined Authority in June 2020, and a number of programmes have been delivered and are in development. Darlington Borough Council led programmes to support resilience and recovery during the pandemic. It is expected that national, regional, sub regional and local bodies will continue to monitor recovery and that further research will inform measures taken to encourage recovery.

Section 2: Vision, priorities, opportunities and how this strategy will impact on Darlington's culture

The Cultural Strategy for 2022 – 2026 will look to build on momentum gained in the last decade and will be reviewed regularly. The vision and priorities for investment within the 2022 – 2026 timeframe are shown below.

2.1 Vision:

Darlington will be a place in 2026 and beyond where culture enriches lives, involves people and is central to identity and prosperity.

2.2 Priorities

1. To creatively celebrate Darlington's contribution to the birth of the modern passenger railway.
2. For Darlington to have an accessible, diverse and vibrant culture, encouraging economic growth.
3. For Darlington to champion engagement with culture, particularly amongst children and young people.
4. For culture to thrive within Darlington Borough and attract visitors to the Town Centre.
5. For Darlington to have a thriving theatre offer involving people of all ages.

2.3 Opportunities to 2026

In recent years, Darlington has worked with Tees Valley Combined Authority and other parties to secure investment to create a Rail Heritage Quarter around the current site of the Head of Steam railway museum, adjoining North Road Station, which is expected to open in advance of 2025 and to become a significant and distinctive visitor attraction in Tees Valley. The Rail Heritage Quarter will be one of the North East's tourism assets and a catalyst for regeneration in the Northgate area.

Work is also underway to preserve and promote public engagement with rail heritage within the Stockton & Darlington Railway Heritage Action Zone. The original track-bed of the railway runs 26 miles from County Durham, through Darlington, to Stockton and several programmes of work are moving forward to safeguard this heritage and build public engagement.

Darlington was involved in a significant programme of events in 1925 to mark the centenary of this historic journey, which is the birth of the modern passenger railway, and again in the

Stockton & Darlington Railway Pageant 1975. Given the importance of railway heritage to Darlington, and the worldwide significance of railways, we aim for the 2025 bicentenary to celebrate and safeguard our heritage and to leave a legacy for people in the borough and the wider area working with partners. The bi-centenary events programme is expected to be of significant scale and to attract visitors to Darlington, Tees Valley. and County Durham. Subject to budget the programme may include live steam and motive power, the exhibition of early steam locomotives, education projects, knowledge sharing activity, community events and large scale outdoor cultural events.

Darlington secured a significant Town's Fund Award in 2020 which is supporting significant regeneration activity within Darlington and will help develop the Rail Heritage Quarter as a visitor attraction and to protect key heritage assets. It is expected Darlington Borough Council will seek support from other government programmes for regeneration and that culture can be a component of these programmes subject to successful application, through protecting heritage and improvements to the public realm.

Culture is making a strong contribution to our Town Centre offer, and the Enjoy Darlington and Enjoy Tees Valley campaigns, and regular festivals and events play a part in attracting people to visit Darlington and add value to their visits, whether residents, tourists or people working here. Culture is contributing to encouraging extended visits and to the vibrancy of the daytime and evening economy, and we will continue to explore opportunities to share local, Tees Valley, regional and national events with people in Darlington.

Darlington Borough Council expects to work closely with Tees Valley Combined Authority in addressing shared cultural priorities up to 2026 and beyond, and recognises the importance of culture as a high growth sector of the economy, in encouraging sustainable growth, encouraging investment, supporting place promotion, and contributing efficiently to agendas including education, health and quality of life. Tees Valley Combined Authority area was identified by Arts Council England in 2021 amongst 54 priority places for their focus during the first period of their Let's Create strategy 2020 - 2030.

Darlington is the home of pioneering theatre company, Theatre Hullabaloo, who have recently delivered successful programmes engaging parents, babies and young children to support positive health outcomes. Darlington Borough Council has commissioned collaborative programmes including In2 led by Darlington Hippodrome and work involving Blue Cabin and our Virtual School, which help to maximise the potential of young people. We will explore opportunities to extend programmes of this nature working with Tees Valley Combined Authority and other partners in the health and education sectors.

Darlington Hippodrome has developed significant programmes to engage residents in Darlington's theatre heritage and we intend to maintain this work and to build on successful initiatives to make Darlington Hippodrome a place for everyone. Alongside celebrating the

heritage of theatre in Darlington we intend to develop the reach of other assets including Darlington Library by exploring their heritage with people in Darlington.

Tees Valley has established a well-earned reputation for innovative practice in film, animation and creative digital practice. The Northern School of Art, Teesside University and Northern Film + Media through Tees Valley Screen are working alongside various partners, with Tees Valley Combined Authority support, to promote Tees Valley as a fantastic location for film and television productions. Successful film and television productions have provided significant economic returns for the locations in which they are housed, including employment and place promotion. Darlington has distinctive locations for film and television productions to utilise, given our railway, engineering and agricultural heritage and as a market town. Popular television series 'Vera' and films, including 'Atonement' and '1917', have utilised locations in Tees Valley successfully. We applaud the work undertaken in recent years in developing production facilities within Tees Valley, working with the sector to support progression routes and retain talent, and to attract film and television productions here.

2.4 How the strategy will impact on Darlington's culture

We will use this strategy to inform:

- Where Darlington Borough Council focuses resources
- Our engagement with people living in Darlington Borough around culture
- Darlington Borough Council's engagement with Arts Council England, National Heritage Lottery Fund, North East Cultural Partnership and Tees Valley Combined Authority and other bodies
- Our fundraising strategy

This Cultural Strategy has been informed by dialogue with people resident in, working in, visiting and invested in the borough, and by strategic priorities in Darlington, Tees Valley, the North East of England and Nationally, given Darlington's connectivity and outward looking instinct (see **Appendix 1**).

Section 3: Where the Culture Strategy sits and how it is actioned

3.1 Where the Culture Strategy sits

The Cultural Strategy is informed by Darlington's Borough Council's Delivering success for Darlington Council Plan to 2023, by Tees Valley Combined Authority's work on culture and tourism, by the North East Cultural Partnership's Case for Culture and by Arts Council England's Let's Create strategy to 2030.

Darlington Borough Council's Council Plan 2020 – 2023 Delivering success for Darlington vision sees:

Darlington is a place where people want to live and businesses want to locate, where the economy continues to grow, where people are happy and proud of the borough and where everyone has the opportunity to maximise their potential.

It is focused on growing Darlington's Economy by delivering more sustainable well-paid jobs, more businesses and more homes and commits Darlington Borough Council to supporting economic growth by keeping the borough clean, safe, healthy, sustainable, well-planned and on the move, whilst valuing our heritage and culture.

The Council's overarching focus on growing Darlington's Economy feeds into commitments to:

- Maximise the potential of our young people by working with partners to maximise educational achievement, working to remove barriers to young people reaching their potential, working at a Tees Valley level to match jobs with skills and training.
- Work with communities to maximise their potential by maximising the benefits of a growing economy for all communities, targeting services where they are most needed, working with partners and working with communities.
- Support the most vulnerable in the borough by providing care and support when needed, working with people to build on their strengths to maximise their potential, working with partners.

Darlington Borough Council aims to promote equality in everything it does. This means treating people fairly, valuing diversity and removing barriers that prevent people being able to fully participate in public life and fulfil their potential. Much of the local authority's work, together with its partners, is focused on narrowing the gaps in health, attainment, prosperity and quality of life between more vulnerable and disadvantaged people and the Darlington community as a whole. Darlington's Cultural Strategy 2022 – 26 embodies the local authority commitment to equality in various measures, including programming and

supporting diverse public events, festivals and programmes and continued support for bespoke activity and the promotion of opportunities for people with protected characteristics.

Darlington Borough Council is also committed to promoting a sustainable approach, which means balancing different, and often competing, needs against an awareness of the economic, social and environmental limitations that we face as a society. In July 2019, Members acknowledged the threat of climate change and passed a motion committing Darlington Borough Council to reach net zero carbon emissions by 2050. Plans to develop or refurbish cultural assets within Darlington by 2026 are informed by our commitment to Darlington's sustainability.

Tees Valley Combined Authority are leading significant work around Culture and Tourism and Darlington Borough Council and organisations and enterprises working in Darlington, regularly engage with Tees Valley Combined Authority around Culture and Tourism. Through its Culture and Tourism programme, the Combined Authority is currently taking the Stockton and Darlington Railway Heritage Programme forward and has allocated significant budget to support development of a Rail Heritage Quarter in Darlington. Tees Valley Combined Authority is included amongst 54 Priority Places that Arts Council England will prioritise working with between 2021 and 2024. Darlington Borough Council engages with Tees Valley Combined Authority around culture through a variety of mechanisms, including Creative Darlington board meetings.

North East Culture Partnership's The North East Case for Culture 2015 – 2030 vision is *'is a positive statement of ambition for the next 15 years, building on the strengths of our diverse communities and pointing to the opportunities for further investment in arts and heritage right across the North East'*.

North East Culture Partnership's five aspirations address Participation, Children and Young People, Talent and Progression, Economic Value and Quality of Life. The partnership is backed by the region's arts and heritage sector, the business and private sector, North East universities, the further education sector and the twelve local authorities in the region including Darlington Borough Council. They have reached out beyond the cultural sector to universities, business networks, the health and well-being sector, and organisations working with children and young people.

Arts Council England's Let's Create strategy 2020 – 2030 will inform their work with the arts, libraries and museums and contains their vision that *'by 2030, we want England to be a country in which the creativity of each of us is valued and given the chance to flourish, and where every one of us has access to a remarkable range of high-quality cultural experiences'*. The strategy seeks three outcomes, Creative People, Cultural Communities and A Creative

and Cultural Economy and recognises the importance of involving people in shaping culture, the value of culture to communities and the economic value of the sector and the importance of leadership and diversity. Arts Council England have shared four investment principles for the first period of the Let's Create strategy, these being Ambition and Quality, Dynamism, Environmental Responsibility and Inclusivity and Relevance.

Arts Council England have a National Portfolio of Organisations they support through regular funding, co-ordinate support for Music Hubs, lead strategic programmes and manage Project Funding (Lottery). Within Darlington as of May 2021 Theatre Hullabaloo are the sole Darlington based National Portfolio Organisation, although Darlington Borough is within the remit served by Tees Valley Museums who are a National Portfolio Organisation. Darlington Borough is also served by Durham Music Hub, who receive support through Arts Council England.

3.2 How we will act on the Cultural Strategy and where we aim to be in 2026

Darlington Borough Council will implement the Culture Strategy working with partners including Tees Valley Combined Authority, North East Culture Partnership, organisations including Arts Council England, National Heritage Lottery Fund, and sharing information on progress through the Creative Darlington Board and Darlington Partnership as appropriate.

Detailed annual action plans will be presented to Darlington Borough Council on an annual basis. Annual reports on progress will be made to the Creative Darlington Board, which includes board members from Darlington for Culture, Darlington Partnership and Arts Council England. Darlington Borough Council will consider climate change and other environmental concerns when taking forward these action plans.

Subject to our success in taking forward the cultural strategy by 2026 and beyond Darlington will be where culture enriches lives, involves people and plays a central role in the identity and prosperity of the borough.

We will have creatively celebrated the birth of the modern railways in 1825 and the bicentenary celebrations in 2025, investment in our Rail Heritage Quarter and the Stockton & Darlington Railway Heritage Action will have left a positive legacy for the borough, Tees Valley and the North East region. Darlington will have a distinctive, accessible and vibrant culture, encouraging economic growth. Culture will be a significant component of our vibrant Town Centre offer, enriching the lives of those living, working or visiting the borough, contributing to place promotion and encouraging investment here. Darlington's theatres and cultural assets will be vibrant, thriving and known for their innovative work and Darlington will be known for its creative people, creative communities and making a positive contribution to England as a creative and cultural country. Equality and environmental

sustainability will underpin our cultural offer. We encourage all people interested in culture in Darlington to get involved with this strategy and welcome your comments.

Section 4: Darlington Culture Strategy Annual Action Plan for 2022 – 2023

The five priorities of Darlington Culture Strategy 2022 – 2026 are listed below. Annual action plans will be presented to Darlington Borough Council to address these priorities and to consider and respond positively to unforeseen opportunities and circumstances. We recognise these priorities overlap to some degree, and that particular actions address more than one priority:

1. To creatively celebrate Darlington’s contribution to the birth of the modern passenger railway
2. For Darlington to have an accessible, diverse and vibrant culture, encouraging economic growth
3. For Darlington to champion engagement with culture, particularly amongst children and young people
4. For culture to thrive within Darlington Borough and attract visitors to the Town Centre
5. For Darlington to have a thriving theatre offer involving people of all ages

Priority	What	Lead	Partners	Action	Measure(s) of success
1	Develop the content of the 2025 bi-centenary programme proposal	Darlington Borough Council	Darlington Borough Council, Durham County Council, Stockton Borough Council, Rail Heritage Board, Tees Valley Combined Authority	<ul style="list-style-type: none"> • Apply to Arts Council National Lottery Project Grants for National Activities 	<ul style="list-style-type: none"> • Programme agreed and application submitted
1	Stockton & Darlington railway Heritage Action Zone includes cultural activity in their programme where appropriate	Stockton & Darlington railway Heritage Action Zone	Darlington Borough Council, Durham County Council, Stockton Borough Council, Rail Heritage Board, Tees Valley Combined Authority	<ul style="list-style-type: none"> • Identify and progress projects 	<ul style="list-style-type: none"> • Programmes involving culture developed, funding secured, programme outputs

Priority	What	Lead	Partners	Action	Measure(s) of success
1	Creatively celebrate Darlington's engagement with railways	Darlington Borough Council	Creative Darlington, Darlington Borough Council, Rail Heritage Board, Tees Valley Combined Authority	<ul style="list-style-type: none"> Support the development of creative proposals 	<ul style="list-style-type: none"> Proposals developed, funding secured, programme outputs
2	Work within Darlington Town's Fund programme brief to encourage visitor spend, enhance place promotion and encourage investment in Darlington borough through culture where appropriate	Darlington Borough Council	Darlington Borough Council, Darlington Borough Town Centre Partnership, Tees Valley Combined Authority	<ul style="list-style-type: none"> Explore opportunities for cultural sector to further contribute to improvements in the Town Centre streetscape Progress Rail Heritage Quarter capital programme 	<ul style="list-style-type: none"> Impact on Town Centre economy and footfall Rail Heritage Quarter capital programme underway in 2022/23
2	Darlington to participate in Tees Valley wide programme to boost screen industries	Tees Valley Combined Authority	Darlington Borough Council, Northern Film + Media, Tees Valley Screen, Northern School of Art, Teesside University	<ul style="list-style-type: none"> Work with partners to promote opportunities for talent development and locations for filming in Darlington borough 	<ul style="list-style-type: none"> Darlington participants involved in sector development programmes, filming enquiries answered, and, subject to enquiries, filming undertaken in Darlington borough

Priority	What	Lead	Partners	Action	Measure(s) of success
3	An excellent cultural offer is accessible to children and young people across Darlington borough	Darlington Borough Council	Sector individuals, organisations and enterprises, Creative Darlington, Culture Bridge North East, Darlington Borough Council, Darlington Academies and Schools, Darlington and Durham Music Hub, Further Education providers in Darlington, Teesside University, Tees Valley Combined Authority, Tees Valley Museums	<ul style="list-style-type: none"> Darlington Borough Council will provide a Children's Library Service, an Events Service, and a Museum's Service providing opportunities for children and young people to engage with their culture and support Darlington Hippodrome's work with children and young people Allocate part of Darlington Borough Council's Arts and Heritage budget to support programme with and for children and young people, led by other parties Darlington Borough Council will work with Tees Valley Museums to support their 	<ul style="list-style-type: none"> Service delivery and outputs, successful application by Tees Valley Museums to operate within Arts Council England's National Portfolio from 2023/34 onwards

Priority	What	Lead	Partners	Action	Measure(s) of success
				application to remain within Arts Council England’s National Portfolio from 2023/24	
3 & 5	Support Theatre Hullabaloo’s pioneering work, putting young people at the heart of the creative process, with those aged 0 – 16 years in Darlington	Theatre Hullabaloo	Theatre Hullabaloo, Creative Darlington, Darlington Borough Council	<ul style="list-style-type: none"> • Through its Arts and Heritage budget Darlington Borough Council will support an agreed programme of activity in Darlington led by Theatre Hullabaloo in 2022/23 • Darlington Borough Council will work with Theatre Hullabaloo to support their application in 2022/23 to remain within Arts Council England’s National Portfolio from 2023/24 	<ul style="list-style-type: none"> • Theatre Hullabaloo deliver agreed programme in 2022/23 • Theatre Hullabaloo apply successfully in 2022/23 to remain in Arts Council England’s National Portfolio of Organisations from 2023/24

Priority	What	Lead	Partners	Action	Measure(s) of success
3	Durham Music Service receive funding to support their core offer to schools through Arts Council England as the Music Hub for Darlington and Durham, supporting children's engagement in choral and ensemble music	Durham Music Service	Darlington Academies and Schools, Durham Music Service, Darlington Borough Council, Darlington Hippodrome, Orchestras Live	<ul style="list-style-type: none"> Darlington Borough Council will continue to support children's engagement in music in Darlington through partnership working with Durham Music Service 	<ul style="list-style-type: none"> Programme for Darlington pupils involving Durham Music Service, Darlington Hippodrome and Orchestras Live delivered successfully in 2022/23
3	Darlington Borough Council will support children and young people's cultural engagement through intervention programmes	Darlington Borough Council	Darlington Borough Council, particular Darlington Academies and Schools, Durham University, cultural sector	<ul style="list-style-type: none"> Darlington Hippodrome will continue to deliver the In2 programme, and undertake fundraising to extend the programme, subject to positive evaluation Darlington Borough Council will programme additional cultural opportunities for children and young people supported by 	<ul style="list-style-type: none"> In2 programme outputs Holiday Activities Fund backed cultural programme outputs

Priority	What	Lead	Partners	Action	Measure(s) of success
				the Holiday Activities Fund	
4	Support economic growth through the Enjoy Darlington campaign, including accessible, diverse and vibrant cultural events, festivals and programmes which enhance Town Centre animation	Darlington Borough Council	Darlington Borough Council, Darlington Borough Town Centre Partnership, Darlington Partnership, Tees Valley Combined Authority	<ul style="list-style-type: none"> Promote and manage a year-round Town Centre events programme Extend the scope of Darlington R 'n' B festival and Darlington Pride Mark the Queen's Platinum Jubilee with a celebratory programme attracting Town Centre visitors 	<ul style="list-style-type: none"> Town Centre footfall, estimated attendance at cultural events, media coverage secured
5	Audience development, youth theatre programmes and sector development programmes are led by, promoted by, or held at Darlington Hippodrome	Darlington Hippodrome	Darlington Hippodrome, Cultural Sector	<ul style="list-style-type: none"> Youth Theatre programme promoted Youth Dance programme promoted 	<ul style="list-style-type: none"> Programme outputs

Priority	What	Lead	Partners	Action	Measure(s) of success
				<ul style="list-style-type: none"><li data-bbox="1281 233 1644 432">• Audience development programme supported	

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**CABINET
8 MARCH 2022**

REGULATORY INVESTIGATORY POWERS ACT (RIPA)

**Responsible Cabinet Member -
Councillor Scott Durham, Resources Portfolio**

**Responsible Director -
Elizabeth Davison, Group Director of Operations**

SUMMARY REPORT

Purpose of the Report

1. The purpose of this report is to inform and update Members about issues relevant to the use of the Regulation of Investigatory Powers Act 2000 and developments that have taken place since the last report to Cabinet in September 2021.

Summary

2. The Regulation of Investigatory Powers Act 2000 (“RIPA”) enables local authorities to carry out certain types of surveillance activity, as long as specified procedures are followed. The information obtained as a result of surveillance operations can be relied upon in court proceedings providing RIPA is complied with.
3. The Investigatory Powers Act 2016 (“IPA”) is the main legislation governing the acquisition of communications data. The information obtained as a result of these acquisitions can also be relied upon in court proceedings providing IPA is complied with.
4. This report updates members on issues relevant to this area of work and gives details of RIPA directed surveillance applications and IPA communications data applications that have been authorised since the last report to Cabinet.

Recommendation

5. It is recommended that:
 - (a) Note the developments that have taken place since September 2021.
 - (b) Receive further reports on the Council’s use of RIPA and IPA and other associated issues.

Reasons

6. The recommendations are supported by the following reasons:

- (a) In order to ensure that the Council complies with the legal obligations under RIPA, IPA and national guidance.
- (b) To help in giving transparency about the use of RIPA and IPA in this Council

Elizabeth Davison
Group Director of Operations

Background Papers

- (i) The Covert Human Intelligence Sources (Criminal Conduct) Act 2021
- (ii) The Investigatory Powers Commissioner’s Annual Report published on 6 January 2022

Amy Wennington : Extension 5466

S17 Crime and Disorder	The appropriate use of and oversight of RIPA and IPA powers will enable the Council to provide evidence to support appropriate prosecutions and tackle crime.
Health and Wellbeing	There are no specific implications for Health and Wellbeing
Carbon Impact and Climate Change	There are no issues which this report needs to address
Diversity	The RIPA Policy treats all groups equally
Wards Affected	All wards
Groups Affected	All groups
Budget and Policy Framework	This does not represent a change to the Council’s budget and policy framework.
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
Council Plan	The appropriate use of powers is a legislative requirement
Efficiency	Clarity about the lawful use of RIPA and IPA will help in the efficient use of powers.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

MAIN REPORT

Information and Analysis

Consultation opened on revised CHIS code of practice

- 7. On 13 December 2021, the Home Office opened a consultation on the redrafted Covert Human Intelligence Source (CHIS) code of conduct which reflects the new provisions relating to the authorisation of criminal conduct by CHIS brought in by the Covert Human Intelligence Sources (Criminal Conduct) Act 2021.

8. The 2021 Act was discussed in the previous Cabinet Report. It provides express legal power for intelligence agencies, law enforcement agencies and some public bodies to authorise covert human intelligence sources to participate in conduct which would otherwise constitute a criminal offence. To reiterate, local government is not listed within the Act as an authority capable of authorising criminal conduct.
9. The updates to the code of practice are needed to reflect the changes in the 2021 Act, as well as a number of minor updates and clarifications intended to ensure that public authorities apply best practice in the use of their powers. The consultation proposes the implementation of a number of additional safeguards as to how the powers already in primary legislation should be exercised.
10. The finalised guidance is intended to guide law enforcement agencies, the UK Intelligence Community (UKIC) and public authorities who exercise CHIS powers.
11. The consultation closed on 6 February 2022.

The Investigatory Powers Commissioner's Annual Report

12. On 6 January 2022 the Investigatory Powers Commissioner ("IPC"), Sir Brian Leveson, published his Annual Report on the use of covert investigatory powers by public authorities. These reports are submitted to the Prime Minister annually.
13. The Investigatory Powers Commissioner's Officer ("IPCO") independently oversees the use of investigatory powers, ensuring they are used in accordance with the law and in the public interest. The Report outlines IPCO's oversight of the use of these covert powers by more than 600 public bodies, including UK intelligence agencies, police forces and local councils. Inspection findings and recommendations are documented in the report, alongside errors and breaches.
14. The report also includes details of activities conducted by the Office for Communications Data Authorisations (OCDA), also under the authority of the Investigatory Powers Commissioner.
15. The IPC keeps under regular review the information that is provided in the Annual Report to ensure that the work of IPCO and OCDA is as transparent as possible.
16. The report shows that, in general, recommendations from IPCO's inspections have been implemented by public authorities. There is a growing level of understanding about the compliance challenges documented in previous Annual Reports and significant investment has been made into processes, structures and governance.
17. We can confirm that all recommendations that were given to this Council following our last IPCO inspection in August 2020 have been implemented.

Training - Update

18. Training sessions were held during October and November 2021 for Council Officers in service areas that use or may need to consider using RIPA. This training was delivered by the Principal Lawyer (Litigation).
19. In addition, all of the designated Authorising Officers and members of the Chief Officers Executive and Chief Officers Board also received refresher RIPA training. This training was delivered by the Assistant Director, Law and Governance.
20. It is an essential requirement for us to conduct annual refresher training with our staff and we have to demonstrate our compliance with this requirement when we are inspected by the Investigatory Powers Commissioner's Office, which is usually at three-yearly intervals.

Bi-Annual Report Regarding this Council's RIPA and IPA usage

Directed Surveillance Authorisations

21. There have been no authorisations granted since the last Cabinet Report.

Communications Data Authorisations

22. There have been no authorisations granted since the last Cabinet Report.

CABINET
8 MARCH 2022

SCHEDULE OF TRANSACTIONS

Responsible Cabinet Member – Councillor Scott Durham
Resources Portfolio

Responsible Director – Ian Williams
Chief Executive

SUMMARY REPORT

Purpose of the Report

1. To consider and to seek approval of the terms negotiated in respect of the Schedule of Transactions as set out below.

TRANSACTION	DETAILS OF TRANSACTION	MINUTE REF
Acquisition – Bank Top House	Disturbance compensation under Land Compensation Act	C103(2)(e)/Feb 2020
Acquisition – Garbutt Square car park	Acquisition of freehold and head leasehold interests in car park for Station Improvement Scheme	C103(2)(e)/Feb 2020
Lease – Roof Top mast site on the Hybrid Innovation Centre	Lease on the roof of the HIC to facilitate early removal of the existing mast site and tower adjacent to John Williams Boulevard to release land for development.	

Summary

2. It is necessary for Cabinet to approve terms negotiated by the officers within the Chief Executive and Economic Growth Group on behalf of the Council to enable contractually binding contracts to be completed. The Part III **Appendix 1** details the terms negotiated for consideration and approval.

Recommendation

3. It is recommended that the schedule (Appendix 1) be approved and the transactions completed on the terms and conditions detailed therein.

Reasons

4. Terms negotiated require approval by Cabinet before binding itself contractually to a transaction.

**Ian Williams
Chief Executive**

Background Papers

No background papers were used in the preparation of this report.

Guy Metcalfe : Extension 6725

S17 Crime and Disorder	This report has no implications for Crime & Disorder
Health and Well Being	There are no issues relating to Health & Wellbeing which this report needs to address
Carbon Impact and Climate Change	There are no impacts
Diversity	There are no issues relating to Diversity which this report needs to address
Wards Affected	The impact of the report on any individual Ward is considered to be minimal
Groups Affected	The impact of the report on any Group is considered to be minimal
Budget and Policy Framework	This report does not represent a change to the budget and policy framework
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
Council Plan	Growing the local Economy, encouraging new investment in the Borough and maximising employment opportunities
Efficiency	The terms set out in the Schedule of Transactions appended to this report are considered to be in the Council's best interest and ensure the Council's business is conducted efficiently
Impact on Looked After Children and Care Leavers	There are no issues in relation to Looked After Children and Care Leavers

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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