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# Report to Darlington Borough Council

by William Fieldhouse BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Date: 28 January 2022

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Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

## Report on the Examination of the Darlington Borough Local Plan 2016-2036

The Plan was submitted for examination on 22 December 2020

The examination hearings were held between 25 May and 7 September 2021

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## Abbreviations used in this report

The 2004 Act	The Planning & Compulsory Purchase Act 2004 (as amended)
The 2012 Regulations	The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
The Council	Darlington Borough Council
NPPF	National Planning Policy Framework (July 2021)
The Plan	The Darlington Borough Local Plan 2016-2036
PPG	Planning Practice Guidance
sqm	Square metres

## Evidence and Examination Documents

All of the **Council's supporting evidence submitted with the Plan along with** documents that I issued, requested or accepted during the examination were published on the examination website. Each document has its own individual reference number such as CD03, SD28, IN1, DBC3, etc. Where appropriate, I refer to documents by their reference numbers in this report.

## Non-Technical Summary

This report concludes that the Darlington Borough Local Plan 2016-2036 provides an appropriate basis for the planning of the Borough, provided that a number of main modifications are made to it. Darlington Borough Council has specifically requested that I recommend any main modifications necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The main modifications were subject to public consultation over a six-week period. In some cases I have amended their detailed wording and/or added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering the sustainability appraisal and all the representations made in response to consultation on them.

The main modifications can be summarised as follows:

- Clarify that the housing requirement is for a minimum of 9,840 net additional dwellings between 2016 and 2036 (492 per year).
- Update the housing supply information and housing trajectory to take account of evidence relating to 1 April 2021 and the overall supply for the plan period to a total of 11,579 dwellings.
- Clarify the windfall allowance is 25 dwellings per year from 2021.
- Set out the five year housing requirement on 1 April 2021 (2,729 dwellings) and the deliverable supply on that date (2,920 dwellings).
- Changes to policies H10 and H11 and Figures 6.1 and 6.2 (Skerningham and Greater Faverdale masterplan frameworks) to achieve sustainable development on the sites coordinated with the provision of all necessary physical, social and green infrastructure.
- Changes to the development requirements in the allocation statements for various sites.
- Amend the requirement for accessible and adaptable homes in policy H4 from 80% to 45%.
- Clarify the affordable housing requirements in policy H5 and amend the proposed tenure split.
- Allocate extensions to two Council-owned gypsy and traveller sites to ensure that the need for additional gypsy and traveller accommodation can be met.
- Clarify the uses proposed on employment sites, having regard to changes to the Use Classes Order that came into effect in September 2020.
- Changes to policies IN1 to IN4 to clarify the proposed road improvements and secure high quality infrastructure for buses, walking and cycling.
- Changes to policies ENV3 to ENV8 relating to green infrastructure including rural gaps, green wedges, green corridors and urban and rural parklands.
- A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.

## Introduction

1. This report contains my assessment of the *Darlington Borough Local Plan 2016-2036* ("the Plan") in terms of section 20(5) of the *Planning & Compulsory Purchase Act 2004 (as amended)* ("the 2004 Act"). It considers first whether the Plan's preparation has complied with the duty to cooperate. It then considers whether the Plan is compliant with other legal requirements, and whether it is sound. *The National Planning Policy Framework* ("NPPF")<sup>1</sup> makes it clear that in order to be sound, a local plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. The *Darlington Borough Local Plan 2016-2036* submitted on 22 December 2020<sup>2</sup> is the basis for my examination. It is the same document that was published for consultation in August 2020.

### Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that I recommend any main modifications necessary to rectify matters that make the Plan unsound or not legally compliant and thus incapable of being adopted. My report explains why the recommended main modifications are necessary. The main modifications are referenced in bold in the report in the form MM1, MM2 etc, and are set out in full in the Appendix.
4. Following the examination hearings, the Council prepared schedules of proposed main modifications<sup>3</sup> and changes to the policies map<sup>4</sup> and updated the sustainability appraisal and habitat regulations assessment<sup>5</sup>. These documents were subject to public consultation for six weeks in October and November 2021. I have taken account of the consultation responses in coming to my conclusions in this report and have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken. Where necessary I have highlighted these amendments in the report.

### Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as the

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<sup>1</sup> All references in this report to the NPPF are to the revised version published on 20 July 2021.

<sup>2</sup> CD01.

<sup>3</sup> DBC29.

<sup>4</sup> DBC30 and DBC38.

<sup>5</sup> DBC31 and DBC32.

*Darlington Borough Policies Map Proposed Submission Local Plan August 2020*<sup>6</sup>.

6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. **However, a number of the published main modifications to the Plan's policies** require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies are effective.
7. These further changes to the policies map were listed in the *Policies Map Modifications Schedule Update* and included in the *Policies Map Update October 2021*<sup>7</sup>. Those documents were published for consultation alongside the main modifications.
8. When the Plan is adopted, in order to comply with the legislation and give **effect to the Plan's policies, the Council will need to** update the adopted policies map to include all the changes proposed in the *Darlington Borough Policies Map Proposed Submission Local Plan August 2020* and the further changes published alongside the main modifications referred to above.

## Context of the Plan

### *The Borough and its surroundings*

9. The Borough comprises the historic market town of Darlington surrounded by open countryside and attractive villages. It is a unitary local authority that is a member of the Tees Valley Combined Authority along with Stockton-on-Tees, Middlesbrough, Redcar and Cleveland, and Hartlepool. To the east of the Borough is Stockton-on-Tees; to the north and west is County Durham; and to the south is North Yorkshire.
10. **The River Tees forms the Borough's southern boundary. The A1(M)** runs north-south, and the A66 east-west, to the west and south / east of the town respectively. Darlington railway station is on the East Coast Mainline. Teesside International Airport straddles the eastern border with Stockton-on-Tees.
11. The Borough has a population of around 106,300 people and accommodates around 56,000 jobs. The economy has performed well in recent years in comparison to some other parts of the North East. However, there are significant social and economic inequalities within the Borough, with five wards being amongst the 10% most deprived nationally and two amongst the 10% least deprived.

### *The statutory development plan*

12. The Plan will replace the *Darlington Local Development Framework Core Strategy* (2011) and the saved policies in the *Borough of Darlington Local Plan* (1997 with alterations adopted 2001). The statutory development plan for the

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<sup>6</sup> CD02.

<sup>7</sup> DBC30 and DBC38.

Borough will also include the *Tees Valley Minerals and Waste Core Strategy Development Plan Document*; the *Tees Valley Minerals and Waste Policies and Sites Development Plan Document* (both adopted 2011); the *Low Coniscliffe and Merrybent Parish Neighbourhood Plan* (made 2019); and any other neighbourhood plans that are subsequently made.

## Public Sector Equality Duty

13. The Council carried out an *Equalities Impact Assessment* to inform the preparation of the Plan<sup>8</sup>.
14. I have had due regard to the three aims expressed in section 149(1) of the *Equality Act 2010* and in particular considered how the Plan's policies and proposals are likely to affect people from groups with "protected characteristics"<sup>9</sup>. This has involved my consideration of several matters during the examination including those relating to different types of housing need, including for people with disabilities, the elderly, and travellers; achieving sustainable design; delivering a sustainable transport network and improving access and accessibility; and protecting and providing education and other community and social infrastructure. My findings in relation to those matters are set out in subsequent sections of this report.

## Assessment of Duty to Cooperate

15. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of **the Plan's** preparation - the duty to cooperate in relation to the preparation of a local development document in so far as relating to a strategic matter<sup>10</sup>.
16. The Borough is a relatively self-contained area in terms of travel to work and housing markets. However, the following cross boundary strategic matters required cooperation with neighbouring authorities and other relevant bodies: housing development including accommodation for gypsies and travellers; economic growth; Teesside International Airport; town centre development; services and facilities; strategic transport infrastructure; flood risk; natural environment; and historic environment including the Stockton and Darlington Railway.
17. **The Council's** *Statement of Common Ground*<sup>11</sup> sets out how it aimed to satisfy the duty to cooperate through engaging constructively, actively and on an ongoing basis in relation to strategic matters during the preparation of the Plan. This included engaging officers and elected members of other authorities during evidence gathering and policy development through various sub-regional and topic-specific working groups and other means as well as consultation at various stages of plan preparation.
18. The proposals in the Plan reflect the outcome of the joint-working on the strategic matters and none of the prescribed bodies or other relevant

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<sup>8</sup> PD03.

<sup>9</sup> Age; disability; gender reassignment; marriage and civil partnerships; pregnancy and maternity; race; religion or belief; sex; and sexual orientation (section 149 of the *Equality Act 2010*).

<sup>10</sup> For the purposes of this Plan, "strategic matters" include sustainable development or use of land that has or would have a significant impact in at least two planning areas (section 33A(4) of the 2004 Act).

<sup>11</sup> CD05.

organisations have indicated that they are dissatisfied with their liaison with the Council. Thus, whilst there are a number of soundness issues related to some strategic matters that I consider in subsequent parts of this report, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to cooperate has been met.

## Assessment of Other Aspects of Legal Compliance

### *Local development scheme*

19. The Plan **has been prepared in accordance with the Council's Local Development Scheme** which was updated in 2020<sup>12</sup>.

### *Public consultation*

20. **The Council's Submission Consultation Statement**<sup>13</sup> sets out how consultation was carried out during the various stages of Plan preparation. Some residents consider that the **Council's engagement was primarily with those with developer interests**, that relevant information was not always available, and that the views of local communities were ignored or given little weight. However, several stages of consultation were held, and a variety of means were used in an attempt to engage with the public including the internet, videos, social media, physical meetings, and articles in *One Darlington* magazine which is regularly distributed to households throughout the Borough. **The Council's evidence shows that it considered all of the main issues raised in representations**, and made changes to the emerging Plan where it considered this necessary and appropriate.
21. Overall, I am satisfied that the Council carried out consultation in compliance with the 2012 Regulations and the *Statement of Community Involvement* that had been published in July 2016 and then updated in August 2020 to take account of restrictions relating to the coronavirus pandemic<sup>14</sup>.

### *Sustainability appraisal*

22. The Plan was subject to sustainability appraisal during its preparation and to inform the proposed main modifications<sup>15</sup>. Various spatial options, different levels of economic and housing growth, and all allocations and policies, along with reasonable alternatives, were appraised using a systematic process and relevant, proportionate information. There is no legal requirement or national policy expectation that the effect of the Plan on greenhouse gas emissions or progress towards achieving zero carbon over the plan period should be quantified. No statutory consultees have raised any significant concerns about the sustainability appraisal, and I am satisfied that it was carried out in accordance with the relevant legislation<sup>16</sup>.

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<sup>12</sup> PD04.

<sup>13</sup> PD01.

<sup>14</sup> PD05.

<sup>15</sup> CD03 and DBC31.

<sup>16</sup> Sections 19(5) and 39 of the 2004 Act, and the *Environmental Assessment of Plans and Programmes Regulations 2004*.

### *Habitat regulations assessment*

23. **The Council's Habitat Regulations Assessment Screening Report and Addendum<sup>17</sup>** demonstrate that the Plan is not likely to have a significant effect on the conservation objectives of any relevant protected sites.

### *Climate change*

24. **The Plan's overall spatial strategy and various specific policies aim to** ensure that the development and use of land in the Borough contribute to the mitigation of, and adaptation to, climate change<sup>18</sup>. These include policies relating to the settlement hierarchy; sustainable design; flood risk; health and wellbeing; green and blue infrastructure; biodiversity and geodiversity; sustainable transport; access and accessibility; car parking and cycle storage; and renewable energy.
25. Whilst some representors consider that a more radical approach to addressing climate change should be taken, I am satisfied that, subject to the main modifications that I recommend throughout this report, the Plan is consistent with national planning policy and meets the other tests of soundness.

### *Strategic priorities*

26. The Plan, along with the *Tees Valley Minerals and Waste Core Strategy Development Plan Document* and the *Tees Valley Minerals and Waste Policies and Sites Development Plan Document*, includes policies to address the strategic priorities for the development and use of land in the Borough.

### *Superseded policies*

27. Where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy<sup>19</sup>. In order to ensure compliance with this requirement, and consistency with national policy, modifications are required to the introduction to the Plan and to insert an additional appendix listing the superseded policies from the *Darlington Local Development Framework Core Strategy* and the saved policies in the *Borough of Darlington Local Plan* [MM2 to MM5 and MM196].

### *Other legal requirements*

28. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

## Assessment of Soundness

### Main Issues

29. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 17 main issues upon which the soundness of the Plan depends. This report deals

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<sup>17</sup> CD07 and DBC32.

<sup>18</sup> Section 19(1A) of the 2004 Act.

<sup>19</sup> Regulation 8(5) of the 2012 Regulations.

with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy or allocation in the Plan.

Issue 1: Is the approach in the Plan to look ahead to 2036 consistent with national policy or otherwise justified?

30. When preparation of the Plan commenced it was on the basis of a 20 year timeframe looking ahead from 2016. *The Local Development Scheme* approved in September 2020<sup>20</sup> anticipated that the Plan would be adopted in 2021, although it will now be adopted early in 2022. A plan period ending in 2036 would not, therefore, mean that strategic policies look ahead over a minimum 15 year period from adoption as expected by national policy. However, six housing allocations are collectively likely to have capacity for over 5,500 dwellings after 2036, although there are no policies in the Plan to prevent that development taking place earlier if required. There are also potential longer term opportunities for employment and main town centre use developments on land identified in the Plan including at Skerningham and the town centre fringe. The Council is under a statutory duty to review the Plan at least every five years and update it if necessary.

### *Conclusion*

31. I am, therefore, satisfied that the approach in the Plan to look ahead to 2036 is justified.

Issue 2: Does the Plan set an appropriate framework, and allow an appropriate role, for neighbourhood plans in the Borough?

32. There are five neighbourhood areas designated in the Borough. The *Low Coniscliffe and Merrybent Neighbourhood Plan* was made in 2019<sup>21</sup>, and the *Middleton St George Neighbourhood Plan* was submitted to the Council in April 2021<sup>22</sup>. Neighbourhood plans are not currently being actively prepared for the other three areas.
33. The Plan identifies 25 policies (out of a total of 47) as being strategic based on the relevant criteria set out in national policy<sup>23</sup>. Once the Plan is adopted, neighbourhood plans in the Borough will need to be in general conformity with those strategic policies and should not undermine them or promote less development<sup>24</sup>. The strategic policies identified by the Council are all relevant to those purposes.
34. Policy H2, which proposes the housing allocations that are required to deliver **the homes needed in accordance with the Plan's spatial strategy, is** appropriately categorised as a strategic policy. However, table 6.3 lists some but not all of the allocations as strategic. This creates ambiguity, and therefore table 6.3 should be modified so that it is clear that all of the allocations are part of strategic policy H2 [MM36]. The key to the policies map needs to be amended accordingly.

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<sup>20</sup> PD04.

<sup>21</sup> SD55.

<sup>22</sup> OTH2.

<sup>23</sup> NPPF 20 to 23.

<sup>24</sup> NPPF 29.

35. Main modifications are required to policy H1 table 6.1 so that the housing requirement figures for the designated neighbourhood areas accurately reflect the number of dwellings that are expected to be built on sites with planning permission and allocations between 2021 and 2036, and to the reasoned justification to explain the purpose of those figures [MM25 and MM27]. This will ensure that this part of the Plan is effective and consistent with national policy which expects strategic policies to set housing requirement figures for **neighbourhood areas that reflect the Plan's overall strategy for the pattern** and scale of development and any allocations<sup>25</sup>. Making it clear that the figures are minimum represents a positive approach and recognises that windfall developments in those areas could come forward provided all relevant policies were complied with.

### Conclusions

36. Subject to the main modifications I have described, the Plan sets an appropriate framework, and will allow an appropriate role, for neighbourhood plans in the Borough.

Issue 3: Does the Plan establish a housing requirement figure for the Borough that is justified and consistent with national policy?

37. Policy H1 sets a minimum requirement of 422 net additional dwellings per year, and also an annual target of 492 net additional dwellings, between 2016 and 2036. Both these figures are significantly greater than the local housing need figure calculated using the standard method set out in national planning guidance which, when the Plan was submitted for examination, was 162 net additional dwellings per year.
38. National guidance is clear that the standard method provides a minimum starting point, and a recently-produced strategic housing market assessment may show significantly greater need. Furthermore, where an authority can show that an alternative approach identifies a need higher than the standard method, and that it adequately reflects current and future demographic trends and market signals, the approach can be considered sound as it will have exceeded the minimum starting point<sup>26</sup>.
39. The minimum requirement of 422 net additional dwellings per year is based on the *Strategic Housing Market Assessment 2017*<sup>27</sup> which adjusted the official 2014-based household projections upwards to address apparent anomalies in the population projections. This took account of evidence relating to the numbers of homes built in the Borough since 1991, patients registered at **doctors' surgeries, and children on school rolls, along with longer term** migration trends. The household projections were also adjusted to take account of concealed and homeless households; second homes and vacancies; and institutional population change. The adjustments to the official projections are based on relevant and proportionate evidence, and mean that the Plan is informed by a justified assessment of future demographic change in the Borough.

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<sup>25</sup> NPPF 66.

<sup>26</sup> PPG ID: 2a-010 and 015-20190220.

<sup>27</sup> SD09.

40. The target of 492 net additional homes per year also allows for increased net in-migration (70 households a year). This would allow the working age population to be sufficient to meet demand for 7,000 net additional jobs in the Borough, based on reasonable assumptions about commuting patterns, unemployment and economic activity rates. The target therefore is consistent with the economic aspirations of the Plan which, for the reasons set out under the following main issue, are justified. Whilst there is no certainty that more people will move to the Borough if the jobs are created, planning to provide the necessary number of homes represents a positive approach.
41. The aim of achieving at least 492 net additional homes per year is also supported by evidence of housing completions in recent years which averaged 465 between 2016 and 2021 and 555 between 2018 and 2021.
42. Overall, I am satisfied that the target of achieving at least 492 net additional homes per year between 2016 and 2036 is justified and consistent with national policy, and means that the Plan is positively prepared.
43. National policy expects strategic policy making authorities to establish a housing requirement figure for their whole area. To be consistent with this, and with the economic aims of the Plan, policy H1 and the reasoned justification need to be modified to clearly set out a minimum housing requirement for 492 net additional homes per year between 2016 and 2036 which equates to total of 9,840 [MM25, MM26, MM29 and MM32]. Reference to the lower figure of 422 dwellings per year should be deleted as it serves no purpose and creates ambiguity, including about how the five year requirement will be calculated in line with national policy.

### *Conclusion*

44. Subject to the main modifications that I refer to above, the Plan establishes a housing requirement figure for the Borough that is justified and consistent with national policy.

Issue 4: Are the proposals to accommodate 7,000 new jobs and provide for a total of 158 hectares of additional employment land between 2016 and 2036 justified?

45. The Plan aims to facilitate sustainable economic growth of 7,000 new jobs<sup>28</sup>. Table 7.1 identifies a total of around 226 hectares (gross) / 158 hectares (net) of land for employment developments on existing and allocated sites between 2016 and 2036 in accordance with policies E1 and E2.
46. The creation of 7,000 jobs in the Borough over 20 years would be broadly in line with past rates of economic growth, and consistent with the *Darlington Economic Strategy 2016-2026* and the *Tees Valley Strategic Economic Plan 2016-2026*<sup>29</sup>. There is no direct relationship between that job growth target and the amount of employment land proposed in the Plan as many new jobs will be in sectors that are located in existing built up parts of the Borough. The provision of 158 hectares (net) of additional employment land is based on the *Employment Land Review 2017* and 2019 update; previous rates of

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<sup>28</sup> Plan paragraph 2.1.2 Aim 1.

<sup>29</sup> SD18 and SD19.

uptake<sup>30</sup>; evidence of market demand for industrial and storage / distribution uses; and the need to provide flexibility and a choice of sites to ensure those sectors can contribute towards achieving the overall job growth target. It is, therefore, justified in the context of national policy.

47. However, to ensure effectiveness, paragraph 1.7.3 needs to be modified to clarify that facilitating the creation of 7,000 new jobs relates to the period 2016 to 2036 and is from a baseline of 56,000 jobs in the Borough [MM7].

#### *Conclusion*

48. Subject to the modification I recommend above, the proposals to accommodate 7,000 new jobs and provide for a total of 158 hectares of additional employment land between 2016 and 2036 are justified.

**Issue 5: Is the Plan's spatial strategy justified** and will it contribute to the achievement of sustainable development?

#### *Settlement hierarchy and spatial strategy*

49. The amount of development that the Plan seeks to accommodate represents a substantial amount of growth over the next 15 years or so. This would inevitably involve significant changes to the built form of the Borough, wherever it were to be located. As already referred to, various options were considered for accommodating this growth and assessed through the sustainability appraisal.
50. Policy SH1 states that the broad distribution of development will be shaped by the role and function of places based on a hierarchy of settlements comprising the Darlington urban area; three defined service villages; and eight defined rural villages. This reflects the geography of the Borough, and is based on a proportionate and up to date assessment of the services and facilities available in different settlements<sup>31</sup>.
51. The town of Darlington is a sub-regional centre for employment, retail, leisure, and transport services, and is by far the largest settlement in what is otherwise an essentially rural Borough. Whilst the town centre fringe may present some opportunities for mixed use redevelopment and regeneration, there is clearly not capacity to accommodate anything other than a small proportion of the overall number of new homes needed in the existing built up areas of the town. All realistic opportunities that have been identified are subject to proposals in the Plan.
52. National policy is clear that the supply of large numbers of new homes can often be best achieved through planning for larger scale developments such as significant extensions to existing towns. That is the approach that the Council chose to adopt, having considered various alternatives, and is reflected in the spatial strategy set out in the Plan.

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<sup>30</sup> A total of around 55 hectares of employment land was developed between 2009 and 2019 (average 5.5 hectares per year). Around 80% was for storage and distribution uses (B8), and around 15% for industrial uses (B2) [SD16 page 14].

<sup>31</sup> Appendix 1 of the *Spatial Distribution of Development Topic Paper*.

53. Whilst alternative categorisations of certain settlements could have been made, for example by adding more rural villages or sub-dividing the service villages into two or more tiers, the approach adopted in the Plan is reasonable. Nor is it necessary in the interests of soundness to define the existing housing estate and housing commitment at School Aycliffe as a service village, notwithstanding their close proximity to the town of Newton Aycliffe in County Durham.
54. The distribution of development proposed in the Plan reflects the strategy set out in policy SH1, but also takes account of commitments and the suitability of other sites considered as potential allocations. I consider later in this report the methodology used for selecting housing allocations, but in summary I conclude that it represents a reasonable, consistent and proportionate approach. I am satisfied, therefore, that overall the allocations in the Plan are consistent with the spatial strategy set out in policy SH1.
55. However, as the strategy entails large numbers of new homes around the western, northern and eastern fringes of the town it is essential that those developments are well designed and supported by necessary infrastructure and facilities so as to achieve sustainable development. This has implications for my consideration of various parts of the Plan, including the policies relating specifically to the relevant allocations but also others including transport and green infrastructure.

#### *Development limits*

56. Development limits are defined on the policies map around the Darlington urban area and each of the service and rural villages referred to in policy SH1. Such an approach provides, in principle, clarity and consistency in the application of various policies in the Plan, including policy H3 and those that restrict development in the countryside outside the defined limits.
57. Appendix 3 of the *Spatial Distribution of Development Topic Paper* sets out the methodology used by the Council to define the development limits as shown on the policies map. The limits defined in the local plan adopted in 1997 were used as a starting point, and various criteria and principles were applied to amend those where necessary.
58. **The Council's primary aim was to ensure that the limits are drawn around the main built form of a settlement as it now exists, whilst also incorporating the proposed housing and employment development sites.** Wherever possible, the development limit follows clearly defined permanent features, although there are some exceptions to that for example where back gardens of houses extend a considerable distance into the open land around a village. Certain types of buildings on the edge or just outside settlements were excluded, for example those used for agriculture or in association with outdoor sport. Such an approach is appropriate, given the purpose of the relevant policies that apply to within and beyond the limits.
59. Inevitably, such an exercise requires judgements to be made. Whilst the Council has not published analysis of how its methodology was applied to the edges of each of the settlements, I am satisfied that the development limits defined on the policies map are generally based on a reasonable and broadly consistent approach. During the examination, at my request, the Council used

its methodology to review the development limits to take account of the existing and emerging neighbourhood plans as well as recently completed developments and planning permissions granted since the Plan was prepared. In light of that, the Council is proposing to make some amendments to the development limits shown on the submitted policies map, other than where to do so would be contrary to policies in the Plan. I agree that those amendments would help to ensure that relevant policies in the Plan can be effectively applied. On the other hand, I do not consider that any of the other changes to the development limits suggested by representors are necessary to make the Plan sound having regard to the methodology used by the Council and the relevant policies in the Plan.

*Presumption in favour of sustainable development*

60. A modification is required to policy SD1 to ensure that it is consistent with national policy, including the revisions to NPPF paragraph 11 published in July 2021 [MM10].

*Conclusion*

61. **For the reasons set out above, and elsewhere in this report, I am satisfied that the Plan's spatial strategy is justified** and will contribute to the achievement of sustainable development. However, policy SD1 needs to be modified as recommended above, and a number of amendments should be made to the development limits defined on the policies map.

Issue 6: Is the Plan informed by a proportionate and up to date assessment of viability and are the policy requirements in the Plan set at a level such that they will not undermine deliverability?

62. **The Council's** *Local Plan Viability Assessment* published in December 2020<sup>32</sup> provides evidence about the economic viability of development proposed in the Plan. For residential development, the assessment adopts a typology based approach that reflects the types of allocations in the Plan and windfall sites that are likely to come forward. Site specific assessments were carried out for the large allocations at Skerningham and Greater Faverdale; I consider those later in this report.
63. The viability assessment was prepared with input from stakeholders in line with national guidance<sup>33</sup>, including in terms of the types of information used to inform assumptions about development values and costs in the context of local market conditions and all of the relevant policy requirements in the Plan.
64. Some of the assumptions, including those relating to sales values and the costs of providing affordable housing, vary depending on whether the development would be in a low, medium or high value part of the Borough. The analysis was done at ward level which provided a consistent approach at an appropriate geographic scale for a Borough-wide plan. Whilst it may be that some large allocations are located close to existing areas that vary markedly in terms of character and property values, this does not mean that the ward-based approach used in the Plan was unreasonable. Rather, it reinforces the need to ensure that policy requirements are not set at such a

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<sup>32</sup> CD08 (December 2020).

<sup>33</sup> PPG ID: 10 (May 2019).

level so as to undermine the deliverability of the types of site that are expected to be developed and that the Plan includes flexibility to allow significant changes in circumstances to be taken into account.

65. The viability assessment includes sensitivity tests, and some of the assumptions were amended to take account of representations made including those relating to affordable housing, abnormal costs, credit rates and benchmark land values. The assumed dwelling sizes allow for the minimum space standards to be met, and this is reflected in the costs associated with providing wheelchair accessible homes. The cost of the requirement for electric vehicle charging points reflects policy IN4 which states that the minimum provision should be a single phase 13 amp socket<sup>34</sup>. There is no national policy expectation that costs associated with potential future changes to the Building Regulations should be anticipated and factored in at this stage.
66. **The Council's viability assessment suggests that residential development on all types of site in the low value area, which comprises most of the existing town, would not be viable with all of the policy requirements in the Plan. In the medium value areas, which are to the east, west and north of the main urban area, most types of residential development are expected to be marginally viable (other than urban brownfield sites). Most residential development in the high value area in the south of the Borough is shown to be comfortably viable<sup>35</sup>. The vast majority of dwellings on sites allocated in the Plan are on the types of sites that the assessment shows are viable or marginally viable<sup>36</sup>. Significantly, site specific evidence presented in support of those allocations indicates that they are capable of being viably developed.**

### *Conclusion*

67. I am, therefore, satisfied that the Plan is informed by a proportionate and up to date assessment of viability and that the policy requirements in the Plan are set at a level such that they will not undermine deliverability.

Issue 7: Does the Plan identify sufficient and appropriate sites and contain effective policies to ensure that the identified need for new homes in the Borough can be met in a way that contributes to sustainable development?

### *Introduction*

68. The housing supply identified in the Plan comprises completions since 2016; **sites with planning permission for 10 or more dwellings ("commitments"); sites without planning permission ("allocations"); and an allowance for unidentified sites of under 10 dwellings ("windfalls")**. Various modifications are required to ensure that the Plan is clear, consistent and based on the latest available evidence about each of those components of the housing land supply as at 1 April 2021<sup>37</sup>. I deal with the updated evidence and required modifications below.

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<sup>34</sup> Footnote 71 in the Plan.

<sup>35</sup> Council response to AP3(d) [DBC11].

<sup>36</sup> DBC12.

<sup>37</sup> Council statement for matter 4 (7 May 2021); Council response to SQ5 [DBC6, DBC6.1 and DBC6.2 (18 May 2021)]; and Council response to AP11, AP12 and AP13 [DBC16 (5 July 2021)].

### *Completions*

69. **The Plan's housing trajectory (appendix A) identifies 1,804 net completions** between 1 April 2016 and 31 March 2020. The latest evidence updates this figure to 2,321 net completions between 2016 and 2021. The relevant parts of the Plan should be modified accordingly to ensure that it is effective and justified [MM6 and MM37].

### *Commitments*

70. Table 6.4 in the Plan lists major site commitments which are expected to accommodate 2,652 new homes between 2020 and 2036. The information now available about supply as at 1 April 2021 shows that some commitments identified in the submitted Plan have been completed or further developed, and other sites have received planning permission for 10 or more dwellings, including three allocations<sup>38</sup>. The net effect is that 3,119 completions are now expected on commitments between 2021 and 2036. The relevant parts of the Plan should be modified accordingly to ensure that it is effective and justified [MM6, MM28, MM30, MM37 and MM39].
71. The commitments figure of 3,119 assumes that all major sites with planning permission will be fully developed during the plan period (with the exception of site ref 68 the development of which is assumed to continue after 2036). Historically, around 14% of dwellings that received planning permission in the Borough did not get built. If such a lapse rate were applied to current commitments, it would reduce the supply by around 440 dwellings. For the reasons set out below, I am satisfied that overall the Plan identifies a generous supply of housing land meaning that such a reduction in delivery from commitments would not prevent housing needs being met. However, for effectiveness, the reasoned justification needs to be modified to clarify the assumptions made about commitments and the historic lapse rate [MM37 and MM38]. I turn now to consider how current commitments are likely to contribute towards the five year supply required by national policy.

### *Commitments: five year supply*

72. **The Council's latest evidence identifies a total of 1,670 dwellings** that are expected to be completed between 2021 and 2026 on major sites that had planning permission on 1 April 2021. 760 of those dwellings are on sites of 10 or more dwellings with outline planning permission, meaning that clear evidence is required to justify their assumed contribution to the five year supply from 2021.
73. Land south of Burtree Lane (ref 003) has outline planning permission and is subject to an application for reserved matters by a housebuilder. There are no outstanding technical issues and it is reasonable to assume that development will start in 2022 and that 135 homes will be completed by April 2026.
74. Land at Berrymead Farm (ref 008) has outline planning permission and is subject to reserved matters applications by two housebuilders, both of whom

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<sup>38</sup> South of Burtree Lane (ref 003); Berrymead Farm (ref 008); and North of Allington Way (ref 318).

expect to start development in 2022. Based on there being two outlets, it is reasonable to assume that 250 homes will be completed by 2026.

75. Development has started on the large West Park Garden Village site (ref 68). This is expected to be developed in a number of phases that are currently at different stages in terms of reserved matters applications and approvals. Six housebuilders have interests, and it is reasonable to assume that 240 homes will be completed by 2026.
76. Land south of Railway, Middleton St George (ref 146) has outline permission, discharge of conditions applications have been approved, and a reserved matters application has been submitted for the first 100 dwellings by a housebuilder. A reserved matters application for 220 dwellings on the rest of the site is expected to be made soon by another builder. Development is expected to start in 2022 and it is reasonable to assume that 135 homes will be completed by 2026 based on there being two outlets.
77. I am, therefore, satisfied that 1,670 dwellings are likely to be completed by 2026 on sites that had planning permission on 1 April 2021. The reasoned justification to policy H1 and the housing trajectory in appendix A should be modified to reflect the above to ensure that the Plan is effective and justified [MM1 and MM33].

#### *Windfalls*

78. Paragraph 6.2.3 in the Plan states that the housing supply identified in the Plan does not include an allowance for windfalls on either small sites or on larger brownfield sites. However, the **Plan's housing trajectory (appendix A)** includes an allowance of 25 dwellings on sites of fewer than 10 dwellings each year between 2020 and 2036. Between 2009 and 2020, a total of 403 homes were built on sites of fewer than 10 dwellings, which represents an annual average of 37 dwellings. Policies H3, H6, H7 and H8 allow residential development on unallocated sites in certain locations provided that various criteria are met. I am, therefore, satisfied that there is compelling evidence that a windfall allowance of 25 dwellings per year represents a reliable source of supply. Paragraph 6.2.3 needs to be modified to ensure consistency with the trajectory and provide appropriate reasoned justification for policy H1 [MM31].

#### *Methodology for selecting housing allocations*

79. The *Housing and Economic Land Availability Assessment 2017*<sup>39</sup> considered all potential development sites identified by the Council and others using consistent and available information from a variety of sources in line with national guidance<sup>40</sup>. All sites considered to be suitable, available and achievable were then subject to sustainability appraisal<sup>41</sup>. This, along with site specific information about access and physical constraints, provided a systematic method for identifying the sites to be included as allocations in the Plan. That said, judgements also had to be made in the context of the

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<sup>39</sup> SD10.

<sup>40</sup> PPG ID: 3 (2019).

<sup>41</sup> CD3.

settlement hierarchy and spatial strategy taking account of completions and commitments.

80. Overall, I am satisfied that the methodology used for selecting allocations was reasonable, consistent and proportionate. Notwithstanding that, I deal below with a number of issues specific to some of the allocations all of which are listed in policy H2 table 6.3 and defined on the policies map.

#### *Housing allocations*

81. Policy H2 table 6.3 lists 18 allocations with a total indicative yield of 12,254 dwellings<sup>42</sup>, 6,709 of which are expected to be built by 2036 with the remainder being completed after that date. The housing trajectory sets out the number of dwellings that the Council expects to be built on each site annually between 2020 and 2036. Allocation statements are included in appendix B; these set out issues and requirements specific to each site.
82. I consider below a number of allocations and recommend main modifications to ensure that the Plan sets out an effective and justified approach to their development. I also consider the housing trajectory assumed by the Council for each site where necessary so that I can reach an informed conclusion about the contributions that the allocations will make to the housing land supply for the five year period between 2021 and 2026 as well as for the remainder of the plan period.
83. **As referred to under "commitments" above**, three of the allocations listed in table 6.3 had planning permission on 1 April 2021: south of Burtree Lane (ref 003); Berrymead Farm (ref 008); and north of Allington Way (ref 318). As I am recommending that the housing supply information in the Plan be updated to reflect the position on 1 April 2021, those three sites should be removed from table 6.3 (allocations) and included instead in table 6.4 (commitments) [MM35 and MM39].

#### *Great Burdon (ref 020)*

84. Around 88 hectares of agricultural land on the eastern edge of the main urban area is allocated with a total indicative capacity of 1,250 dwellings, 500 of which are expected to be completed by 2036. The village of Great Burdon, which is physically separate from the main urban area, lies a short distance to the north west of the site. The Council has proposed changes to the policies map with regard to rural gap and green wedge designations between the housing allocation, Great Burdon and Darlington. I agree that these are necessary to ensure that relevant policies in the Plan, including in relation to the housing allocation, can be effectively applied. However, a main modification is required to the housing allocation statement in appendix B to the Plan to ensure that it is effective in securing an appropriately landscaped boundary with the rural gap between the site and Great Burdon and retaining the openness and green infrastructure functions of the green wedge to the west [MM181]. The requirements in appendix B relating to flood risk and utilities infrastructure on the site also needs to be modified to ensure that the Plan is effective and consistent with national policy [MM179 and MM180].

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<sup>42</sup> 6,709 + 5,545 = 12,254.

85. Two housebuilders have interests in the site and expect to submit a planning application soon with a view to **starting development in 2023**. The Council's trajectory, which assumes the first completions in 2026/7, is therefore on the cautious side.

*Coniscliffe Park South (ref 041)*

86. Around 28 hectares of agricultural land on the south west edge of the main urban area is allocated with an indicative capacity of 535 dwellings, 420 of which are expected to be completed by 2036. A number of changes are required to the allocation statement in appendix B. These are to ensure that it is effective in preventing flood risk and securing appropriate landscaping on the western boundary with the adjoining Local Green Space and agricultural land, good quality pedestrian and cycle connections into the town, and an appropriate layout and landscaping on the southern part of the site fronting the A67 [MM182]. Subject to those modifications, the Plan provides an effective approach to ensure that development would not harm the character or appearance of the area or lead to the merging of the town with Low Coniscliffe or Merrybent.
87. A housebuilder has an interest in the site, an outline planning permission has been submitted, there are no technical obstacles, and work has started on preparing a detailed layout. It is reasonable to assume that development will start in 2022/23 and that 120 dwellings will be completed by April 2026.

*Coniscliffe Park North (ref 249)*

88. Around 50 hectares of agricultural land on the western edge of the main urban area is allocated with an indicative capacity for 985 dwellings, 516 of which are expected to be completed by 2036. A modification is required to the allocation statement in appendix B to ensure it is effective in preventing flood risk and securing the provision of good quality landscaping on the western boundary with the adjoining countryside [MM185].
89. The site is being actively promoted for development and an outline planning application has been submitted. Whilst there is no formal interest by a housebuilder at the present time, it is reasonable to assume that at least 36 dwellings could be completed by 2026.

*Elm Tree Farm (ref 392)*

90. Around 7 hectares, including existing farm buildings and adjoining land, on the north east edge of the main urban area are allocated with an indicative capacity of 150 dwellings. The site adjoins the Skertingham allocation but is not subject to policy H10 and can be developed independently. The allocation statement in appendix B needs to be modified to reflect this through deletion of references to the Skertingham masterplan framework. Changes are also required to appendix B to delete references to retaining the existing farm buildings and high landscape sensitivity as they are not justified, and to clarify the requirement relating to the Green Lane historic track [MM190]. The highway authority are satisfied that safe and suitable access can be provided, and there is no substantive evidence to the contrary.
91. A housebuilder has a legal interest in the site and a detailed planning application is awaiting a decision. There are no outstanding technical issues,

and it is reasonable to assume that development could start in 2022/23 and that 120 dwellings could be completed by 2026.

*Blackwell Grange East (ref 403)*

92. Just over 5 hectares on the southern edge of the main urban area are allocated with an indicative capacity of 72 dwellings. The site is part of the grounds of the Blackwell Grange Hotel which is a grade II\* listed building standing a short distance to the north. A heritage impact assessment has been carried out<sup>43</sup> to consider the effect that development would have on the setting of the hotel and its historic parkland. The housing allocation statement in appendix B to the Plan needs to be modified to ensure that the Plan will be effective in achieving development of the highest quality, protecting the heritage assets and ensuring the provision of adequate mitigation for any impact on the adjacent local wildlife site [MM191].
93. Changes are required to the policies map in order to ensure that the Plan is justified and effective in relation to the development of the allocation and to provide clear, long term protection to the adjoining undeveloped land reflecting its heritage and ecological value. The local wildlife site and green wedge designations should be removed from the housing allocation to avoid ambiguity and inconsistency, whilst the green wedge should be extended to cover all of the open land to the north around the hotel. The Blackwell Grange historic parkland, referred to in policy ENV3, should be defined on the policies map.
94. Subject to those main modifications and changes to the policies map, the Plan will be effective in securing high quality development, the restoration of the remaining parkland, and safeguarding the character, appearance and ecology of the area. There is no substantive evidence that the proposal would have an adverse economic impact on the hotel or other local businesses.
95. The site is owned by the Council, who intends to market it shortly after the Plan has been adopted. It is in a part of the Borough that is attractive to the market, and informal interest has been expressed by developers. It is reasonable, therefore, to assume that development will start in 2023 and that 45 dwellings could be completed by April 2026.

*Maxgate Farm, Middleton St George (ref 099)*

96. Nearly 14 hectares of agricultural land on the north west edge of Middleton St George are allocated with an indicative yield of 260 dwellings. The draft neighbourhood plan excludes the site from the settlement boundary, although that plan has not yet been subject to examination and it will need to be in general conformity with the strategic policies which include policy H2.
97. The Parish Council is concerned that development would harm the local landscape, biodiversity and setting of heritage assets, and lead to congestion and highway safety problems, particularly having regard to the number of new homes built in the village in recent years and other sites with planning permission. However, the site is reasonably contained by the existing built form of the village, and the highway authority is satisfied that safe and

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<sup>43</sup> SD29, December 2020.

suitable access can be provided. The new homes would be close to services in the village, and there are no other planning issues that cannot be satisfactorily addressed through good design and mitigation. The inclusion of the housing allocation is, therefore, justified.

98. A housebuilder has a legal interest in the site, an outline planning application has been submitted, and it is reasonable to assume that development could start in 2022/23 and that 105 dwellings could be completed by 2026.

*Hall Farm, Branksome (ref 100)*

99. Around 22 hectares of agricultural land on the western edge of the main urban area is allocated with an indicative capacity of 495 dwellings, 270 of which are expected to be built in the plan period. Recent masterplanning and design work carried out for the landowner now indicates that a more realistic overall capacity is 450 dwellings. Table 6.3 and appendix B of the Plan need to be modified accordingly [MM35 and MM183]. The development requirement in appendix B also needs to be modified to ensure it is effective and consistent with national policy relating to flood risk [MM184].

*Snipe Lane, Hurworth Moor (ref 410)*

100. Nearly 35 hectares are allocated on the southern edge of the main urban area with an indicative yield of 700 dwellings, all of which are expected to be completed in the plan period. The site is owned by the Council, and since 1 April 2021 full planning permission has been granted for 305 dwellings and outline permission for 144 dwellings. The Council and a registered provider will deliver affordable homes, and market homes will be built by a joint venture developer partner. Given that there will be at least two outlets on the site from 2022, it is reasonable to assume that 240 dwellings could be completed by 2026.

*Total supply from allocations*

101. In summary, therefore, there are 15 allocations identified in the Plan that did not have planning permission on 1 April 2021. Collectively, those 15 allocations are expected to accommodate 5,764 new homes by 2036. The allocation, and assumption about the timing of development, of each of those sites as set out in the latest evidence is justified. Furthermore, subject to the main modifications I recommend above, the allocation statements in appendix B should be effective in ensuring that each site is developed in a satisfactory manner. The housing trajectory in appendix A and other relevant parts of the Plan need to be modified to reflect the latest evidence about the timing of development on each of the allocations so that the Plan is effective and justified [MM1, MM177 and MM178].

*Overall supply for the plan period 2016 to 2036*

102. Having regard to all of my findings above about commitments, windfalls and housing allocations, and those under subsequent main issues relating to the Skerningham and Greater Faverdale sites, the overall supply for 2016 to 2036 is as follows:

- Completions 1 April 2016 to 31 March 2021 2,321

- Commitments on major sites 1 April 2021 to 31 March 2036 3,119
- Allocations 1 April 2021 to 31 March 2036 5,764
- Small site windfalls 1 April 2021 to 31 March 2036 375
- Total supply 1 April 2016 to 31 March 2036 11,579

103. The overall supply of 11,579 new homes between 2016 and 2036 exceeds the minimum requirement of 9,840 net additional dwellings by 1,739 or around 18%. There is also capacity on some of the commitments and allocations for the development of nearly 6,000 additional dwellings. Whilst these are not expected to be built until after 2036, some could be brought forward earlier if required.

104. I am therefore satisfied that the housing supply identified in the Plan should be effective in allowing the requirement for at least 9,840 net additional dwellings between 2016 and 2036 to be met.

105. Policy H2, the reasoned justification, appendix B and other parts of the Plan as necessary should be modified to reflect the above [MM1, MM25, MM28, MM35, MM37, MM177 and MM178].

*Five year housing land requirement and supply*

*Five year requirement*

106. Paragraph 6.2.5 states that the Council will set out the five year housing land supply in an annual position statement. However, the Plan does not explain how the five year requirement will be calculated. I have already concluded that policy H1 needs to be modified to clearly set out a minimum housing requirement figure of 9,840 net additional homes for the period 2016 to 2036 (492 per year). This provides clarity for the purposes of calculating the five year supply, but to avoid ambiguity paragraph 6.2.5 needs to be modified to set out how completions since 2016 should be taken into account and how a buffer should be included as required by national policy<sup>44</sup> [MM33]:

- Requirement 2016-2036 9,840 (492 dpa)
- Requirement 2016-2021 2,460 (492 x 5)
- Completions 2016-2021 2,321
- Shortfall 2016-2021 139 (2,460 – 2,321)
- Requirement 2021-2026 2,599 (2,460 + 139)
- Requirement 2021-2026 + 5% 2,729 (2,599 + 130)
- Annual requirement 2021-2026 546 (2,729 / 5)

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<sup>44</sup> Any cumulative shortfall in delivery between 2016 to 2021 (against the requirement for 492 dwellings per year) should be added to the requirement for 2021 to 2026 before applying an appropriate buffer [PPG ID: 68-031-20190722].

107. Paragraph 6.0.2 needs to be modified to accurately reflect the national policy requirement for a 5% or 20% buffer to be included when calculating the five year requirement, depending on delivery over the previous three years [MM22].

*Five year supply*

108. Having regard to my findings above about commitments, windfalls and housing allocations, and those under subsequent main issues relating to the Skertingham and Greater Faverdale allocations, the five year supply on 1 April 2021 was:

- Commitments on major sites 2021      1,670
- Allocations without permission            1,125
- Small site windfalls                            125
- Total    2,920

109. Compared to the five year requirement of 2,729 on 1 April 2021, there is a surplus of 191 dwellings. As the requirement already includes a 5% buffer (130 dwellings) to ensure choice and competition in the market for land, the overall surplus is 321 dwellings. Only sites that are supported by evidence of the type referred to in national policy and guidance are included in the five year supply. The housing trajectory shows that the supply of deliverable sites is expected to improve over the coming years as development on each of the allocations gets underway. I am, therefore, satisfied that the Plan will be effective in helping to ensure that there will be a five year supply when it is adopted and for subsequent years.

110. To ensure that the Plan is justified and effective, paragraph 6.2.5 should be modified to set out a summary of the five year supply on 1 April 2021 [MM33].

*Policy H1: if a five year supply cannot be demonstrated*

111. Policy H1 supports housing development outside the development limits of Darlington main urban area and the three service villages if there is no longer a demonstrable supply of sites to fully meet the five year requirement and provided that a number of criteria are met. In principle, this represents a positive approach that should be effective in boosting supply, if needed, in a **way that reflects the Plan's spatial strategy**. However, main modifications are required to the policy and reasoned justification to ensure that the approach is unambiguous and justified, including in terms of how development should relate to the existing built form and the positive contribution that small sites can make to boosting supply in the short term [MM25 and MM34].

*Small sites*

112. A total of 1,361 dwellings are expected to be built during the plan period on **sites no larger than one hectare identified in the Plan or on the Council's brownfield register**<sup>45</sup>. This represents around 14% of the minimum

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<sup>45</sup> Response to AP15 [DBC16].

requirement for 9,840 homes during that period meaning that the Plan is consistent with national policy<sup>46</sup> in that respect.

### *Conclusion*

113. Subject to the main modifications that I have recommended above, the Plan identifies sufficient and appropriate sites and contains effective policies to ensure that the identified need for new homes in the Borough can be met in a way that contributes to sustainable development.

Issue 8: Is the allocation of 487 hectares of land at Skerningham for up to 4,500 dwellings and associated development, infrastructure and landscaping justified, and will policy H10 be effective in securing the sustainable development of the site?

114. Policy H10 allocates a 487 hectare site on the north east edge of the main urban area for up to 4,500 dwellings; a neighbourhood centre; two primary schools, a secondary school, and other community facilities; roads and other transport infrastructure; and a network of green and blue infrastructure. Much of the land is in agricultural use, but it also includes a golf club, community woodland, and areas of recreational open space and is crossed by numerous public rights of way. The River Skerne forms much of its northern boundary, beyond which lie Barmpton village and open countryside. The East Coast Mainline crosses the western part of the site which fronts onto the A167. To the south of the site is Great Burdon village and the A1150.

115. At present, the site forms part of the attractive countryside adjoining a significant length of the edge of the town between Harrowgate Hill and Whinfield meaning that it contributes positively to the rural setting of the urban area. The *Darlington Rights of Way Improvement Plan* identifies the **area as having the potential to be the "jewel in the crown" of the Borough's countryside provision<sup>47</sup>**. The footpaths, bridleways and tracks, including ancient packhorse routes, provide much-valued opportunities for exercise and leisure close to the town but in a rural environment. The community woodland on the northern part of the site close to the river has matured over the last 20 years or so and is particularly highly valued and well used. The river corridor, woodlands, hedgerows and trees, some of which are veteran, are habitats for a variety of species. There are a number of heritage assets, including listed buildings, an ancient monument and areas of archaeological interest, on and near to the site.

116. The Council has been working with the site promoter, other landowners and Homes England over the last five years to consider the potential for large scale development in the area and how that could be achieved in a sustainable way. Investigations into landscape, ecology, ground conditions, historic environment, transport and viability have been carried out, and the site was **included in the Government's "Garden Communities" programme** in 2019. That work, along with the sustainability appraisal and other evidence, provides the basis for the proposals and requirements of policy H10 and the

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<sup>46</sup> NPPF 69 (a).

<sup>47</sup> SD52 page 73.

accompanying masterplan framework for the whole site (Figure 6.1 in the Plan).

117. The masterplan framework illustrates the parts of the site that would be developed with new homes and broad locations for new schools, local shops, and other community facilities. The indicative route of a new distributor road through the site, connecting the A1150 to the south east and the A167 to the north west, with a bridge over the railway, is shown along with extensive areas of green infrastructure. The indicative layout assumes that the golf course and club house, which is close to the existing edge of the town, would be relocated to the northern part of the site.

118. **I have already concluded that the Plan's spatial strategy, which includes** several significant extensions around the edges of the town to meet the need for new homes, is justified and consistent with national policy<sup>48</sup>. The Skerningham site is the largest allocation in the Plan, and is expected to make a significant contribution to meeting housing needs in the plan period and for many years after. Despite the loss of countryside, and the inevitable effect that the large scale development would have on the character and appearance of the area, I am therefore satisfied that the proposal is sound in principle. However, policy H10 and the accompanying masterplan framework need to be modified so that the Plan will be effective in achieving sustainable development, including through high quality design, protection of significant environmental assets or appropriate mitigation for any harm, and the timely provision of infrastructure and facilities.

119. The Plan assumes that 1,800 homes would be built on the site by 2036, although contains no policies preventing a greater number being delivered by that date. However, the latest evidence indicates that around 1,650 dwellings are likely to be completed in the plan period, with around 600 on the western part of the site between the railway and the A167, and around 1,050 on the eastern part of the site either side of Barmpton Lane. I return to the issue of the phasing of all of the development proposed in policy H10, and how that relates to the provision of infrastructure and a future review of the Plan, below. However, irrespective of that, the first paragraph of the policy needs to be amended to reflect the latest evidence about the number of homes that are expected to be completed by 2036 and the broad locations of these within the site.

120. Policy H10 proposes that a comprehensive masterplan be submitted to accompany any planning application relating to the site. However, this approach needs to be modified to ensure that the Council, as local planning authority, takes responsibility for providing maximum clarity about design expectations having regard to the aspirations of the local community<sup>49</sup>. This can be achieved by the Council preparing a design code for the site, which it is **committed to doing within around six months of the Plan's adoption, and** giving that the status of a supplementary planning document following public consultation. A comprehensive masterplan would then be prepared by the **developers, with community engagement, in the context of the Council's** design code. Any planning applications would be required to adhere to the masterplan and design code. It would not be appropriate to encourage two or

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<sup>48</sup> NPPF 73.

<sup>49</sup> NPPF 127 and 128.

more masterplans or design codes to be prepared by developers for different parts of the site as that would not be effective in achieving a comprehensive, integrated and coordinated scheme across the whole allocation.

121. The above approach needs to be set out in policy H10 and explained in the reasoned justification. This will provide an effective means of implementing this important aspect of the Plan, using appropriate mechanisms as described in national policy<sup>50</sup>. However, policy H10 provides the statutory planning policy context for the design code, masterplan and subsequent planning applications. Further modifications are required to policy H10 to ensure that it will be effective in performing that role by setting out clear and unambiguous expectations and requirements for the development that would then be taken forward through those other mechanisms.
122. Part (a) needs to specify that 20% of homes should be affordable. Part (b) needs to be more specific about the types of social and commercial facilities to be provided in the proposed neighbourhood centre and elsewhere on the site, and clarify that retail developments that comply with the policy would not be required to carry out sequential tests or impact assessments.
123. Clarification needs to be provided about the approach towards the rural gaps between Darlington and the villages of Great Burdon and Barmpton (which need to be defined on the policies map), the existing and proposed green corridors across the site, and the provision and future maintenance of publicly accessible green infrastructure including new areas of community woodland. Similarly, the approaches to the protection and enhancement of heritage assets, and avoiding development on the parts of the site that are at risk of flooding, need to be clarified. **The reference to a "Healthy New Town approach to design" is ambiguous and should therefore be deleted from the policy.** However, I am satisfied that, as modified, the overall approach in policy H10 **would be consistent with the "Healthy New Towns design principles" set out in Figure 1.3 in the Plan.** Modifications that I recommend elsewhere in this report will ensure that policy ENV7 is effective in minimising the impact on, and providing net gains for, biodiversity on and close to the site.
124. The construction of the proposed local distributor road across the site needs to be coordinated with the building of new homes in order to provide safe and suitable access to the development and prevent severe impacts on the existing road network. To be effective in achieving that objective, part (g) needs to be modified to clarify when the various sections of new road are to be provided, and the road completed (including the bridge over the railway), in relation to the numbers of new homes built on the western and eastern parts of the site. For the same reason, part (f) needs to set out, in general terms, requisite improvements to the existing road network, including the A66, A1150, A167, and Barmpton Lane. Detailed schemes would then be worked up through the masterplanning, infrastructure phasing plan, and planning application processes subject to public consultation.
125. Policies IN1 to IN4 (as modified), when applied with the requirements in policy H10 relating to existing public rights of way and an infrastructure phasing plan, should be effective in ensuring the provision of high quality infrastructure for buses, cycling and walking so that future residents, employees and visitors

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<sup>50</sup> NPPF 128 and 129.

to the proposed development have opportunities to travel around the site and to other parts of the town by sustainable modes of transport.

126. For the reasons set out later in this report, various modifications need to be **made to reflect the fact that a "northern link road" is not a proposal in the Plan** and is not required to facilitate the development proposed. Reference to such a road should therefore be deleted from part (g) of policy H10. A consequential modification will need to be made to Figure 6.1.
127. Darlington Golf Club, which is privately owned, occupies around 48 hectares on a central part of the site adjoining the existing built up area. Policy H10 part (i) refers to the relocation of the club to a suitable location within the allocated site. The masterplan framework indicates a location on the northern part of the site close to the River Skerne within the existing community woodland. In order to minimise the impact on the woodland, the masterplan framework should be modified to indicate a location further to the south, close to the proposed distributor road<sup>51</sup>. Subject to this, and the policy requirements to deliver a net gain in community woodland as part of an extensive area of new green infrastructure along with the retention and enhancement of safe, attractive and accessible public rights of way, I am satisfied that the golf club could be relocated in an acceptable way.
128. However, there is no certainty that the Club will agree to relocate, meaning that such a form of development may not be achievable. The size, shape and location of the site are such that the development proposed in policy H10 could be achieved in an acceptable way with the retention of the golf club in its current location, although the total number of homes that would ultimately be built would be likely to be around 3,700. Part (i) needs to be modified to **refer to the "potential" relocation of the golf club, and an alternative** masterplan framework needs to be added with an explanation provided in the reasoned justification. Such a proposal would be consistent with the aim of delivering up to 4,500 dwellings on the site.
129. Both the Council and the site promoters have carried out site specific viability assessments that are based on proportionate available evidence about development values and costs, including the significant amounts of infrastructure that will need to be provided. The assessments show that the development of 1,650 homes, along with all of the necessary infrastructure during the plan period, would be marginally or reasonably viable. This is on the basis that the owner of the majority of the site would accept existing agricultural use value for much of the area within the allocation that would remain undeveloped and be provided as green infrastructure. As that has been confirmed during the examination, and because of the clear, long-standing commitment from the site promoter / majority landowner, the Council and Homes England to delivering the scheme, I am satisfied that the land can be assembled and the development viably developed during the plan period. The longer term certainty that is provided by allocating the whole site for up to 4,500 homes provides greater reassurance for investors, and viability is expected to improve in later phases of development following the provision

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<sup>51</sup> As shown in DBC16 Appendix F (published 5 July 2021) and the *Local Plan including Proposed Modifications* (DBC37 published 19 October 2021).

of the up-front infrastructure. Whether the golf club is relocated or not is expected to have only a limited effect on the overall viability of the proposal.

130. The modifications I have described above provide greater clarity about how the provision of various types of infrastructure, including the roads and schools, needs to be coordinated with phases of housing development. However, a further mechanism is needed to ensure that the provision of all forms of infrastructure referred to in policy H10 is properly planned and implemented in a timely manner, and that this is kept under review throughout the plan period. This can be achieved by requiring an infrastructure phasing plan to be prepared by the developer alongside the comprehensive masterplan and then approved by the Council, and stating that planning applications will only be approved if they make provision for the necessary infrastructure to be delivered as identified in the approved phasing plan. Furthermore, policy H10 needs to make clear that any proposal for more than 1,650 dwellings would need to be accompanied by a review of all infrastructure requirements if it were to be put forward before the Plan has been reviewed.
131. Given the considerable amount of work that has been undertaken to progress the proposal, and the interest from a number of developers, it is reasonable to assume that development on the western part of the site fronting the A167 could start in 2023/24 and that a total of 180 dwellings be completed by the end of March 2026 meaning that they would contribute to the five year supply from 2021.
132. I therefore recommend main modifications to policy H10 and the reasoned justification as described above to ensure that this part of the Plan is effective, consistent with national policy and justified [MM54 to MM82].

### *Conclusion*

133. For the reasons set out above, policy H10 and the reasoned justification need to be modified to ensure that the allocation of 487 hectares of land at Skertingham for up to 4,500 dwellings and associated development, infrastructure and landscaping is justified and that that the Plan will be effective in securing the sustainable development of the site.
- Issue 9: Is the allocation of 178 hectares of land at Greater Faverdale for a development including around 2,000 homes, 200,000 sqm of employment floorspace, a neighbourhood centre, primary school and other community facilities justified, and will policy H11 be effective in securing the sustainable development of the site?
134. Policy H11 proposes a total of 2,000 dwellings and 200,000 sqm of employment floorspace along with a neighbourhood centre, primary school and other physical, social and green infrastructure on a 178 site on the north west edge of the main urban area. 750 dwellings and 49 hectares of employment land are expected to be developed by 2036, with the remaining 1,250 dwellings built after that. Figure 6.2 in the Plan provides a masterplan framework indicating the broad locations of residential and employment development, neighbourhood centre and primary school, strategic green infrastructure, existing and proposed rights of way, and a primary access route through the site from Rotary Way to Burtree Lane.

135. As with policy H10 relating to Skerningham I am satisfied that, in principle, **this allocation is justified in the context of the Plan's spatial strategy and the** identified need for land for new homes and employment floorspace well related to the main urban area. However, modifications are also needed to policy H11 to ensure that it is effective in achieving sustainable development and securing the timely provision of infrastructure and facilities.
136. Similar policy requirements for a comprehensive masterplan and infrastructure phasing plan to those I recommend for policy H10 are necessary for the Greater Faverdale site, along with a requirement for the phasing plan to be reviewed once a specified amount of development has been completed. These **would be within the context of the Council's** design code<sup>52</sup> which is due to be subject to public consultation and adoption as a supplementary planning document within around 6 months of the Plan being adopted.
137. Various parts of policy H11 need to be modified to clarify the requirements relating to affordable housing; the amount of land and employment floorspace, along with the uses that are proposed (E(g), B2 and B8); the neighbourhood centre; improvements required to Burtree Lane; Stockton and Darlington Railway and other heritage assets; and flood risk. The masterplan framework needs to be modified to accurately indicate the primary access route.
138. A site specific viability assessment has been carried out which suggests that the assumptions made in the Plan about the amount of development that will be completed by 2036 are reasonable. The allocation of the whole site, with capacity for a further 1,250 dwellings expected to be built after 2036, provides certainty for investors with viability expected to improve once the necessary up-front infrastructure has been provided. There are no restrictions in the Plan that would prevent more development coming forward before 2036, although this would need to be coordinated with infrastructure provision as discussed above.
139. Given the significant amount of preparation work that has been undertaken, the involvement of Homes England and development interest, it is reasonable to assume that the first new homes will be completed in 2023/2024 and that 150 will be built by April 2026. Evidence from the site promoter indicates that development could start earlier, and that more homes could be completed in the next five years.
140. I therefore recommend main modifications to policy H11, Figure 6.2 and the reasoned justification as described above to ensure that this part of the Plan is effective, consistent with national policy and justified [MM83 to MM102].

### *Conclusion*

141. For the reasons set out above, policy H11, Figure 6.2 and the reasoned justification need to be modified to ensure that the allocation of 178 hectares of land at Greater Faverdale for development including around 2,000 homes, 200,000 sqm of employment floorspace, a neighbourhood centre, primary school and other community facilities is justified, and that policy H11 will be effective in securing the sustainable development of the site.

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<sup>52</sup> DBC18.

Issue 10: Are policies H4 to H8 justified and consistent with national policy, and will they be effective in ensuring that different types of housing needs can be met?

*Housing mix (policy H4)*

142. The first paragraph of policy H4 needs to be modified so that it is effective and justified in terms of encouraging developers to provide an appropriate mix of housing having regard to relevant evidence and the character of the area [MM40].
143. Policy H4 requires 80% of dwellings to be built to the Building Regulations **M4(2) standard for accessible and adaptable homes. However, the Council's** latest strategic housing market assessment<sup>53</sup>, which used relevant and proportionate evidence in line with national guidance, identifies a need for at least 4,158 dwellings that meet that standard having taken account of the nature of the existing housing stock. This represents 45% of the housing requirement for the plan period, excluding the proportion that is expected to be provided for in residential institutions. Policy H4 needs to be modified accordingly so that it is justified [MM41].
144. The requirement in policy H4 for 9% of new dwellings to meet the national standard for wheelchair user homes is also based on appropriate evidence of need set out in the strategic housing market assessment. The different approaches set out in the policy to meeting Building Regulation M4(3) parts (a) and (b) are consistent with national guidance relating to local authority nominated persons<sup>54</sup>.
145. The costs of meeting the standards for accessible and adaptable homes and **wheelchair user homes were taken into account in the Council's viability** assessment, and policy H4 makes clear that the requirements are subject to site suitability and viability which provides an appropriate level of flexibility. However, the reasoned justification for policy H4 needs to be modified to refer to the evidence relating to accessible and adaptable, and wheelchair user, homes and clarify how the specific requirements have been calculated [MM42].

*Affordable housing (policies H5 and H6)*

146. Paragraph 6.5.2 in the Plan needs to be modified to reflect the evidence in the latest strategic housing market assessment that identifies a need for a total of 4,646 affordable homes between 2016 and 2036 (233 per year) [MM45]. This represents around 47% of the overall housing requirement referred to in policy H1 (as modified). Policy H5 sets out different requirements for the proportion of affordable homes in developments of 10 or more dwellings for different parts of the Borough: 10% in lower value areas, 20% in medium value areas, and 30% in higher value areas.
147. In total, those requirements are expected to deliver around 2,000 affordable homes on the sites allocated in the Plan. Whilst this would represent a significant number of additional affordable homes, it would be less than half of the identified need for that form of housing. However, most of the dwellings

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<sup>53</sup> SD08, December 2020.

<sup>54</sup> PPG ID: 56-009.

proposed in the Plan are on sites that the **Council's viability assessment shows** are marginally viable if all of the policy requirements, including those relating to affordable housing, are met. I am satisfied, therefore, that the requirements in policy H5 strike a justified balance between maximising the provision of affordable homes and not undermining the deliverability of the Plan.

148. A main modification is required to the proportions of affordable homes that are available to rent and purchase proposed in policy H5 in order to achieve consistency with national policy. This will ensure that the ability of specific **groups to meet their needs for affordable housing, as identified in the Council's strategic housing market assessment**, is not significantly prejudiced whilst making 10% of homes available for affordable ownership on sites where this is expected to be viable [MM43].
149. Modifications are also required to policy H5 to ensure that the exceptional approach to the provision of off-site affordable housing will help create mixed and balanced communities as required by national policy [MM44]. It is not necessary to refer explicitly to self-build schemes as criterion (c) could be applied to those if appropriate.
150. Policy H6 and the reasoned justification need to be modified to ensure consistency with national policy relating to entry-level exception sites for affordable housing adjacent to settlements<sup>55</sup> [MM46 and MM47].

*Residential development in the countryside (policy H7)*

151. Policy H3 allows for new housing within the development limits of settlements defined on the policies map. Policy H7 deals with other residential development in the countryside (outside development limits). I have already concluded that, subject to certain changes, the development limits defined on the policies map, and the strategic approach of meeting housing needs within the settlements defined by those limits, are justified. However, policy H7 needs to be modified to ensure that it is justified, effective and consistent with national policy relating to the replacement of existing residential buildings and new dwellings for rural workers in the countryside [MM48, MM49 and MM111].

*Housing intensification (policy H8)*

152. A modification is required to policy H8 to ensure that it is consistent with national policy, justified and effective with regard to backland garden development and the use of supplementary planning documents [MM50 and MM51].

*Conclusion*

153. The modifications I have described above are required to policies H4 to H8 to ensure that they are justified, consistent with national policy, and effective in ensuring that different types of housing needs can be met in the Borough.

Issue 11: Is the approach towards the provision of additional gypsy and traveller accommodation set out in policy H9 consistent with national

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<sup>55</sup> NPPF 72.

policy, and will it be effective in ensuring that identified needs can be met during the plan period?

154. The Borough has a long association with gypsies and travellers, and there is a significant population living on two Council owned sites, numerous private sites, and in bricks and mortar housing. There are no travelling showpeople currently living in the Borough.

*Need for gypsy and traveller accommodation*

155. **The Council's Gypsy and Traveller Accommodation Assessment** (updated in 2017)<sup>56</sup> identifies a need for a total of 51 additional pitches for gypsies and travellers between 2017 and 2037. Of those 51 additional pitches, 44 are expected to be needed for households that travel to work and meet the **national definition of "gypsies and travellers"**<sup>57</sup>. A significant proportion of the identified need is for families that currently live in bricks and mortar housing in the Borough.

156. The assessment also identifies a potential need for a site with 6-8 plots to accommodate at least two families of travelling showpeople currently residing in Middlesbrough.

*Sites for additional gypsy and traveller accommodation (policy H9)*

157. Since the assessment was undertaken, planning permissions have been granted for a total of 7 additional pitches on 3 sites. The Council provided evidence during the examination of plans to create a total of 33 additional pitches on extensions to the two Council owned sites in the next few years. There is compelling evidence that windfalls will continue to come forward, both through small extensions to existing private sites and proposals for new private sites. Historically, the average rate of windfall provision has been 4 additional pitches per year<sup>58</sup>. Whilst this rate may not continue, it is not unreasonable to assume that around 30 additional pitches will be created on windfall sites in the next 15 years in the context of policy H9 which sets out a positive, criteria-based approach that is consistent with national policy.

158. Overall, therefore, there is likely to be a sufficient supply of additional pitches for gypsies and travellers (around 70 pitches between 2021 and 2036) to ensure that identified needs can be met.

159. The five year requirement is for 13 additional pitches. This can be met at the current time through opportunities to use vacant and potential pitches on existing sites, the outstanding planning permissions, and through additional windfalls that are expected to come forward. A planning application for 25 additional pitches on the proposed extension to one of the Council owned sites is due to be submitted shortly meaning that it will contribute to an ongoing five year supply.

160. A specific opportunity has not been identified to meet the potential need for a travelling showpeople site in the Borough. However, there are a number of transit sites that are potentially suitable and available, and policy H9 sets out

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<sup>56</sup> SD13 and SD14.

<sup>57</sup> Annex 1 to *Planning Policy for Traveller Sites 2015* ("PPTS").

<sup>58</sup> Council response to PQ38 [DBC1].

a positive approach to allowing a new site for such a use if the potential need were to materialise. Given the uncertainties there are about whether the need will actually materialise, I consider this approach to be proportionate and justified.

161. In order to ensure that policy H9 is consistent and effective, a main modification is required to specifically allocate the proposed extensions to the two Council owned gypsy and traveller sites [MM52]. The reasoned justification needs to be modified accordingly [MM53]. The policies map should be amended to show the proposed extensions to the existing sites.

### *Conclusion*

162. Subject to the main modifications described above, I am satisfied that the approach towards the provision of additional gypsy and traveller accommodation set out in policy H9 is consistent with national policy and that it will be effective in ensuring that identified needs can be met during the plan period.

Issue 12: Will the Plan be effective in encouraging sustainable economic growth and ensuring that development needs can be met with flexibility to allow a rapid response to changes in economic circumstances?

### *Introduction*

163. I have already found that the proposals to accommodate 7,000 new jobs and provide for a total of 158 hectares (net) of additional employment land between 2016 and 2036 are justified. This issue is concerned with whether the policies in section 7 of the Plan will be effective in helping to achieve those aims in a manner that is consistent with national policy.

164. All of the existing and potential employment sites in the Borough have been **periodically assessed through the Council's *Employment Land Review*** which was last updated in 2019<sup>59</sup>. This provides proportionate and up to date evidence about each of the sites, including a market assessment.

### *Changes to the Use Classes Order*

165. Main modifications are required to policies E1, E2, and E3 along with some of the allocation statements at appendix B so that they are effective and consistent with national policy following the changes to the *Use Classes Order* that came into effect on 1 September 2020 [MM105, MM108, MM109, MM186 and MM193]. In order to ensure that policies E1 and E2 can be effectively applied, additional sentences need to be added to state that the Council will consider the use of planning conditions when granting permission for offices, research and development, or light industrial uses (use class E(g)) on the existing and proposed employment sites to ensure that those developments remain in that use [MM104 and MM107].

### *Existing employment sites (policy E1)*

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<sup>59</sup> SD16.

166. Policy E1 identifies the main existing employment sites in the Borough and safeguards them for economic development. In total, the 23 sites amount to just over 500 hectares, the majority of which are developed and/or in employment use. A total of 38 hectares (net) is available for development on 9 of the sites.

167. A modification is required to ensure policy E1 is effective by clarifying that the uses for each site listed in table 7.2 apply both to proposals for new buildings and for changes of use of existing buildings [MM103].

#### *Employment allocations (policy E2 and appendix B)*

168. Policy E2 identifies six new allocations and sets out suggested employment uses for each. Five of the sites have allocation statements in appendix B that set out specific development requirements for each. The sixth site is part of the Greater Faverdale proposal subject to policy H11. In total, the six employment allocations provide 120 hectares (net) of employment land. All are suitably located, available, capable of being satisfactorily developed, and likely to be attractive to the market.

169. Modifications are required to appendix B to ensure that it is effective with regard to the scale and design of development at Ingenium Park (ref 356) and flood risk at Heighington Lane North site (ref 360) [MM187 to MM189].

170. Paragraph 7.1.14 needs to be deleted as it does not provide reasoned justification for policies E1 or E2 [MM106].

#### *Overall supply of employment land*

171. The total amount of land available for employment development on the sites identified in policies E1 and E2 is 158 hectares (net), comprising 38 hectares on existing sites and 120 on proposed allocations.

#### *Darlington Farmers Auction Mart Relocation (policy E3)*

172. Policy E3 proposes that an allocated site at Humbleton Farm on the A68 (which is defined on the policies map) be developed to allow the relocation of the existing cattle auction mart from Darlington town centre. The existing mart site is proposed as a housing allocation with an indicative yield of 76 dwellings (ref 11). The relocation has now taken place. However, a modification is required to policy E3 so that it is consistent with national policy and effective in ensuring that future developments on the new site are of a scale and type appropriate to the rural location [MM109].

#### *Economic development in the countryside (policy E4)*

173. Main modifications are required to various parts of policy E4 to ensure that it is consistent with national policy relating to economic development in the countryside and effective with regard to the conversion and re-use of buildings; the erection of new buildings; impacts on the local area, road network and planned community uses; equestrian uses; tourist accommodation and flood risk; and retail uses [MM110]. The reasoned justification needs to be modified accordingly [MM111].

#### *Conclusion*

174. Subject to the modifications described above, the Plan will be effective in encouraging sustainable economic growth and ensuring that development needs can be met with flexibility to allow a rapid response to changes in economic circumstances.

Issue 13: Is the approach to town centres and the development of main town centre uses set out in the Plan consistent with national policy and will it be effective in ensuring that development needs can be met in sustainable locations?

#### *Introduction*

175. Section 8 of the Plan contains 6 policies relating to town centres and retail development. In most respects these are clearly written and consistent with national policy. However, in order to ensure that the policies can be effectively applied, main modifications are required to paragraph 8.1.5 and the **Glossary so that "main town centre uses" are accurately defined as set out in NPPF Annex 2 [MM112 and MM176].**

#### *Hierarchy of centres*

176. Table 8.1 defines the hierarchy of town centres in the Borough as comprising Darlington sub-regional centre; Cockerton district centre; and Mowden local centre. This reflects the sizes of those centres, the range of uses within them, and the roles that they perform in serving the surrounding area. Whilst there are a number of large supermarkets and collections of shops along with some other retail services elsewhere in the Borough there is no national policy requirement for all such locations to be designated as a town, district or local centre. Nor is there any requirement for the Plan to carry forward the same hierarchy of town centres defined in the core strategy. The approach taken in the Plan is reasonable in the context of the geography of the Borough and the importance of protecting the vitality and viability of Darlington town centre.

#### *Darlington town centre*

177. Policies TC1 and TC2 relate to Darlington town centre and the primary shopping area. A modification is required to policy TC1 to ensure that the requirement for a sequential test for proposals outside the town centre is consistent with national policy [MM113]. The requirement for marketing properties for a period of time before non-retail uses will be allowed in the primary shopping area is not justified and is unnecessary given the other criteria set out [MM114].

178. Policy TC3 proposes that a 2.4 hectare site, currently used for surface-level car parking, be developed to meet any future need for town centre uses and to support regeneration. A modification is required to policy TC3 to ensure it is effective in protecting the settings of nearby heritage assets [MM115].

#### *Retail impact assessments*

179. Policy TC5 states that proposals for retail and leisure developments generating over 500 sqm of additional floorspace will require impact assessments. The 500 sqm threshold, which is significantly below the default threshold set in national policy, is necessary to help protect the vitality and viability of Darlington town centre having regard to its overall scale and the size of the units within it, as well as the size and type of development that may be proposed elsewhere in the town.

180. However, main modifications are required to policy TC5 to clarify that the threshold applies to proposals outside Darlington town centre that are not proposed in the Plan [MM118]. A modification is also required to clarify that impact assessments are not required for retail developments in the new neighbourhood centres at Skertingham and Greater Faverdale proposed in policies H10 and H11 [MM119]. This will ensure that the policy is effective and consistent with national policy.

#### *Darlington town centre fringe*

181. Policy TC6 promotes the development and regeneration of around 70 hectares **of land immediately to the east of the town centre. The "town centre fringe"** area comprises a variety of commercial and residential buildings and land, some disused. Two specific opportunities for development within the area have been identified and are allocated in the Plan. Whilst the policy sets out a positive approach towards development elsewhere in the fringe area, and the Council is working proactively with partners to address land ownership and funding issues, it cannot be relied on to make a greater contribution to meeting identified development needs during the plan period.

182. In order to be effective, the policy needs to be modified to clarify the types of uses that would be allowed, and refer to the sequential test, impact assessment, historic environment and flood risk [MM120 to MM122].

#### *Cockerton district centre and Mowden local centre*

183. Policy TC4 sets out a variety of main town centre uses that are appropriate in the Cockerton district centre and Mowden local centre; these need to be modified to reflect the changes to the Use Classes Order referred to earlier [MM116]. In order to be effective, the policy also needs to be modified to clarify that a sequential test will be required for main town centre use proposals outside those centres in line with national policy [MM117].

#### *Conclusion*

184. Subject to the main modifications described above, the approach to town centres and the development of main town centre uses set out in the Plan is consistent with national policy and will be effective in ensuring that development needs can be met in sustainable locations.

Issue 14: Will the Plan be effective in promoting sustainable transport and ensuring that development is served by safe and suitable access for all users?

#### *Introduction*

185. I concluded earlier in this report that the spatial strategy, which involves the development of large numbers of new homes around the western, northern and eastern fringes of the main urban area of Darlington, is justified. However, to help ensure that the approach achieves sustainable development, it is important that the Plan contains effective policies to promote opportunities for sustainable transport both within those new developments and between them and the town centre and other key destinations.

*Delivering a sustainable transport network and improving access and accessibility (policies IN1 and IN2)*

186. Policy IN1 is aimed at delivering an efficient transport system with a focus on the provision of infrastructure improvements to encourage greater use of sustainable modes and less reliance on single occupancy vehicle journeys. It proposes infrastructure and other improvements relating to cycling, walking, rail and roads. Policy IN2 sets out various requirements for developers aimed at promoting accessibility through prioritising the needs of pedestrians, cyclists, bus and rail users, and people with special needs.
187. Part C(vii) of policy IN1 proposes the provision of new road links to support the large scale developments around the edges of the town. Provided that these are designed appropriately, this will create the opportunity for those developments to be efficiently served by new and improved bus services, as well as providing convenient routes for private cars thereby preventing severe impacts on the existing road network. High quality walking and cycling routes can be created alongside the new roads with links to other parts of the development sites and the existing network of routes in the town.
188. However, to ensure that it is effective in this regard, policy IN1 part C(vii), and the associated reasoned justification, need to be modified to more clearly describe all of the relevant new road links and how they connect to relevant parts of the existing road network to create a new orbital route for buses, other motor vehicles, pedestrians and cyclists [MM157 to MM159].
189. **Policy IN1 part C(v) refers to the potential delivery of a "northern link road"** between the A1 and A66 to the north east of the town. However, paragraph 10.5.9 states that none of the proposals in the Plan are reliant on the provision of such a new road and that a route is not being safeguarded. This was confirmed by the Council during the examination. As that is so, and to ensure that the Plan is justified and unambiguous, references to a northern link road should be deleted from policies IN1 and H10, the reasoned justification (other than 10.5.9), the Skerningham masterplan framework (figure 6.1), and the key diagram [MM62 and MM156].
190. Policy IN1 part A(ii) and paragraph 10.6.4 need to be modified to clarify that **the "strategic priority corridors" referred to** are the key sustainable transport corridors in the town for use for recreation and access for pedestrians and cyclists [MM154 and MM163]. To ensure that the policy can be effectively applied, all six corridors should be defined on the policies map.
191. Policy IN1 part A(iii) and policy IN2 part (b) need to be modified to ensure that they are effective in securing the provision of high quality infrastructure for pedestrians and cyclists on development sites [MM155 and MM160].
192. Policy IN2 part (d), and the reasoned justification, need to be modified to clarify that the requirement for all new development to provide safe and easy access for those who wish to use public transport would be through the provision of bus stop infrastructure and extended bus services where necessary. The expectation that 80% of dwellings should be within 400 metres of a bus stop served by a regular daytime service (every 30 minutes) is reasonable given the size and location of the allocations in the Plan and the existing bus infrastructure and services in the town. Greater walking distances

and/or less frequent services would be less likely to encourage bus use, and would leave future residents who do not have regular access to a car isolated. Requiring financial contributions from developers to achieve this where appropriate will ensure that the policy can be effectively implemented, including through the subsidisation of bus services for five years [MM161 and MM164].

#### *Transport assessments and travel plans*

193. Policy IN3 and the reasoned justification need to be modified to clarify the requirements for transport assessments and travel plans and ensure that these are consistent with national policy [MM165 and MM166].

#### *Car and cycle parking requirements (policies IN1, IN2 and IN4)*

194. Policy IN4 sets out requirements relating to car and cycle parking, and refers to the *Tees Valley Highway Design Guide* which includes advice about the design and quantity of spaces that may be required<sup>60</sup>. That guide helps ensure a consistent approach across the sub-region. It was last updated in 2018 and is expected to be reviewed again in 2022. Policy IN4 paragraph 3 therefore needs to be modified to refer to proposals having regard to the guide or any successor. Furthermore, national standards for the design of cycle infrastructure have been published since 2018<sup>61</sup> and therefore the reasoned justification needs to be modified to explain that they will be applied until the guide has been updated. To be effective, policy IN4 also needs to be modified to refer to cycle storage and the provision of changing and showering facilities where appropriate [MM167 and MM168].

195. To avoid ambiguity and inconsistency with policy IN4, references to cycle parking / storage in policies IN1 and IN2 should be deleted [MM155 and MM162].

#### *Conclusion*

196. Subject to the main modifications recommended above, the Plan will be effective in promoting sustainable transport and ensuring that development is served by safe and suitable access for all users.

Issue 15: Is the approach to renewable and low carbon energy development set out in policy IN9 consistent with national policy, and will it be effective in maximising the potential for such development while ensuring that adverse impacts are addressed satisfactorily?

197. Policy IN9 sets out a positive approach towards renewable and low carbon energy development, including wind turbines, provided that certain criteria are met. This is, in most regards, consistent with national policy. However, to avoid ambiguity, the policy and reasoned justification need to be modified to clarify that the whole Borough is an area identified as suitable for wind turbines and other forms of renewable and low carbon energy provided that the relevant criteria are met<sup>62</sup>. The criteria relating specifically to wind energy development also need to be modified to refer to local community backing and

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<sup>60</sup> SD64.

<sup>61</sup> LTN1/20 *Cycle Infrastructure Design*.

<sup>62</sup> NPPF 155(b) and 158(b) and footnote 54.

to the setting of heritage assets to ensure consistency with national policy and effectiveness [MM169 and MM170].

### *Conclusion*

198. Subject to the modifications recommended above, the approach to renewable and low carbon energy development set out in policy IN9 is consistent with national policy, and will be effective in maximising the potential for such development while ensuring that adverse impacts are addressed satisfactorily.

Issue 16: Does the Plan set out a positive strategy for the conservation and enjoyment of the historic environment, are policies ENV1 and ENV2 consistent with national policy, and will they be effective in conserving and enhancing heritage assets?

199. **Policy ENV1 aims to protect, enhance and promote Darlington's historic environment.** Part A is intended to apply to all designated heritage assets, and part B provides additional criteria relating to conservation areas. Parts C and D relate to archaeological sites and non-designated heritage assets, whilst parts E and F deal with heritage at risk and securing optimum viable use. The Council confirmed during the examination that the policy is intended to be consistent with national policy, but also to provide additional details to assist developers and decision makers. A number of modifications are required to the detailed wording of various parts of the policy, reasoned justification, and monitoring indicators in chapter 11 to ensure consistency with national policy and effectiveness [MM123 to MM128 and MM174]. I have amended the detailed wording to reflect representations made about the proposed modifications.

200. Policy ENV2 relates to the part of the historic Stockton and Darlington Railway that runs through the Borough. It aims to ensure that the significance of the railway and its setting is conserved and enhanced, and encourages development which supports its role as a visitor attraction. To be effective, the aim of creating walking and cycling paths along the route should be included in the policy rather than only referred to in the reasoned justification [MM129]. To allow effective implementation of policy ENV2, the policies map should be changed to correctly designate all parts of the railway.

201. Historic England have been actively involved in the development of the two policies and are supportive of them, subject to the main modifications described above.

202. In order to ensure that heritage assets on or close to allocated sites are appropriately taken into account as required by national policy, modifications are required to a number of the allocation statements in appendix B of the Plan [MM187, MM188, MM191 and MM192].

### *Conclusion*

203. I am satisfied, that subject to my recommended main modifications, policies ENV1 and ENV2 are consistent with national policy and will be effective in conserving and enhancing heritage assets. Together with other relevant policies in the Plan and allocation statements in appendix B, policies ENV1 and ENV2 represent a positive strategy for the conservation and enjoyment of the **Borough's historic environment.**

Issue 17: Are policies ENV3 to ENV8 justified and consistent with national policy, and will they be effective in protecting and enhancing the natural environment and ensuring that new development has access to high quality open spaces?

*Local landscape character and green infrastructure (policies ENV3 and ENV4)*

204. Policy ENV3 aims to protect and improve the character and distinctiveness of the town, villages and rural parts of the Borough and identifies a number of specific areas including three green wedges, five rural gaps, six historic routes and various green corridors and urban and rural parklands. Policy ENV4 relates to green and blue infrastructure which includes all of the areas identified in policy ENV3 along other types of open space. Both policies are lengthy, and between them they contain numerous requirements that may be applicable to development within or that affects the areas referred to, some of which (but not all) are defined on the policies map.

205. In most respects the two policies are consistent with national policy relating to open spaces and the conservation and enhancement of the natural environment. However, policy ENV4 part g(iii) needs to be modified so that the approach to building on existing open space is consistent with national policy<sup>63</sup> [MM136]. **The approach to "green corridors" needs to be simplified and clarified, and the detailed wording of other parts of the two policies and reasoned justification need to be modified to ensure they are clear and consistent with each other [MM130, MM133, MM135, and MM137].** Furthermore, the policies map needs to be amended to define the rural gaps and urban and rural parklands so that the specific requirements relating to those can be effectively applied. The green corridors need to be shown as a simple line on the policies map to reflect the fact that their widths will vary significantly depending on their characteristics and surroundings in any particular location as stated in the policy (as modified). It would be disproportionate to attempt to accurately define every part of each corridor on the policies map, and such a specific designation would almost certainly quickly become out of date in relation to some locations. Figure 9.1, which illustrates diagrammatically the location of some of the areas referred to in policies ENV3 and ENV4, should be deleted to prevent ambiguity and avoid any inconsistency with the policies map [MM134]. Subject to the changes proposed by the Council, the relevant designations on the policies map are justified and would be effective in achieving the objectives of policies ENV3 and ENV4.

*Green infrastructure standards (policy ENV5)*

206. Paragraph 9.4.14 in the Plan states that the Borough is relatively rich in the amount of open space it contains and therefore new open space will only be sought in major developments where the amount and mix of development proposed requires substantial green infrastructure to deliver a sustainable new neighbourhood or to create an appropriate business or leisure environment.

207. Policy ENV5 sets out requirements intended to achieve that aim through on-site provision for developments over a specified size in certain circumstances,

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<sup>63</sup> NPPF 99.

and through financial contributions from smaller developments to improve existing green infrastructure in areas of open space deficiency. Modifications are required to both parts of the policy to ensure that they are justified and effective, and the reasoned justification needs to include further information **about how the requirements will be applied having regard to the Council's** relevant supplementary planning documents [MM138 to MM142].

*Local Green Space (policy ENV6)*

208. Table 9.1 in the Plan lists ten areas of Local Green Space which are designated on the policies map and protected from development by policy ENV6. The **Council's Local Green Space Designation Report**<sup>64</sup> sets out the justification for why the ten sites are included in the Plan, and the reasons why a number of other sites that were assessed are not. The approach taken was systematic and consistent with national policy meaning that each of the areas identified in the Plan is justified. However, policy ENV6 needs to be modified to ensure that the approach to assessing development proposals affecting Local Green Spaces is consistent with national policy [MM143]. Paragraph 9.3.5 should be deleted as it is not required to provide reasoned justification for policy ENV6 [MM132].

209. I have already concluded that modifications are needed to the developer requirements in appendix B of the Plan relating to the Blackwell Grange East housing allocation (ref 403), along with changes to the policies map, to ensure that the Plan is effective in protecting the historic parkland and setting of the Grade II\* listed building. It is not necessary to further modify the Plan to designate the area as Local Green Space due to the provisions of policy ENV3 parts A and C relating to green wedges and urban and rural parklands, and the requirement for the housing development to secure the restoration of the remaining parkland.

*Biodiversity and geodiversity (policies ENV7 and ENV8)*

210. Policy ENV7 sets out strategic requirements for development aimed at protecting and avoiding significant harm to biodiversity and geodiversity. Policy ENV8 provides more detailed development management criteria and a specific step by step approach to achieve those strategic requirements and secure net gains for biodiversity. A number of changes are required to the detailed wording of the two policies and reasoned justification to ensure consistency with national policy and effectiveness [MM144 to MM153].

*Conclusion*

211. Various modifications, as described above, are required to ensure that policies ENV3 to ENV8 are justified, consistent with national policy, and effective in protecting and enhancing the natural environment and ensuring that new development has access to high quality open spaces.

*Other soundness issues*

212. Main modifications are required to various other policies that refer to existing supplementary planning documents and other guidance documents that do not form part of the statutory development plan. This is to ensure that they are

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<sup>64</sup> SD28.

given appropriate weight in decision making, consistent with national policy and reflecting their status [MM11, MM12, MM15, MM40, MM51, MM131 and MM167].

213. The reasoned justification to policy DC1 needs to explain that the *Darlington Design of Development Supplementary Planning Document* is to be updated in 2022 and that in the meantime current national guidance will take precedence, with reference to the *National Design Guide* also made in the policy [MM11 and MM13]. This will ensure consistency with national policy and prevent any ambiguity about certain standards in the existing supplementary planning document that are now out of date and/or not justified.
214. In order to ensure that policy DC1 is justified having regard to national policy, paragraph 5.1.8 needs to be modified to refer to the national commitment to net zero carbon emissions by 2050 and aim 6 needs to be modified accordingly [MM9 and MM14].
215. The reasoned justification to policy DC2 needs to be modified so that it accurately reflects the requirements relating to the management of foul and surface water flows and sustainable urban drainage systems [MM15 and MM16].
216. Policy DC3 needs to be modified so that the requirements for health impact assessments are proportionate to the scale of development and apply only to schemes of 150 or more homes. The reasoned justification needs to refer to current national guidance. These changes will ensure that the approach is justified and consistent with national policy [MM17 and MM18].
217. The reference to excessive movements of heavy goods vehicles in policy DC4 is not justified or necessary and should therefore be deleted [MM19].
218. Policy DC5 and reasoned justification need to be modified to ensure that the approach to the provision of employment skills and training initiatives is consistent with national policy and legislation relating to the use of planning obligations [MM20 and MM21].
219. The approaches to seeking planning obligations to secure additional school capacity; protecting existing community facilities; and the location of new community facilities in policy IN10 need to be clarified to ensure effectiveness and that they are justified [MM171 to MM173].
220. Various changes and additions are required to the Glossary in section 12 of the Plan to ensure consistency with national policy and that all policies can be effectively applied [MM175 and MM176].

### *Conclusion*

221. The main modifications to the various parts of the Plan that I have described above are all required to ensure soundness. No other main modifications are required.

## Overall Conclusion and Recommendation

222. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

223. The Council has requested that I recommend main modifications to make the Plan sound and legally compliant, and therefore capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix the *Darlington Borough Local Plan 2016-2036* satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

***William Fieldhouse***

Inspector

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*This report is accompanied by an Appendix containing the main modifications*

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The modifications below are expressed either in the form of ~~strikethrough~~ for deletions and underlining for additions of text, or by describing the modification in *italics*.

The page, paragraph and policy numbers refer to the submission local plan, and do not take account of the deletion or addition of text.

Mod Ref	Part of Plan	Modification
MM1	All	<i>Amend any cross-referenced housing figures in the plan to reflect the updated Appendix A Housing Trajectory (at end of this schedule).</i>
MM2	Para 1.01 & 1.02	<p>This document contains policies and proposals for using and developing land throughout the Borough of Darlington. <del>When finalised and adopted it will</del> <u>This Local Plan replaces</u> the Darlington Local Development Framework (LDF) Core Strategy (May 2011) and the saved policies of the Borough of Darlington Local Plan (1997, including adopted alterations 2001), and <del>will</del> <u>provides</u> an up to date statutory development plan for the Borough. <u>Appendix F sets out the specific local planning policies that have been superseded.</u></p> <p>All applications for development must, by law, be determined in accordance with the statutory development plan, unless there are material considerations that indicate otherwise. Figure 1.1 shows the documents that <del>will</del> make up the statutory development plan for Darlington <del>when this document is adopted.</del></p>
MM3	Figure 1.1	<i>Delete references in Figure 1.1 to the "Core Strategy Development Plan Document" and "Saved Policies in the Darlington Local Plan"; and amend the reference to the "draft Local Plan" to "the adopted Local Plan".</i>
MM4	Figure 1.2	<i>Modify Figure 1.2 to delete references to "this document" and the last 4 stages as being "future stages"; amend dates to factually reflect when stage actually took place.</i>
MM5	Para 1.0.4 – 1.0.13	<p><del>Proposed Submission Local Plan (Regulation 19)</del></p> <p><del>1.0.4 The next phase of plan preparation is the publication of the Proposed Submission Local Plan for a statutory six-week period to allow comments and representations under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 to be received prior to submission for independent examination.</del></p> <p><del>1.0.5 A Policies Map accompanies this document. It shows, on an OS base map, where each site allocation is, and where each policy or proposal applies. The Policies Map can be accessed online via <a href="http://www.darlington.gov.uk/localplan">www.darlington.gov.uk/localplan</a>.</del></p> <p><del>1.0.6 This allows local communities, businesses and other interested stakeholders the opportunity to comment on the policy content on the <b>Council's final version of the draft Local Plan, within a specific remit.</b> The remit of representations under this public consultation is limited and <b>relates to the 'Tests of Soundness' and also includes legal compliance, as set out in the National Planning Policy Framework.</b> The Proposed Submission Local Plan has been refined and amended following feedback received at each of the several consultation stages during its preparation (Figure 1.2).</del></p> <p><del>1.0.7 Once the Regulation 19 representation period is complete, the Proposed Submission Local Plan and a Schedule of any Proposed Modifications based on comments received is then submitted to the Secretary of State for the Ministry for Housing, Communities and Local Government. <b>They will then appoint an independent Planning Inspector from the Planning Inspectorate to undertake a 'public examination' of the Local Plan.</b></del></p> <p><del>1.0.8 During the examination process, the Planning Inspector will use the National Planning Policy Framework and the comments and representations submitted during the Regulation 19 consultation to determine whether a Local Plan is sound and legally compliant.</del></p> <p><del>1.0.9 The Inspector, in examining the plan and taking account of representations made, may conclude that modifications are required to make it sound and capable of adoption. It is proposed that the Director of Economic Growth and Neighbourhood Services, in consultation with the</del></p>

		<p>Portfolio holder for Economy and Regeneration, be the delegated authority to recommend to the Inspector such modifications to the draft Local Plan submission documents as may be necessary to satisfy the requirements as to its soundness.</p> <p><del>1.0.10 The independent examination of the Local Plan will test the soundness of the Plan. The examination will take the form of an informal hearing led by a Government appointed Inspector who will identify the main matters and issues requiring discussion. On completion of the hearing sessions the Inspector will consider all representations received in the publication stage and in the discussions held during the hearing in preparing their report on the soundness of the Plan.</del></p> <p><del>1.0.11 The elements of the test of soundness are set out in the government's National Planning Policy Framework (NPPF), namely:</del></p> <ul style="list-style-type: none"> <li><del>• Positively prepared – the plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, and be consistent with achieving sustainable development.</del></li> <li><del>• Justified – the most appropriate strategy when considered against reasonable alternatives, based on proportionate evidence.</del></li> <li><del>• Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</del></li> <li><del>• Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.</del></li> </ul> <p><del>1.0.12 Representations can be submitted in a number of ways:-</del></p> <ul style="list-style-type: none"> <li><del>• On line at <a href="https://darlington-consult.objective.co.uk/portal">https://darlington-consult.objective.co.uk/portal</a></del></li> <li><del>• By email to <a href="mailto:planning.policy@darlington.gov.uk">planning.policy@darlington.gov.uk</a></del></li> <li><del>• By post/response form to Town Hall, Darlington, DL1 5QT.</del></li> </ul> <p><del>1.0.13 A sustainability appraisal has also been prepared to support the Local Plan. This is available on line at <a href="https://darlington-consult.objective.co.uk/portal">https://darlington-consult.objective.co.uk/portal</a> and on request by telephoning or emailing the planning policy team. Background evidence is available on the Local Plan website <a href="http://www.darlington.gov.uk/localplan">www.darlington.gov.uk/localplan</a>.</del></p>
MM6	Para 1.7.2	The Local Plan 2016-36 recognises the contribution that housebuilding makes to the local economy. Land is allocated for approximately <del>6,700</del> <u>5,764</u> homes with an additional <del>4,300</del> <u>5,440</u> (approx.) already committed via existing planning permissions or completed over the first <del>three</del> <u>five</u> years of the plan period. A range of previously developed land and greenfield sites provide choice both within and on the edge of the urban area and at the large service villages.
MM7	Para 1.7.3	Our ambition <del>is</del> to achieve <u>7,000 net additional jobs between 2016-2036*</u> requires suitable locations to grow the economy which are identified through the Local Plan 2016-2036.
		<u>*Footnote: Based on net increase from 56,000 jobs in Darlington Borough in 2016 (Source : NOMIS – Official Labour Market Statistics from Office of National Statistics) to 63,000 jobs by 2036.</u>
MM8	Aim 2	Meeting Housing Needs – enable the development of at least <del>10,000</del> <u>9,840</u> <b>new homes...</b>
MM9	Aim 6	...Support the <u>national commitment for net zero carbon and greenhouse gas emissions by 2050 through the continued move towards a low net zero carbon community</u> by encouraging efficient use of resources, good design and well-located development, whilst increasing resilience to impacts from climate change.
MM10	Policy SD1	A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Darlington Borough.

		<p><del>Planning applications that accord with the policies in the Darlington Local Plan (including, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless other material considerations indicate otherwise.</del></p> <p><del>Where there are no policies relevant to the application or relevant policies are out of date at a time of making the decision then permission will be granted unless material considerations indicate otherwise — taking into account whether:</del></p> <p><u>Planning applications that accord with policies in the up to date development plan* will be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, the Council will grant planning permission unless the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.</u></p> <p><del>i. — any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, or</del></p> <p><del>ii. — specific policies in that Framework indicate that development should be restricted.</del></p> <p>This policy will be implemented and monitored by making and reviewing decisions on planning applications.</p> <p><u>* the Darlington Borough development plan consists of the Local Plan, Tees Valley Joint Minerals and Waste Core Strategy Development Plan Document (DPD), Tees Valley Joint Minerals and Waste Policies and Sites DPD and made neighbourhood plans.</u></p>
MM11	Policy DC1 1 <sup>st</sup> para	All development will be required to <del>follow</del> <u>have regard to</u> the design principles <del>of</del> <u>in</u> the Darlington Design of New Development SPD <u>and National Design Guide (or successors)</u> by demonstrating that:
MM12	Policy DC1 Part c	Energy efficiency measures and low carbon technologies will be <del>encouraged</del> <u>supported</u> ...
MM13	Para 5.1.1	<u>... Development proposals should have regard to the principles in the National Design Guide and Darlington Design of New Development SPD in considering design. The Darlington Design of New Development SPD is to be updated in early 2022 to reflect latest national standards, and until such time latest national guidance should take precedence.</u>
MM14	Para 5.1.8	<u>Minimising the impact of and increasing resilience to the effects of climate change is an objective of the Local Plan in order to contribute towards the achievement of the national commitment of net zero carbon and greenhouse gas emissions (100% reduction relative to 1990 levels) by 2050.</u>
MM15	Policy DC2 Part f	SuDS <del>accord with</del> <u>have regard to</u> the Tees Valley Authorities Local Standards for Sustainable Drainage (2015) and national standards
MM16	Policy DC2 8 <sup>th</sup> para	<del>Major developments (development of 10 or more dwellings and other developments with a floor space of 1,000m<sup>2</sup> or more) will be required to submit a drainage scheme to show the site drainage can be adequately dealt with. The proposed drainage scheme will be required to incorporate SuDS unless it can be demonstrated that it would be inappropriate. Developers will be required to submit drainage details for consideration by the Council, in consultation with the Environment Agency and Northumbrian Water Ltd, to ensure adequate management of foul and surface water flows. Major developments (development of 10 or more dwellings and other developments with a floor space of 1,000<sup>2</sup> or more) will be required to incorporate SuDS unless it can be demonstrated that it would be inappropriate.</del>
MM17	Policy DC3 Part (g)	Require, in the case of development of <del>400</del> <u>150</u> or more homes and all other <u>non-residential</u> 'major' development, the submission of a Health Impact Assessment <del>(HIA)(10)</del> as part of the application to explain how health considerations have informed the design. <u>Assessments should be proportionate to the scale of development proposed and undertaken in line with current government guidance. <sup>(10)</sup></u>

MM18	Policy DC3 Footnote 10	<del>To be undertaken in line with Department of Health and Social Care</del> Public Health England, Health Impact Assessment in spatial planning, October 2020 (or subsequent replacement) <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf</a>
MM19	Policy DC4 Penultimate sentence	<del>Proposals which would result in excessive movements of Heavy Goods Vehicles (HGVs) on residential roads.</del>
MM20	Policy DC5	The Borough Council will encourage all local employers to participate in skills and employment training initiatives to increase access to employment for those who live within the area. Where development proposals would generate a significant number of construction and operational phase jobs, the Borough Council will seek <del>to enter into a S106 Agreement</del> to secure appropriate commitments and targets for employment skills and training, including apprenticeships appropriate to the development proposed.
MM21	Para 5.5.3	A key element of achieving this will be through continued working with the Borough Council and other partners to promote utilisation of jobs, skills and employment training, and where appropriate <del>using the planning system</del> <u>undertaking negotiations through the planning application process</u> to secure targets and commitments <u>via agreement</u> in relation to associated job and training opportunities, both for construction-related employment and training that will increase access to employment.
MM22	Paragraph 6.0.2	The NPPF also requires Local Planning Authorities to identify and update annually a five-year supply of deliverable housing sites against their housing requirement set out in adopted strategic policies or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) <u>of 5%, or 20% where there has been significant under delivery of housing over the last three years.</u> <del>This buffer should be 5% where a local planning authority wishes to demonstrate a five year supply of deliverable sites through a recently adopted plan, to account for any fluctuations in the market during that year.</del>
MM25	Policy H1	Housing will be delivered to meet a minimum requirement of <del>422</del> <u>492</u> net additional dwellings per annum over the plan period from 2016 to 2036. This results in a total net minimum requirement of <del>8,440</del> <u>9,840</u> dwellings.  <del>The minimum requirement will be met through: completions already achieved since April 2016, sites with planning permission (commitments), housing land allocations and mixed use allocations set out in Policy H 2.</del>  <del>The Local Planning Authority also has a Local Plan housing target of 492 net additional dwellings per annum over the plan period from 2016 to 2036. This results in a total net target of 9,840 dwellings over the plan period. The housing target makes an allowance for economic growth and 7,000 full time equivalent additional jobs over the plan period. The increased housing target reflects the additional new homes required to meet the need of additional workers. The housing target will also be met by the sites outlined above.</del>  <del>The above approach has been taken to provide a housing requirement range rather than a single figure. The housing target is not a restrictive maximum figure.</del>  <del>It is anticipated that the sites will be delivered in accordance with the housing trajectory in APPENDIX A which indicates that a continuous five year supply of housing will be maintained throughout the plan period. The trajectory is an approximation of delivery and does not place any phasing restrictions on the sites.</del>  <del>At any point in the Local Plan period where there is no longer a demonstrable supply of sites to fully meet the five year land requirement, sustainable housing sites located beyond development limits, that would make both a positive contribution to the five year supply of housing</del>

		<p>land and be well related to the <del>development limits</del> <u>built form</u> of the main urban area or service villages (as defined in Policy SH 1) will be supported. Such proposals should <del>comprise of sustainable development and</del> be consistent with relevant national and Local Plan policies.</p> <p>The NPPF states that strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The table below outlines the <u>minimum</u> housing requirement for the neighbourhood areas in the Borough, following the above approach.</p> <p>Table 6.1 Neighbourhood Area Housing Requirements</p> <table border="1"> <tr> <td>Low Coniscliffe &amp; Merrybent</td> <td><del>1520</del> <u>962</u></td> </tr> <tr> <td>Blackwell</td> <td><del>0</del> <u>45</u></td> </tr> <tr> <td>Hurworth</td> <td><del>625</del> <u>816</u></td> </tr> <tr> <td>Middleton St George</td> <td><del>260</del> <u>860</u></td> </tr> <tr> <td>Sadberge</td> <td><del>0</del> <u>71</u></td> </tr> <tr> <td></td> <td></td> </tr> </table>	Low Coniscliffe & Merrybent	<del>1520</del> <u>962</u>	Blackwell	<del>0</del> <u>45</u>	Hurworth	<del>625</del> <u>816</u>	Middleton St George	<del>260</del> <u>860</u>	Sadberge	<del>0</del> <u>71</u>		
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MM26	Para 6.1.9	Further information and details on how the housing <del>target</del> <u>requirement</u> was derived can be found in the SHMA Update (2017). <del>It is considered that the minimum housing requirement and target within Policy H 1 strikes a balance between realistic achievability and aspiration.</del>												
MM27	New paras after 6.1.9	<p><u>With regards to the neighbourhood area housing requirements, the Council has followed policy and guidance in the NPPF and NPPG in setting the figures. The requirements are based on the number of dwellings that are expected to be built on housing allocations and commitments in that neighbourhood area between 2021 and 2036. This approach follows the guidance <b>in reflecting the plan's spatial strategy and supporting</b> evidence base (e.g. HELAA and SA). The neighbourhood planning body does not have to make specific provision for housing or seek to allocate sites to accommodate the requirement. The requirements are met through the allocations in policy H 2 and the housing commitments set out in table 6.4. If monitoring indicated that the committed and allocated sites were not delivering the number of homes set out in table 6.1, there should not be an automatic expectation that development will be allowed on non-allocated sites within the neighbourhood area. Monitoring of housing completions is undertaken yearly and if such a situation was to occur it would be addressed through a review of the Local Plan.</u></p> <p><u>The scope of neighbourhood plans is up to the neighbourhood planning body. Groups are not required to plan for housing. If they wish to do so a neighbourhood plan can allocate additional sites to those in a local plan where this is supported by evidence to demonstrate need above that identified in the Local Plan. Consequently, it is important to note that the neighbourhood area housing requirements are not a restrictive maximum figure. Groups can plan for additional sites if they wish and other suitable windfall sites can be brought forward by developers. Early engagement with the Council is encouraged, where groups wish to exceed their housing requirement figures, to assess whether the scale of additional housing numbers is considered to be in general conformity with the strategic policies.</u></p>												
MM28	Policy H2 Table 6.2 Expected Housing Delivery	<p><i>Replace table 6.2 with the updated version below.</i></p> <table border="1"> <thead> <tr> <th>Period</th> <th>No of dwellings</th> </tr> </thead> <tbody> <tr> <td>2021/22 - 2025/26</td> <td>2920</td> </tr> <tr> <td>2026/27 - 2030/31</td> <td>3547</td> </tr> <tr> <td>2031/32 - 2035/36</td> <td>2791</td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	Period	No of dwellings	2021/22 - 2025/26	2920	2026/27 - 2030/31	3547	2031/32 - 2035/36	2791				
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MM29	Para 6.2.2	There is the need to allocate sufficient land to accommodate a minimum <del>of 8,440 dwellings and a target</del> of 9,840 dwellings within the plan period.												
MM30	Para 6.2.2	The allocations and existing commitments have the potential to deliver approximately <del>10,000</del> <u>8,883</u> homes up to 2036. The build out of a number of the strategic sites will also extend beyond 2036. Taking this into consideration the plan has sufficient land for approximately <del>16,000</del> <u>14,836</u> homes.												
MM31	Para 6.2.3	<i>Add to the end of the paragraph:</i>												

		A small sites windfall allowance of 25 dpa has been included within the housing supply and is set out within the housing trajectory (appendix A).																												
MM32	Para 6.2.4	The housing requirement <del>and housing target are</del> <u>is a</u> 'net' figures and must take into account any dwellings that are lost during that period through demolition or change of use.																												
MM33	Para 6.2.5	<p>There is a requirement to continually monitor delivery and the supply of housing sites to ensure a rolling five year supply throughout the plan period. The Local Planning Authority will produce a housing position statement at the beginning of each financial year to set out the current five year housing land supply. <u>The five year requirement on 1 April 2021 based on the target of delivering 9,840 net additional dwellings between 2016 and 2036 (492 dwellings per year) was 546 dwellings per annum which includes a 5% buffer. Table [insert figure] below sets out how the figure was arrived at.</u></p> <p><u>Table ?: Five year requirement on 1<sup>st</sup> April 2021</u></p> <table border="1"> <tr> <td><u>Local Plan Housing Requirement</u></td> <td><u>9840 (492 dwellings per annum)</u></td> </tr> <tr> <td><u>Requirement 2016/17 - 2020/21</u></td> <td><u>2,460 (492 x 5)</u></td> </tr> <tr> <td><u>Net Completions 2016/17 - 2020/21</u></td> <td><u>2,321</u></td> </tr> <tr> <td><u>Shortfall 2016/17 - 2020/21</u></td> <td><u>139 (2,460 - 2,321)</u></td> </tr> <tr> <td><u>Requirement 2021/22 - 2025/26</u></td> <td><u>2,599 (2,460 + 139)</u></td> </tr> <tr> <td><u>Requirement 2021/22 - 2025/26 plus 5% buffer</u></td> <td><u>2,729 (2,599 x 1.05)</u></td> </tr> <tr> <td><u>Annual requirement plus 5% buffer</u></td> <td><u>546</u></td> </tr> </table> <p><u>The five year housing land supply on 1<sup>st</sup> April 2021 was 2920 dwellings. Table [insert] below provides a break down of the categories of sites in the five year supply. At this point in time the Council could demonstrate a 5.3 year housing land supply, based on the type of evidence relating to deliverable sites required by national policy.</u></p> <p><u>Table ?: Summary of five year housing land supply on 1<sup>st</sup> April 2021</u></p> <table border="1"> <thead> <tr> <th></th> <th><u>Total expected completions 2021/22-2025/26</u></th> </tr> </thead> <tbody> <tr> <td><u>A. Sites of &lt;10 dwellings with outline or full planning permission</u></td> <td><u>0</u></td> </tr> <tr> <td><u>B. Sites of 10 or more dwellings with detailed planning permission</u></td> <td><u>910</u></td> </tr> <tr> <td><u>C. Sites of 10 or more dwellings with outline planning permission</u></td> <td><u>760</u></td> </tr> <tr> <td><u>D. Sites with a grant of planning permission in principle</u></td> <td><u>0</u></td> </tr> <tr> <td><u>E. Allocations without planning permission</u></td> <td><u>1,125</u></td> </tr> <tr> <td><u>F. Small sites windfall allowance</u></td> <td><u>125</u></td> </tr> </tbody> </table>	<u>Local Plan Housing Requirement</u>	<u>9840 (492 dwellings per annum)</u>	<u>Requirement 2016/17 - 2020/21</u>	<u>2,460 (492 x 5)</u>	<u>Net Completions 2016/17 - 2020/21</u>	<u>2,321</u>	<u>Shortfall 2016/17 - 2020/21</u>	<u>139 (2,460 - 2,321)</u>	<u>Requirement 2021/22 - 2025/26</u>	<u>2,599 (2,460 + 139)</u>	<u>Requirement 2021/22 - 2025/26 plus 5% buffer</u>	<u>2,729 (2,599 x 1.05)</u>	<u>Annual requirement plus 5% buffer</u>	<u>546</u>		<u>Total expected completions 2021/22-2025/26</u>	<u>A. Sites of &lt;10 dwellings with outline or full planning permission</u>	<u>0</u>	<u>B. Sites of 10 or more dwellings with detailed planning permission</u>	<u>910</u>	<u>C. Sites of 10 or more dwellings with outline planning permission</u>	<u>760</u>	<u>D. Sites with a grant of planning permission in principle</u>	<u>0</u>	<u>E. Allocations without planning permission</u>	<u>1,125</u>	<u>F. Small sites windfall allowance</u>	<u>125</u>
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MM34	Para 6.2.6	In the above circumstance, proposals will not be required to accord with Policy H 7 Residential Development in the Countryside but will have to demonstrate that they will be deliverable in the short term, therefore contributing to the five year supply. The Local Planning Authority may reduce implementation or submission of reserved matters timescales to ensure delivery takes place within the five year period <u>and to ensure the site makes a positive contribution to the five year supply.</u> It is important to note that small sites can make a positive contribution to the <u>housing land supply.</u> If an application is granted under this situation and subsequently expires, it will not necessarily be renewed automatically if permission is sought again.										
MM35	Policy H2 Table 6.3 Housing Allocations	<i>Replace Table 6.3 with an updated version which is set out towards the end of this schedule.</i>										
MM36	Policy H2	<b>Delete references to housing allocations being labelled as "strategic" in policy H2. Other references to "strategic" sites also to be deleted as necessary to ensure a consistent approach (e.g. within policies H10, H11, E1, E2).</b>										
MM37	Para 6.2.11	<p>The policy above indicates that the allocations are capable of accommodating around <del>6,709</del> <u>5,764</u> homes in the Borough throughout the plan period. <del>An additional 5,545 homes are anticipated to be delivered post 2036.</del> <u>The housing requirement will also be met by existing commitments on major sites (table 6.7), some of which are currently being built out, net completions since 1st April 2016 and a small sites allowance of 25 dwellings per annum. The table below provides a summary of the overall housing supply expected in the period 2016 to 2036, highlighting that the total supply ensures that the housing requirement will be met and exceeded. The figure of 3,119 homes on commitments is the total capacity of those sites based on the planning permissions as at 1st April 2021 (with the exception of site 68 West Park Garden Village, the development of which is assumed to continue after 2036). Historically lapse rates in the Borough have been around 14% and if a similar lapse rate were applied to existing commitments this would reduce the overall supply summarised in table 6.6 by around 440 dwellings. It is important to note that extra capacity exists on 6 allocations as well as West Park Garden Village; collectively these 7 sites are expected to deliver over 5,600 dwellings after 2036. Furthermore, no allowance is made for windfalls over one hectare, and the small site allowance of 25 dwellings per year is below the historic average of 37 dwellings per year on such sites.</u></p> <p><u>Table 6.6 Overall housing supply 2016-2036</u></p> <table border="1"> <tr> <td><u>Net Completions 1 April 2016 to 31 March 2021</u></td> <td><u>2,321</u></td> </tr> <tr> <td><u>Commitments (major sites) 1 April 2021 to 31 March 2036</u></td> <td><u>3,119</u></td> </tr> <tr> <td><u>Allocations 1 April 2021 to 31 March 2036</u></td> <td><u>5,764</u></td> </tr> <tr> <td><u>Small sites windfall allowance 1 April 2021 to 31 March 2036</u></td> <td><u>375*</u></td> </tr> <tr> <td><u>Total</u></td> <td><u>11,579</u></td> </tr> </table>	<u>Net Completions 1 April 2016 to 31 March 2021</u>	<u>2,321</u>	<u>Commitments (major sites) 1 April 2021 to 31 March 2036</u>	<u>3,119</u>	<u>Allocations 1 April 2021 to 31 March 2036</u>	<u>5,764</u>	<u>Small sites windfall allowance 1 April 2021 to 31 March 2036</u>	<u>375*</u>	<u>Total</u>	<u>11,579</u>
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		<u>*Remaining 15 years multiplied by small sites allowance of 25 dwellings per annum (15 x 25 = 375).</u>												
MM38	Para 6.2.15	<del>The allocations are in addition to the supply of dwellings from existing commitments, some of which are currently being built out. These sites are shown in the Table 6.4 below. It is important to note that the total number of dwellings set out in Policy H 2 above, up to 2036, is not the same as the housing target. This is because the policy does not include the commitments which already have planning permission, some of which are already being developed. These sites will also contribute to meeting the housing target and taken with the allocations will surpass the target of 9,840 dwellings. Some of the allocations and commitments are also likely to deliver dwellings beyond the plan period (post 2036).</del>												
MM39	Policy H2 Table 6.4 Housing Commitments	<i>Replace table 6.4 with an updated version which is set out towards the end of this schedule.</i>												
MM40	Policy H4 1 <sup>st</sup> para	Proposals for housing development will be <del>expected</del> <u>encouraged</u> to provide an appropriate mix of housing types, sizes and tenures which <u>have regard to meet</u> local needs as identified within the most up to date Strategic Housing Market Assessment <u>or other relevant evidence</u> <del>or by other evidence submitted in support of a planning application</del> . A suitable housing mix should also give consideration to a site's location, physical constraints, <u>character</u> and surrounding context.												
MM41	Policy H4 Part (a)	<del>80%</del> <u>45%</u> of all new dwellings will meet category 2 requirements (accessible and adaptable dwellings).												
MM42	Additional text following para 6.4.5	<u>The evidence to support the percentage requirements for accessible and adaptable homes is set out in the SHMA 2020. Modelling work was undertaken in the assessment which utilised national and local data on housing, long term illness and disability, to estimate the number of households likely to require adaptations or needing to move to a more suitable home in the housing market area. The assessment indicated that at least 4,948 households will require adapted homes by 2036. This represents 54% of the overall housing need for Darlington between 2016 and 2036. More detailed analysis of the data also indicated that at least 790 wheelchair adapted homes will be required over the plan period which results in 9% of overall housing need for Darlington needing to be M4(3) standard. Subsequently this implies a need for 45% of all new homes to be M4(2) standard (54% minus 9%).</u>												
MM43	Policy H5 Table 6.5	<p>Table 6.5 Affordable Housing Requirement</p> <table border="1"> <thead> <tr> <th>Location (Wards)</th> <th>Affordable Requirement</th> <th>Tenure Split of the Affordable Requirement</th> </tr> </thead> <tbody> <tr> <td>Bank Top and Lascelles, Northgate, Park East, Stephenson.</td> <td>10%</td> <td><u>100% affordable home ownership</u></td> </tr> <tr> <td>Brinkburn and Faverdale, Cockerton, College, Eastbourne, Harrowgate Hill, Haughton and Springfield, Heighington and Coniscliffe, North Road, Pierremont, Red Hall and Lingfield, Sadberge and Middleton St George and Whinfield,</td> <td>20%</td> <td><u>50% affordable rent and 50% affordable home ownership</u></td> </tr> <tr> <td>Hummersknott, Hurworth, Mowden and Park West.</td> <td>30%</td> <td><u>65% affordable rent and 35% affordable home ownership</u></td> </tr> </tbody> </table> <p><del>The affordable housing requirement shall be provided on site with approximately 50% as affordable rent and 50% as other affordable products (as defined in the NPPF). The tenure split to be provided on site is set out within table 6.5 and differs across the three requirement areas. In determining the type and size of affordable housing to be provided, the Council will also have regard to the evidence in the most recent SHMA.</del></p>	Location (Wards)	Affordable Requirement	Tenure Split of the Affordable Requirement	Bank Top and Lascelles, Northgate, Park East, Stephenson.	10%	<u>100% affordable home ownership</u>	Brinkburn and Faverdale, Cockerton, College, Eastbourne, Harrowgate Hill, Haughton and Springfield, Heighington and Coniscliffe, North Road, Pierremont, Red Hall and Lingfield, Sadberge and Middleton St George and Whinfield,	20%	<u>50% affordable rent and 50% affordable home ownership</u>	Hummersknott, Hurworth, Mowden and Park West.	30%	<u>65% affordable rent and 35% affordable home ownership</u>
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MM44	Policy H5	<p>Affordable housing will normally be provided on-site alongside market housing to create balanced communities. As such, the affordable housing should be distributed across sites in small clusters of dwellings. Exceptions to the requirement for on-site provision will be:</p> <p><del>a. Executive housing schemes;</del></p> <p><del>ba.</del> Schemes which involve the conversion of a building which is not able to physically accommodate units of the size and type of affordable housing which is required within that locality;</p> <p><del>eb.</del> Specialist accommodation where the management of the building(s) would make it difficult to provide affordable housing on-site (such as sheltered accommodation); and</p> <p><del>ec.</del> Any other circumstances where the Council considers off-site provision to be preferable to on-site provision; for example where a contribution would result in the delivery of more affordable homes off-site or in a more suitable location when compared to the policy requirement for on-site provision. <u>Such an approach would be required to contribute to the objective of creating mixed and balanced communities.</u></p>
MM45	Para 6.5.2	<p>Darlington Borough does have a substantial need for affordable homes and detailed evidence is provided in <del>Part 1 of the SHMA (2015)</del> (2020). The assessment provides an analysis of the social, economic, housing and demographic situation across the Borough and identifies a need of <del>160</del> <u>233</u> affordable dwellings per annum over the plan period, <u>a total of 4,646</u>. This would equate to approximately <del>33</del> <u>47.2</u>% of the overall housing target figure (492 dwellings per annum as outlined in Policy H 1). <u>The affordable need is broken down into 3,252 dwellings for households unable to afford (163 dwellings per annum) and 1,394 dwellings for households aspiring to homeownership (70 dwellings per annum).</u> Given the level of affordable housing need identified, it is important to maximise the amount of affordable housing that can be delivered through market housing led developments. Key to this is the economic viability of such developments.</p>
MM46	Policy H6	<p><del>Rural Exceptions</del> <u>Exception Sites</u> (Strategic Policy)</p> <p><u>Rural Exception Sites</u></p> <p>Affordable housing schemes closely related to the identified development limits of the service villages and rural villages will be permitted providing:</p> <ul style="list-style-type: none"> <li>a. Affordable housing need in the local area has been demonstrated;</li> <li>b. Local need cannot be met on sites within the settlement limits;</li> <li>c. The type and size of housing provided reflects identified local need;</li> <li>d. Arrangements exist to ensure the housing will remain affordable in perpetuity; and</li> <li>e. The site is well-related to the settlement and local services and does not conflict with other policies in the Local Plan.</li> </ul> <p>In exceptional circumstances, a small proportion of market or self/custom build housing may be provided, if it can be demonstrated via a detailed viability assessment that a 100% affordable scheme would be unviable and the market homes would support delivery.</p> <p><u>Entry-Level Exception Sites</u></p> <p><u>Entry-Level affordable housing schemes closely related to the identified development limits of the Darlington urban area, services villages and rural villages will be permitted providing:</u></p> <ul style="list-style-type: none"> <li>a. <u>It is demonstrated, through an up to date housing needs assessment, that the need for the housing proposed is not already being met in the Borough by existing commitments or policies and allocations in this Plan;</u></li> </ul>

		<p>b. <u>It consists of one or more types of affordable housing types suitable for first time buyers and first time renters;</u></p> <p>c. <u>The site is not already allocated for housing and is not larger than 1 hectare in size or is for more than 5% of the number of existing homes in the settlement.</u></p> <p>d. <u>It does not conflict with other policies in the Local Plan</u></p>
MM47	Paras 6.6.1 and 6.6.2	<p><u>Rural Exception Sites</u></p> <p>6.6.1 The housing market can be stronger in rural areas with prices generally higher than similar properties in urban areas and suburbs. This can make it difficult for people who want to live close to their families in such areas or for those whose employment is based in the rural area. It can also result in younger people moving out of village areas subsequently resulting in an imbalance in the age structure of the rural population.</p> <p>6.6.2 In <del>Part 1 of the SHMA (2015 2020)</del> <u>the SHMA (2020)</u> there is limited spatial evidence for the distribution of additional affordable housing needed. As such, there is no evidence of specific unmet needs for additional affordable housing in the service villages or any of the other villages / hamlets in the Borough. If it can be demonstrated by a local needs survey that there is a need for additional affordable homes in these areas, Policy H 6 allows for the provision of affordable dwellings on the edges of villages. The survey would normally be carried out by a parish council or Registered Provider and would have to satisfy the Borough Council. Where supported by a detailed viability assessment, a small proportion of market housing may be provided if it can be demonstrated that it is necessary to deliver the affordable dwellings.</p> <p><u>Entry-level Exception Sites</u></p> <p><u>6.6.3 National policy requires the Council to support the development of entry-level exception sites. Such sites are expected to help meet the affordable housing needs of first time buyers, or those looking to rent their first home, where this need is not being provided for through existing or planned development. As such proposals for entry-level sites will be expected to provide information that details the need is for affordable housing that meets the needs of first time buyers and first time renters and the extent to which allocations in the development plan and sites with extant planning permission will meet that need.</u></p> <p><u>6.6.4 The type of homes proposed will be based on evidence from an up to date needs assessment. It is expected that entry-level schemes will consist of more than one or more type of affordable housing. From the SHMA (2020) it is considered likely that the types to be included will be shared equity and social rented as these types are considered to best meet the needs of first time buyers and first time renters respectively.</u></p> <p><u>6.6.5 In line with national policy, entry-level scheme should be limited either to sites of 1 hectare or less in size or to consist of no more than 5% of the total number of homes in the settlement, based on the latest available data. In relation to this, proposals will be expected to not be in conflict with other policies in the plan and be designed taking account of the requirements of policy DC1: Sustainable Design Principles and Climate Change.</u></p>
MM48	Policy H7 1 <sup>st</sup> para	<p>New Isolated Dwellings in the Countryside will be avoided. New permanent dwellings will only be permitted where they meet the criteria set in national policy (para <del>79</del> <u>80</u>, NPPF <del>2019</del> <u>2021</u>). <u>Proposals for rural workers dwellings will need to demonstrate:</u></p> <p>i. <u>an essential need to live permanently at or near their place of work in the countryside; and;</u></p> <p>ii. <u>provide evidence as to why the need for on-site accommodation cannot be dealt with by other means, such as CCTV surveillance, or met in another way through alternative accommodation in the existing local housing stock within a reasonable distance; and;</u></p>

		<u>iii. the location of the proposed residential accommodation has been carefully considered to minimise visual impact on the countryside and any neighbouring land uses.</u>
MM49	Policy H7 2 <sup>nd</sup> para and part (h)	2 <sup>nd</sup> para: The replacement of residential buildings in the open countryside will only be permitted <del>in exceptional circumstances and</del> providing:  h. The proposed use does not detract from its setting in the immediate <del>and wider</del> landscape;
MM50	Policy H8 Part (b)	The development of a rear residential garden for a new dwelling will not normally be permitted. <del>Exceptionally,</del> A limited scale of backland garden development may be acceptable providing it does not have a significant adverse impact upon the following:
MM51	Policy H8 Final para.	All development proposals should also <del>be compliant with</del> <u>have regard to</u> the Design of New Development SPD (2011) or more recent version.
MM52	Policy H9 Part c	c. <u>The extension to existing Council sites at Honeypot Lane (8 anticipated pitches) and an extension to the Rowan West / East complex site (25 anticipated pitches) off Neasham Road, and;</u>  e. d. Allowing new sites to provide accommodation for Gypsies, Travellers and/or Travelling Showpeople where:
MM53	Para 6.9.5	The most recent Gypsy and Traveller Site Needs Assessment (GTAA 2017) (20) came to the conclusion that Darlington Borough is well catered for in terms of supply for Gypsy and Traveller pitches. An annual need of 1 pitch per 5 years was identified from 2017-2022. <del>The need could be met by extending Honeypot Lane by adding neighbouring unused allotment land to the south of the site.</del>
MM54	Policy H10 1 <sup>st</sup> para	Skerningham – <del>Strategic</del> Site Allocation (Strategic Policy)  <u>An strategic allocation is identified on the North side of Darlington at Skerningham (Site Reference: 251) to secure the delivery of up to 4,500 dwellings. During the plan period to 2036 this site is expected to deliver approximately 1,650 <del>1,800</del> dwellings of which 600 dwellings are to be delivered on land adjacent to the A167 and west of the East Coast Mainline on the western part of the allocation; and 1,050 dwellings to be delivered on land to the east of the east coast mainline on the eastern part of the allocation with initial phases located on land adjoining Barmpton Lane.</u>
MM55	Policy H10 3 <sup>rd</sup> para	<u>A comprehensive masterplan including an infrastructure phasing plan shall be prepared in consultation with the community prior to the submission of <del>must be submitted to accompany</del> any planning application relating to this site, 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. The masterplan shall be led by the applicant(s) and should be based on <b>the design approach and principles established in the Council's Design Code</b>, a strong understanding of the characteristics of the site and its surrounds and incorporate the key principles for the development as set out in points a to i below, <del>and adopt the Healthy New Town approach to site design.</del> To ensure that a cohesive development is delivered at Skerningham, the Council will only approve planning applications that adhere with the <u>comprehensive masterplan and the Council's design code</u> and deliver the necessary local and strategic infrastructure <u>including social and community facilities at the appropriate phase of the development identified in the infrastructure phasing plan</u> to support the <u>coordinated provision of infrastructure and housing</u> development.</u>
MM56	Policy H10 Part a	A mix of housing types, tenures and sizes, including <u>20% affordable housing</u> 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 neighbourhood centres;
MM57	Policy H10 Part b	A centrally located and well connected neighbourhood centre providing local community facilities including a health hub <u>for GPs and Dentists</u> , clustered with other facilities and services to meet the day to day needs of residents, education, employment opportunities, <del>and</del> retail <u>and food and drink (excluding hot food takeaways)</u> facilities. These facilities should be of a scale and type proportionate to the nature of the development and shall be delivered in accordance with the infrastructure phasing plan. Policies TC1, TC4 and TC5 will not apply to proposals in accordance <u>with these requirements.</u>

MM58	Policy H10 Part c	Other local community facilities to serve residential areas as required, closely related to public transport, walking and cycling facilities, <u>and shall be delivered in accordance with the infrastructure phasing plan;</u>
MM59	Policy H10 Part d	<del>Space for</del> <u>Two primary schools, associated nursery provision (a total of 5.6 hectares) and a reserved space for a secondary school (5 hectares), with the first primary school being delivered on land to the east of the East Coast Mainline before the occupation of the 450th dwelling on land to the east of the East Coast Mainline subject to available capacity within existing or other newly created local schools (see Policy IN 10) and the phasing requirements established in the infrastructure phasing plan. The timescales for the delivery of the additional primary school and secondary school would be identified in the infrastructure phasing plan and/or through the review of infrastructure requirements prior to the occupation of the 1,650<sup>th</sup> dwelling where the education requirements and capacity levels will be considered;</u>
MM60	Policy H10 Part e	An integrated transport network focused on sustainable transport modes, including public transport, walking and cycling with strong links to adjoining communities, employment locations and Darlington town centre, <u>shall be delivered in accordance with the infrastructure phasing plan;</u>
MM61	Policy H10 Part f	Principal vehicular access points from the A167, A1150 and Barmpton Lane and include appropriate measures to mitigate the impact of development on the local road network. <u>The phased implementation of the highways works and improvements will be linked to appropriate phases of development within the plan period. This shall include, but not be limited to, the following schemes from the Infrastructure Delivery Plan, exact details to be identified as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site:</u> <ul style="list-style-type: none"> <li>i <u>A66/Little Burdon Circulatory Upgrade</u></li> <li>ii <u>A1150/ Thompson Street East Roundabout Improvements</u></li> <li>iii <u>A167/Burtree Lane Junction Improvements</u></li> <li>iv <u>Barmpton Lane upgrade works including its junction with Whinbush Way</u></li> </ul>
MM62	Policy H10 Part g	A local distributor road between the A167 and A1150, close to the Little Burdon roundabout, which is to include a crossing of the East Coast Mainline <u>and a junction on the A1150. This will be achieved through the following:</u> <ul style="list-style-type: none"> <li>i <u>Prior to the occupation of the first dwelling on land on the western part of the allocation (between the A167 and the East Coast Mainline) the section of the local distributor road between the A167 and the primary development access point shall be delivered.</u></li> <li>ii <u>Prior to the completion of the development on the western part of the allocation (between the A167 and East Coast Mainline) the remaining section of the local distributor road to the East Coast Mainline shall be delivered.</u></li> <li>iii <u>Development of the initial phases of development on the eastern part of the allocation will be accessed via Barmpton Lane and/or Bishopton Lane. Prior to the occupation of between the 200<sup>th</sup> and 450<sup>th</sup> dwelling on the eastern part of the allocation the section of the local distributor road between Barmpton Lane and Bishopton Lane shall be delivered.</u></li> <li>iv <u>Prior to the occupation of between the 900<sup>th</sup> and 1500<sup>th</sup> dwelling the local distributor road between the A167 and the A1150 (including the bridge crossing of the East Coast Mainline) shall be completed in its entirety.</u></li> </ul> <p><u>Precise details of the road and 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; <del>and a corridor to enable the provision of a connection across the River Skerne to the Northern Relief Road route;</del></u></p> <p><i>Modify Figure 6.1 to delete the proposed northern link road route and potential link road connection.</i></p>
MM63	Policy H10 Part i	A network of green and blue infrastructure, <u>the phasing of which is to be agreed with the Council as part of the Infrastructure phasing plan,</u> that:

MM64	Policy H10 Part i ii	protects and enhances the River Skerne, its valley setting (see Policy ENV 7), and the green corridors (see Policy ENV3). Where infrastructure crosses these corridors mitigation measures should be provided along the railway line;
MM65	Policy H10 Part i iii	delivers a net gain in the area of publicly accessible community woodland on the site;
MM66	Policy H10 Part i iv	provides a pattern of well-integrated and inter-connected green spaces (along with provision for their long term maintenance) across the site providing for the green infrastructure needs of the local community, including wildlife friendly natural spaces, sport and recreation facilities and allotments in accordance with Policies ENV 4, ENV 5 and ENV 9;
MM67	Policy H10 Part i vii	provides for the potential relocation of Darlington Golf Club to a suitable location within the allocation boundary; <del>and</del>
MM68	Policy H10 Part i x	Additional bullet stating: <u>Retains the openness and separation of the rural gaps between Darlington and the villages of Great Burdon and Barmpton (see Policy ENV3)</u>
MM69	Policy H10 Last para	<del>The site, design and layout will be required to conserve and enhance the designated heritage assets on and adjacent to the site, together with their settings, in accordance with Policy ENV1. Proposals 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 settings in accordance with policy ENV1. The design and layout should be carried out in accordance with the recommendations of the Darlington Local Plan Heritage Impact Assessment (2019) to avoid and minimise harm and provide opportunities for enhancement where appropriate.</del>
MM70	Policy H10 End of last para	<i>Addition of</i> <u>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".</u>
MM71	Policy H10 End of last para	<u>As the development is expected to extend beyond the plan period, in line with national policy and guidance, infrastructure requirements and the infrastructure phasing plan will be kept under review. Any proposal in advance of a plan review or preparation of a subsequent plan, which exceeds 1650 dwellings, 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 any subsequent review of the plan.</u>
MM72	Para 6.10.1	The Skertingham <del>strategie</del> allocation is a 487 hectare site bordered by the Skerne River and Barmpton village to the north, the A167 to the west, <b>Darlington's urban edge and the A66 to the south and agricultural land to the east, and is bisected by the East Coast mainline.</b> Most of the site is situated within the Sadberge and Middleton St George Ward, with the remainder located in the wards of Harrogate Hill and Whinfield. The majority of the site is currently in agricultural use, but the site also includes Darlington Golf Club, areas of recreational open space, Skertingham Community Woodland and a network of formal and permissive Public Rights of Way.
MM73	Para 6.10.3	<u>...The finalised comprehensive masterplan including infrastructure phasing plan is to be prepared by the applicant(s) in consultation with the community and is to be agreed with the Council in advance of any planning application being submitted for the Skertingham <del>strategie</del> allocation site, either as a whole or in part. The infrastructure phasing plan is required to set out in further detail the appropriate phases of the development that the infrastructure requirements set out in parts a-i of Policy H10 will be provided. This includes community and social facilities including neighbourhood centre, health hub, schools and other community facilities; green infrastructure and transport network including sustainable transport. A design code will be developed for the site in consultation with the community, within around six months of the Local Plan being adopted. The Council will adopt the design code as a Supplementary Planning Document and expect the comprehensive masterplan and planning applications to have regard to it.</u>

MM74	Para 6.10.4	The following Masterplan Framework illustrates the key principles for development of the Skerningham site emerging from the masterplan process and reflected in the policy, <u>should the golf club be relocated.</u>
MM75	Para 6.10.5	<i>Insert new paragraph:</i> <u>The preferred approach for the development of the Skerningham site is for the golf club to be relocated. However, should it be demonstrated that this is not possible, the following alternative masterplan framework illustrates how the key principles for the development of the Skerningham site can still be achieved.</u> <i>Modify Figure 6.1 to indicate the relocated Golf Club further from the northern boundary of the site and close to the proposed distributor road.</i> <b><i>Insert additional Figure: "Alternative masterplan framework if the Golf Club is not relocated" (at the end of this schedule)</i></b>
MM76	Para 6.10.5	Due to the scale and complexity of this site, and the level of supporting community and physical infrastructure required to support the development, in the order of <del>4,800</del> <u>1,650</u> homes are expected to be delivered on this site during the plan period (as set out in the Housing Trajectory at Appendix A).
MM77	Para 6.10.5	<b>...This is not regarded as the maximum number of homes that the site could deliver during the plan period, additional homes could</b> be provided subject to <u>a review being undertaken by the Council and developers of all associated infrastructure requirements to ensure the delivery and appropriate phasing of required supporting infrastructure (see Policy H 2). The site has been allocated as a whole to ensure that it is planned as a single cohesive sustainable development, fully supported by necessary infrastructure provision and with appropriate mitigation measures, as required, delivered in a coordinated phased manner alongside development. It is expected that 600 homes delivered during the plan period will be located on the land adjacent to the A167 and west of the East Coast Mainline, with the remaining 1,050 homes delivered during the plan period on the eastern part of the allocation with initial phases located on land adjoining Barmpton Lane.</u>
MM78	Para 6.10.6	The Masterplan Frameworks shows the potential location of a new neighbourhood centre to serve both new and existing communities in the area through the co-location of community services, local scale retail, <u>food and drink (excluding hot food takeaways)</u> and employment facilities, schools and a health hub <u>for GPs and Dentists</u> . The neighbourhood centre is to be located to coincide with sustainable transport routes and the green infrastructure network. A number of smaller centres providing local community facilities to meet the needs of residential areas will also be provided where required, located along walking, cycling and public transport routes.
MM79	Para 6.10.7	An assessment of the likely education requirements for this site by the Council has indicated that the site should make provision for land to accommodate two 525 place primary schools, each with a 52 place nursery school, a combined total land requirement of 5.6 hectares. This level of provision would allow sufficient flexibility for future demand. It will also be necessary to reserve 5 hectares of land for a 600 place secondary school. <u>The first primary school is expected to be delivered on land to the east of the East Coast Mainline before the occupation of the 450th dwelling on land to the east of the East Coast Mainline subject to available capacity within existing or other newly created local schools and any further phasing requirements established through the infrastructure phasing plan at the comprehensive masterplanning stage. The timescales for the phasing of the remaining education provision will be established through the infrastructure phasing plan and/or the review of infrastructure requirements prior to the occupation of the 1,650<sup>th</sup> dwelling.</u>
MM80	Para 6.10.10	The site will require the delivery of a new <del>internal</del> <u>local</u> distributor road between the A167 north of Beaumont Hill and the A1150 close to the Little Burdon roundabout. The specification of this road will be determined by the Transport Assessment submitted with a planning application for the site. <u>Whilst the precise details and timetable for implementation of the local distributor road are to be agreed with the Council through the comprehensive masterplan, infrastructure phasing plan and planning applications stages it is expected, based on the modelling undertaken to date that the internal distributor road will need to be fully operational prior to the occupation of between the 900<sup>th</sup> and 1500<sup>th</sup> dwelling. As set out in the Transport and Infrastructure section and illustrated on the Key Diagram (Figure 4.1), there are aspirations to improve the</u>

		<del>strategic road network across the Tees Valley including the potential for a new Northern Link Road improving the connectivity between the A1(M) and the A66. A business case, and detailed alignment and specification, for the Northern Link Road are being explored by the Tees Valley Combined Authority in conjunction with Highways England and Transport for the North, with a view to delivering the link road over the next 10 years. It is anticipated that the Northern Link Road will include a connection into the centre of the Skerningham Strategic Allocation site across the River Skerne. It is therefore important that the proposals for the Skerningham site do not compromise the delivery of the Northern Link Road, and make suitable provision for it in the masterplan for the site.</del>
MM81 *	Para 6.10.11	The masterplan must deliver a high quality, landscape led design that responds to, respects, and enhances its landscape and biodiversity context and builds upon the existing local green infrastructure assets in the area providing an attractive green edge to the town. Around 45% of the site area is expected to be retained and enhanced as accessible green infrastructure, managed agricultural land and/or the relocated golf club, as part of a wide green corridor on the south side of the River Skerne forming the river valley, and along the East Coast Mainline. In addition, further green space will be provided within the remainder of the site, creating an extensive network of green infrastructure connecting residential areas and community facilities, delivered in line with Policy ENV 4. <u>Should the golf club remain in situ around 55% of the site area is expected to be retained and enhanced as accessible green infrastructure, managed agricultural land and the existing golf club.</u>
MM82	Para 6.10.12	<b>...The site is expected to deliver an increase in the area of</b> woodland adjacent to the river, to offset any loss resulting from the <u>potential</u> relocation of Darlington Golf Course, and to help meet the sites wider green infrastructure needs.
MM83	Policy H11 1 <sup>st</sup> para	Greater Faverdale – <del>Strategic</del> Site Allocation (Strategic Policy) A <del>strategic</del> site allocation is identified at Greater Faverdale (Site Reference: 185) to support a <del>Mixed Use</del> 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.
MM84	Policy H11 3 <sup>rd</sup> para	<del>A comprehensive masterplan and infrastructure phasing plan must be submitted to accompany any planning application relating to this site, 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. adopt the Healthy New Town approach to site design.</del>
MM85	Policy H11 3 <sup>rd</sup> para	<i>Create as new paragraph 4:</i> To ensure that a cohesive development is delivered at Greater Faverdale, the Council will only approve planning applications that adhere <del>with</del> <u>to the comprehensive masterplan or any updated masterplan agreed with the Council</u> 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 <u>the infrastructure phasing plan</u> to support the <u>coordinated provision of infrastructure and</u> development.
MM86	Policy H11 Part a	A mix of housing types, tenures and sizes, including <u>20% affordable housing</u> 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;
MM87	Policy H11 Part b	<u>Approximately 70 hectares (gross) / 49 hectares (net) of employment land to accommodate approximately 200,000 square metres of employment space covering for B+ E(g), B2 and B8 use classes;</u>

MM88	Policy H11 Part 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 <u>and food and drink</u> facilities of a scale and type proportionate to the nature and scale of the development <u>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);</u>
MM89	Policy H11 Part f	A link road between Rotary Way and Burtree Lane <u>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;</u>
MM90	Policy H11 Part g	Further enhancements to the local road network of Burtree Lane, to include the: <ul style="list-style-type: none"> <li>i. western connection to the A68; and</li> <li>ii. <u>connectivity over the Bishop Line towards Harrowgate Hill improvements to Burtree Lane, including a new or improved pedestrian and cycleway crossing over the Bishop Line to connect the site to the Harrowgate Hill area, or provide a suitable alternative route.</u></li> </ul> <p><u>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;</u></p>
MM91	Policy H11 Part i	An integrated transport network focused on sustainable transport modes; including public transport, walking and cycling with strong links to <u>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;</u>
MM92	Policy H11 Part j	A network of connected <u>and good quality</u> green and blue infrastructure, <u>the phasing of which is to be agreed with the Council as part of the comprehensive masterplan and infrastructure phasing plan, that:</u> <ul style="list-style-type: none"> <li>i. retains and enhances the network of safe, attractive and accessible public rights of way, footpaths and cycle routes across the site;</li> <li>ii. provides a pattern of well-integrated and inter-connected green spaces <u>(along with their long term maintenance)</u> across the site providing for the recreational needs of the local community, including nature friendly natural spaces, in accordance with Policies ENV 4, ENV 5 and ENV 9;</li> <li>iii. protects the amenity of existing residential properties (see Policy DC 3);</li> <li>iv. retains and enhances hedgerows and trees (see Policy ENV 7);</li> <li>v. mitigates the impact on biodiversity (see Policy ENV 7);</li> <li>vi. incorporates sustainable drainage systems; <u>and</u></li> <li>vii. <u>incorporates improved pedestrian access and interpretation alongside the Stockton and Darlington Railway (see Policy ENV2).</u></li> </ul>

MM93	Policy H11 Final paragraph	<u>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)</u>
MM94	Policy H11 End of last para	<u>Addition of: "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"</u> .
MM95	Policy H11 Additional paragraph	<u>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.</u>
MM96	Para 6.11.1	Greater Faverdale is a 177.8 hectare site (Site Reference: 185) in the North West of Darlington in the Brinkburn and Faverdale Ward and the Heighington and Coniscliffe Ward. The site is currently in agricultural use and is bordered to the west by the A1(M) and the A68 in the south by Rotary Way, to the north by Burtree Lane and the east by the <u>operational Bishop Line of the Stockton and Darlington Railway rail line</u> .
MM97	Para 6.11.2	The Greater Faverdale <del>strategie</del> allocation in the North West of Darlington was identified as having potential for mixed use development as part <b>of the Local Plan Issues and Scoping consultation held in August 2016. In November 2016, the Council's Cabinet agreed to engage with the Advisory Team for Large Applications (ATLAS), now part of Homes England, to investigate how this part of the Borough could contribute to meeting the Borough's housing needs in a planned, sustainable way.</b>
MM98	Figure 6.2	<i>Delete "Railways" in key and insert "<u>Stockton &amp; Darlington Railway Bishop Line</u>"</i>  <i>Move arrow indicating potential principal access point from Burtree Lane further down on diagram so that it is clear that access is from Burtree Lane rather providing access in to the field to the North.</i>
MM99	Para 6.11.6	Further progress of the Masterplan Framework towards a comprehensive masterplan <u>including infrastructure phasing plan with design, scale, suggested mix of uses, indicative phasing and development direction will be required to be prepared in consultation with the community in advance of the first planning application being submitted for this site</u> <del>support any planning application for this strategic site.</del> <u>The infrastructure phasing plan shall set out in further detail the appropriate phases of the development that the community and social facilities; green infrastructure and transport network requirements shall be provided.</u>
MM100	Para 6.11.7	The <u>comprehensive masterplan should be based on</u> <del>be based on</del> <u>have regard to the strategic design requirements established in the Greater Faverdale Design Code and be based on</u> a strong understanding of the characteristics of the site and its surrounds, and adopt the Healthy New Town <del>approach principles</del> to site design.
MM101	Para 6.11.10	Development proposals should incorporate the route of the Stockton and Darlington Railway, providing improved access and interpretation, and aim to avoid creating a continuous area of urban development with the permitted development to the east of the rail line <del>in a predominantly rural</del> <u>to conserve and enhance its setting.</u>
MM102	Para 6.11.11	<u>Should development progress above the 750 dwellings or 24 net hectares of employment land in the Local Plan to 2036 it will be necessary to undertake a proportionate review of the infrastructure phasing plan to accompany any planning application for accelerated development. This could include evidence from a Transport Assessment for highways infrastructure but should also consider other additional infrastructure</u>

		<u>requirements where necessary. Significant additional infrastructure requirements for development not considered in this plan may necessitate the need for a plan or policy review.</u>					
MM103	Policy E1 – 1 <sup>st</sup> para	The following existing employment areas, as shown on the Policies Map, are promoted and safeguarded for existing and ongoing economic investment. Within these areas, planning permission will be granted <u>on available land and for the change of use of existing buildings or developed land (subject to any permitted development rights)</u> in line with the 'suggested uses' of each site set out below. Proposals for other employment uses not falling within the 'suggested uses' of specific sites will only be permitted where the Borough Council is satisfied that they will not have a detrimental effect on the amenities of the occupiers of adjoining or nearby properties or prejudice the development of adjacent sites.					
MM104	Policy E1	<i>Insert new sentence:</i> <u>The Council will consider the use of planning conditions for applications which are for offices, research and development or light industrial uses (Use Class E(g)) to ensure that they remain in that use in perpetuity.</u>					
MM105	Policy E1 Table 7.2	Site Ref	Name	Total Site	Gross Available	Net Available	Suggested Use
		342	Faverdale East Business Park	65.87 ha	6.08 ha	4.26 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		343	Faverdale Industrial Estate	60.32 ha	11.19 ha	7.83 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		346	Meynell Road West	8.5 ha	0 ha	0 ha	<del>B1</del> , B2, <u>E(g)</u>
		347	Cleveland Industrial Estate	14.6 ha	0 ha	0 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		348	Red Barnes Way	3.03 ha	0 ha	0 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		351	SW Town Centre Fringe	0.62 ha	0.16 ha	0.11 ha	<del>B1</del> , <u>E(g)</u>
		352	Barton Street/Haughton Road	1.24 ha	0 ha	0 ha	<del>B1</del> , B2, <u>E(g)</u> , Sui Generis
		353	Haughton Road/ Blakett Road	11.58 ha	0 ha	0 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		354	McMullen Road East	2.72 ha	0 ha	0 ha	<u>Sui Generis</u>
		355	Lingfield Point	33.6 ha	2.74 ha	1.92 ha	<u>Mixed Use</u>
		357	Morton Park	18.28 ha	5.79 ha	4.05 ha	<del>B1</del> , B2, B8, <u>E(g)</u>
		358	Yarm Road Industrial Estate	63.86 ha	1.87 ha	1.31 ha	<del>B1</del> , B2, B8, <u>E(g)</u> , Sui Generis
		359	Morton Palms Business Park	11.90 ha	6.08 ha	4.26 ha	<del>B1</del> , B2, <u>E(g)</u>
		363	Aycliffe	15.33 ha	0 ha	0 ha	B2
		364	Yarm Road South	34.69 ha	0 ha	0 ha	<del>B1</del> , B2, <u>E(g)</u>

		366	Meynell Road East	10.28 ha	0 ha	0 ha	B1, B2, B8, <u>E(g)</u>	
		367	Link 66 / Symmetry Park (strategic)	36.03 ha	13.10 ha	9.17 ha	B1, B2, B8, <u>E(g)</u>	
		376	Whessoe Road	4.88 ha	0 ha	0 ha	B1, B2, <u>E(g)</u>	
		378	Longfield Road	2.41 ha	0 ha	0 ha	B2	
		379	Banks Road	9.70 ha	0 ha	0 ha	B1, B2, <u>E(g)</u> , Sui Generis	
		380	Albert Hill Industrial Estate	16.02 ha	0 ha	0 ha	B1, B2, B8, <u>E(g)</u>	
		404	Teesside International Airport North	53.96 ha	6.73 ha	4.71 ha	B1, B2, <u>E(g)</u> and Airport related uses	
		409	Drinkfield Industrial Estate	13.51 ha	0 ha	0 ha	B1, B2, <u>E(g)</u>	
MM106	Para 7.1.14	7.1.14 The Local Plan, whilst planning for employment development in specific locations, recognises that employment uses outside of the employment areas identified can make a contribution to the local economy, where they are in suitable locations with compatible uses able to co-exist alongside one another. To this extent it is required that employment uses outside of employment areas will be suitable where they comply with the other policies in the plan and have no adverse effect on the amenity of adjacent occupiers, the character of the area, and the surrounding environment.						
MM107	Policy E2 – End of 1 <sup>st</sup> para	<i>Insert new sentence:</i> The Council will consider the use of planning conditions for applications which are for offices, research and development or light industrial uses (Use Class E(g)) to ensure that they remain in that use in perpetuity.						
MM108	Policy E2 – Table 7.3	Site Ref	Site Name	Total Site	Gross Available	Net Available	Suggested Use	
		80	East of Lingfield Point	10.30 ha	10.30 ha	7.21 ha	B1, B2, B8, <u>E(g)</u>	
		185	Greater Faverdale (Strategic Mixed Use)	70.0 ha of gross 177.8ha site	70.00 ha for Employment	49.00 ha for Employment	<del>Mixed Use</del> <u>E(g)</u> , B2 & B8	
		356	Ingenium Parc (strategic)	40.80 ha	40.80 ha	28.56 ha	B1, B2, <u>E(g)</u>	
		360	Heighington Lane North	5.70 ha	5.70 ha	3.99 ha	B1, B2, B8, <u>E(g)</u>	
		362	Teesside International Airport South	39.3 ha	39.3 ha	27.51ha	B2, B8, <u>E(g)</u> & Airport related Uses	
		368	Central Park South (strategic)	9.8 ha	6.01 ha	4.21 ha	B1, B2, <u>E(g)</u>	

MM109	Policy E3	<p>The Policies map shows the site <u>of the relocated</u> <del>where the</del> Darlington Farmers Auction Mart <del>is to be relocated</del> and where ancillary and related uses for rural economic development will be allowed, including:</p> <ol style="list-style-type: none"> <li>a. Use Class <del>A1</del> E(a) - small scale retail (rural based);</li> <li>b. Use Class <del>A2</del> E(c)/<del>B1</del> E(gi) - small scale office;</li> <li>c. Use Class <del>A3</del> E(b) - food and drink;</li> </ol> <p>Other <del>use classes would have to be defined and</del> <u>uses including agricultural related services will be considered in</u> <del>through</del> the planning application process <del>in relation to</del> <u>on their individual merits based on their relationship with the primary purpose of the site, scale, dimension, need, rural impact and added value to the rural economy.</u></p>
MM110	Policy E4	<p>Economic Development in the Open Countryside (Strategic Policy)</p> <p><del>A)</del> <u>Proposals for the conversion and re-use of buildings for economic development the sustainable growth and expansion of all types of businesses located in the open countryside including the development and diversification of agricultural and other land-based rural businesses will be supported where should:</u></p> <ol style="list-style-type: none"> <li>a. <del>be largely accommodated within the</del> <u>they enable the conversion or re-use of</u> existing building(s), <u>providing the buildings are:</u> <ol style="list-style-type: none"> <li>i. <del>buildings are</del> sympathetic to their surroundings or can be made so, without significant demolition or rebuilding, and;</li> <li>ii. <u>remain in keeping with their</u> surroundings and makes use of retained features that contribute to local distinctiveness and historic interest if appropriate, and;</li> <li>iii. <u>capable and be</u> large enough for conversion without significant alteration and the need for additional buildings. Substantial new extensions will not be permitted and any extensions that are required must be subordinate in scale and proportion to the original building;</li> </ol> </li> </ol> <p><del>Where possible and appropriate, existing buildings including designated or non-designated heritage assets shall be retained and re-used. Any necessary new buildings</del></p> <ol style="list-style-type: none"> <li>b. <del>where new buildings are well-designed and are necessary they must be wherever possible are located physically well-related to existing rural settlements and/or existing buildings and building groups. The character, scale and design of the all proposed new buildings proposal should be is</del> <u>must be</u> appropriate to its open countryside surroundings</li> </ol> <p>All proposals <del>there</del> should be <u>sensitive to their surroundings,</u> provide satisfactory access from <u>and not have an unacceptable impact on the local road network. Proposals must also not</u> unacceptably affect amenity, <del>and</del> not prejudice any viable agricultural operations on an active farm unit. <del>Proposals must not and not</del> prejudice any planned community use.</p> <p>Proposals that demonstrate that they will directly and significantly contribute to the retention and / or development of local services, community facilities and infrastructure <u>which make a location more sustainable</u> will be supported.</p> <p><del>BA)</del> <u>If the proposals are for equestrian related development then, in addition:</u></p> <ol style="list-style-type: none"> <li>i. There must be adequate land for commercial uses, adequate off- road riding facilities available safely nearby that is proportionate to the number of horses to be kept on the land <u>and located where there is, or could be, ready and safe access to the bridleway network;</u> and</li> <li>ii. Any buildings required should be commensurate in size with the number of horses to be kept on the land and the amount of land available for use by those horses; and</li> </ol>

		<p><u>iii.</u> An agreed comprehensive scheme of management for any ancillary development including hard standing, access roads, parking, fencing, lighting, storage, waste disposal, ménages and the subdivision of fields will be required; and</p> <p><u>iv.</u> The proposal, either on its own or cumulatively, taking account of any other horse related uses in the area, is compatible with its surroundings and protects water courses, groundwater and the safety of all road users.</p> <p>€B) If the proposals are for tourist accommodation then, in addition:</p> <p>i. New static and touring caravan sites, camping sites and chalet type accommodation or extensions to existing sites of this nature should be sited and screened through topography and/or vegetation in order to minimise visual impact. The materials and colours of the chalets or static caravans and associated site services and infrastructure should blend with its surroundings. All sites should have good access to the road and footpath network and will be subject to conditions to prevent the permanent occupancy of the site.</p> <p>ii. Other tourist accommodation should be located within development limits unless it can be demonstrated that the need is not met by existing facilities in Service Villages and villages with settlement limits. <del>If located in an area susceptible to flooding it should provide a specific Flood Risk Warning and Evacuation Plan.</del></p> <p>ÐC) Proposals for outdoor leisure uses will also be supported in appropriate locations, provided that their impact on the open countryside is minimised and they provide satisfactory access arrangements and protect amenity.</p> <p>ED) <del>Development will normally be permitted where it is</del> <u>If proposals are for the establishment or expansion of retail development outside of development limits where it is then, in addition, it should be demonstrated that:</u></p> <p>i. The proposal is connected to or adjacent to the primary <u>agricultural holding or existing rural business</u>;</p> <p>ii. The proposal is economically related to the primary <u>agricultural holding or existing rural business</u> and is ancillary to the primary existing use; and</p> <p>iii. <u>For proposals over 500sqm the sequential approach (Policy TC1) has been applied and there would be no significant adverse impact on the vitality or viability of retail centres (policies TC1 and TC4); and or village shops within the locality</u></p> <p>iv. <u>The proposal will not affect the retention of local village shops.</u></p>
MM111	Para 7.2.8	<p><del>7.2.8 There can be instances where new economic activity in the open countryside requires associated residential accommodation (see Policy H 7). In order to demonstrate this, evidence will need to be submitted to explain why the need arises and why the need for on-site accommodation cannot be dealt with by other means, such as CCTV surveillance. If a need for on site accommodation then evidence will need to be provided that the need couldn't be met in another way, this could include alternative accommodation within the existing local housing stock within a reasonable distance. Finally proposals must demonstrate that the location of residential accommodation has been carefully considered to minimise visual impact on the countryside and any neighbouring land uses.</del></p>
MM112	Para 8.1.5	<p>The Town Centre is the defined area where main Town Centre uses will be located. Main town centre uses(24) are retail development (including warehouse clubs and factory outlet centres); leisure, <del>and</del> entertainment facilities; <del>the and</del> more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); <u>offices</u>; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). Strengthening the town centre by channelling new main town centre uses is vital if Darlington is going to fulfil its role as a Sub-Regional Centre. The definition of the Town Centre has been tested and approved by two Town Centre Conference events in 2015 and 2017.</p>

MM113	Policy TC1 2 <sup>nd</sup> para	Where main town centre uses are proposed outside of the Town Centre boundary a sequential test should be applied <u>in accordance with national policy</u> . <del>using the following sequence of locational priorities:</del> <del>1st: Within the Town Centre Boundary</del> <del>2nd: Edge of the Town Centre Boundary</del> <del>3rd: Out of Centre</del>
MM114	Policy TC2 Parts a and c	The Policies Map defines the Primary Shopping Area within the Town Centre. To maintain vitality and viability, the Local Planning Authority will permit non-retail uses in shopping frontages where appropriate, subject to: a. Its position and attractiveness within the frontage; <u>and</u> b. The relative pedestrian flow associated with the unit compared with the wider centre; <del>c. The length of time that the unit has been actively marketed on competitive terms.</del>
MM115	Policy TC3 Part A	Add to end .. <u>and taking account of the key recommendations of the Darlington Local Plan Heritage Impact Assessment (2019).</u>
MM116	Policy TC4 2 <sup>nd</sup> para	Types of uses that will be acceptable within the boundaries of these centres include shops, financial services, restaurants and cafes, drinking establishments, hot food takeaways, and a range of community and leisure facilities (included within <u>class E(a-f) and sui generis classes A2-A5, D1 and D2</u> of the Use Classes Order) providing they:
MM117	Policy TC4 Last para	Insert: <u>Where main town centre uses are proposed outside the district or local centre boundary a sequential test should be undertaken in accordance with national policy.</u>
MM118	Policy TC5	Proposals for retail (convenience and comparison) and leisure development generating over 500sqm additional floorspace <u>outside Darlington town centre and which are not identified in the Local Plan policies</u> will be required to undertake an Impact Assessment.
MM119	Para 8.2.6	<u>8.2.6 An impact assessment would not need to be undertaken for proposals to create the neighbourhood centres required by policies H10 and H11 at Skerningham and Greater Faverdale where proposals satisfy the requirements established in these policies.</u>
MM120	Policy TC6 1 <sup>st</sup> para	Development and regeneration of the Town Centre Fringe will be promoted throughout the plan period to deliver a range of mixed use development and environmental improvements. <u>The uses likely to be acceptable include economic, commercial and residential (main town centres use proposals would, where relevant, need to satisfy the sequential approach (Policy TC1) and Impact assessment (Policy TC5)).</u>
MM121	Policy TC6 Part a	Manage flood risk along the whole of the river corridor <u>that avoids most vulnerable development in areas at highest risk of flooding and that</u> incorporates enhanced river habitat and green infrastructure within the River Skerne Strategic GI corridor
MM122	Policy TC6 Part B	B. Conserve historic buildings <u>and where appropriate enhance the historic environment</u> in the area, with an emphasis on creating opportunities for the celebration of <b>Darlington's heritage</b>
MM123	Policy ENV1 1 <sup>st</sup> sentence	<u>When considering P</u> proposals affecting a <u>all designated heritage assets</u> (Listed Buildings, <del>Historic Registered Parks and Gardens, Scheduled Monuments and Conservation Areas, or an archaeological sites of national importance</del> ) <u>or non-designated heritage assets of archaeological interest, demonstrably of equivalent significance to scheduled monuments, great weight will be given to the asset's conservation</u> . Proposals should conserve those elements which contribute to <del>its</del> <u>such asset's</u> significance, including any contribution made by <del>its</del> <u>their setting in a manner appropriate to their significance irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm</u> . Proposals resulting in <u>less than substantial harm to such elements designated heritage assets</u> will be permitted only where this <u>harm</u> is clearly justified and outweighed by the public benefits of the proposal. <u>Proposals resulting in substantial harm to or total loss to of the significance of a designated heritage asset (or an archaeological site of national importance) will only be permitted only in exceptional circumstances.</u> <del>where this is necessary to achieve substantial public benefits that outweigh the harm or loss, or, all of the following apply:</del>  <ul style="list-style-type: none"> <li><u>the nature of the heritage assets prevents all reasonable uses of the site;</u></li> </ul>

		<ul style="list-style-type: none"> <li>• <u>no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;</u></li> <li>• <u>conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and</u></li> <li>• <u>the harm or loss is outweighed by the benefit of bringing the site back in to use</u></li> </ul>
MM124	Policy ENV1 Part B	<u>In addition to the requirements in part A proposals affecting a conservation area involving the alteration, extension or change of use of a building or construction of any structure should preserve and enhance those elements identified in any conservation area appraisal as making a positive contribution to the significance of that area.</u>
MM125	Policy ENV1 Part B 3 <sup>rd</sup> para	<del>Built</del> Development will not be permitted <u>that would lead to the loss of or public and or private open spaces within or adjacent to conservation areas where they the existing openness makes a positive contribution to the character or appearance of the area or its setting, as identified in the conservation area appraisal, including landscape and townscape and views and vistas into or from or within the conservation area, unless it can be demonstrated that the public benefit demonstrably outweighs the harm.</u>
MM126	Policy ENV1 Part D	Proposals which would remove <u>or harm or undermine</u> the significance of a non-designated heritage asset will only be permitted where the benefits are considered to outweigh the harm <del>to the character of the local area</del> . Proposals <del>must protect and enhance the</del> <u>should seek to avoid harm to those features, including setting, which contribute to the significance of a non-designated heritage asset, including its setting, through measures such as good design.</u>  <del>Applications involving the demolition of a non-designated heritage building or structure must demonstrate that there is no sustainable use of the building.</del>
MM127	Policy ENV1 Part F and Para 9.1.28	If the existing or original use of a heritage asset is no longer viable development proposals will be required to secure the optimum viable alternative use <u>consistent with its conservation.</u>  9.1.28 For statutorily protected buildings, those within conservation areas and non-designated heritage assets, the Council will seek to secure the optimum viable use. Keeping a building in its original use is preferred, as it generally has the least impact on its character or appearance. It may be converted to a new use, if it can be demonstrated that it will be <u>consistent with its conservation and compatible with the significance and the setting of the historic building, and not detract from other evidential, historic, aesthetic or communal heritage values, or unless there are public benefits which outweigh the harm.</u>
MM128	Para 9.1.24	Outside of the identified Areas of High Archaeological Potential, Durham County Council take the approach that desk-based assessment and, <del>where necessary,</del> <u>field evaluation (consisting of geophysical survey followed up by targeted trial-trenching)</u> is required for all development proposals affecting an area of 1 hectare or more, unless it is already known to have been archaeologically sterilised by previous development such as mineral extraction. The reasoning underpinning this is that archaeological investigation and research in recent decades has shown right across the country that the number and geospatial density of archaeological sites is far higher than previously imagined and so the likelihood of encountering archaeology on a site of this size or larger has increased.
MM129	Policy ENV2 3 <sup>rd</sup> para	Development proposals that support the development of the S&DR as a visitor attraction <u>including the creation of a walking and cycling paths along its route</u> will be encouraged.
MM130	Policy ENV3 Part B and	B)1. The <u>existing strategic and local green corridors and their buffer zones</u> in line with Policy ENV4; and

	Para 9.3.6	9.3.6. The <del>existing strategic and local</del> green corridors identified in Darlington's Green Infrastructure Strategy have a unique character that contributes to the identity and setting of adjoining neighbourhoods, such as the River Tees and the former Darlington and Stockton Railway corridor. Their length, distinctiveness and <del>buffer zones</del> width vary (see Policy ENV 7).
MM131	Policy ENV3 Part E	Seeking high quality design in areas of low landscape quality in the urban area, to strengthen local character and distinctiveness, <del>in accordance with having regard to</del> the Darlington Characterisation Study, Darlington Landscape Character Assessment and the Revised Design of New Development SPD, or their subsequent replacement.
MM132	Para 9.3.5	<del>Local Green Spaces are a relatively new designation; national planning policy indicates that they should be close to the community they serve, be local in character, have significance because of attractiveness, heritage, recreational or biodiversity value, not be extensive in size and complement investment in homes, jobs and essential services. But their primary role is to maintain the openness and permanence of the landscape.</del>
MM133	Paras 9.4.3-9.4.6	<p>9.4.3 The Green Infrastructure network in Darlington is made up of numerous public and private green spaces, landscapes and features (see Figure 9.1 taken from Darlington's Green Infrastructure Strategy) including:</p> <ul style="list-style-type: none"> <li>• <del>Strategic and local</del> Green corridors;</li> </ul> <p>9.4.4 At the <b>heart of Darlington's green infrastructure network is a network of green corridors. Four strategic green corridors including the River Tees and the River Skerne function within and across the Borough's boundaries, and eight local green corridors</b>, including the former Barnard Castle Trackbed, connect neighbourhoods to the urban and rural areas. Most are used now, but some will be new corridors (or parts of) added over the lifetime of this plan. In particular these will connect the strategic development locations and the urban fringe, provide connectivity within the inner urban area and enhance biodiversity (see Policy ENV 7) and movement (see Policy IN 1) across the Borough.</p> <p>9.4.5 <del>The widths of the</del> <u>Each green corridors has a buffer zone defined in the Green Infrastructure Strategy; strategic corridors are wider than local corridors reflecting the minimum width needed for habitats within or adjacent to the corridor to function, for a distinct landscape to be recognised, and to provide appropriate and sufficient space for access and recreation. have not been defined on the policies map as they are distinct, and this will vary along the length of each corridor depending on its qualities, characteristics and surroundings in any particular location.</u></p> <p>9.4.6 Development proposals on sites crossed by, or <del>immediately</del> adjacent to a <del>strategic or local</del> green corridor should positively protect, incorporate and enhance the functions and features of the corridor <u>as appropriate</u>. Sites related to a proposed <del>strategic or local</del> green corridor will be expected to actively incorporate the corridor into the layout and design of the development, responding to the specific landscape characteristics of the site (see Policy ENV 3), retaining existing natural assets and distinctive features as appropriate. In all cases, developments will be expected to respond to the priorities for each corridor, and seek to deliver the projects identified in the Green Infrastructure Strategy<sup>(40)</sup>.</p>
MM134	Figure 9.1	<i>Delete Figure 9.1</i>
MM135	Policy ENV4 Parts a and b	<p>a. <del>All new development</del> <u>Development proposals within, or immediately adjacent to, the buffer of an existing strategic or local green corridor (as defined in Darlington's Green Infrastructure Strategy on the policies map) will, should through good design, conserve and enhance the its function, setting, biodiversity, landscape, access and recreational value of the corridor as appropriate to that location;</u></p> <p>b. <del>All new development that is</del> <u>Development proposals that are crossed by an existing or proposed strategic or local green corridor (as defined in Darlington's Green Infrastructure Strategy on the policies map) will should incorporate the green corridor it into the sites layout and design having regard to green infrastructure functions appropriate to that location;</u></p>

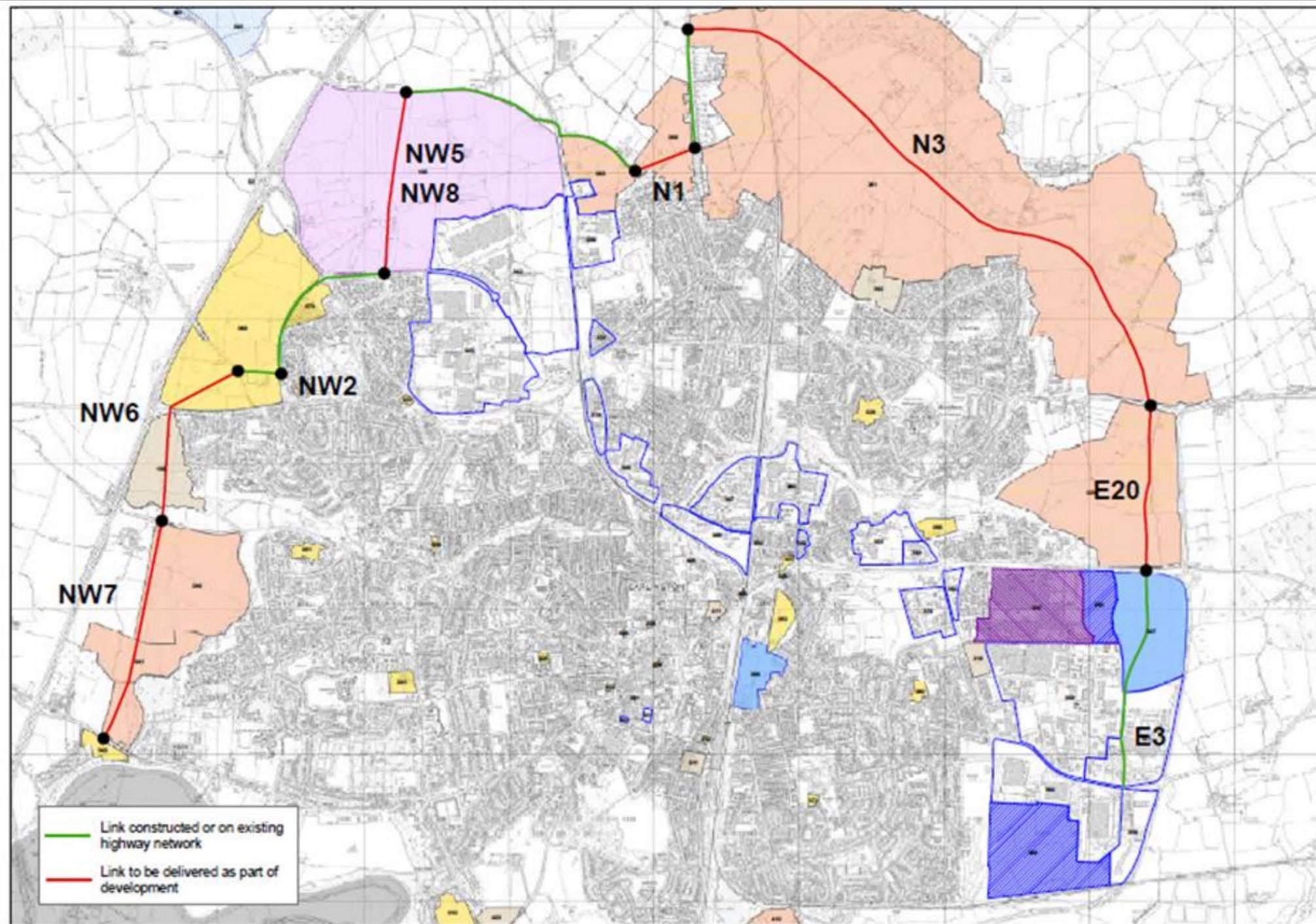
MM136	Policy ENV4 Part g iii.	<p>Refusing planning permission for development that would result in the loss of existing green space<sup>(39)</sup> unless it can be demonstrated that the loss of the space would not cause significant harm to the character and appearance of the area or to local biodiversity (in line with Policy ENV 7), and one or more of the following criteria are met:</p> <ul style="list-style-type: none"> <li>i. there is an identified surplus of that type of green space in the area and that its loss would not adversely affect the recreational needs of residents;</li> <li>ii. satisfactory replacement green space is provided in a suitable location, accessible to current users and at least equivalent in terms of size, usefulness, attractiveness and quality;</li> <li>iii. <del>for development involving the loss of playing fields:</del> <ul style="list-style-type: none"> <li><del>the sports facilities on the site would be best retained and enhanced through the development of land that is incapable of forming part of a playing pitch and will not prejudice the use of the playing field, where the benefits of the development to sport and recreation clearly outweigh the loss of the land; or</del></li> <li><del>the proposal involves the development of an alternative outdoor or indoor sports facility on the site, and the benefits of the development to sports and recreational provision, the benefits of which clearly outweigh the loss of the playing field current or former use.</del></li> </ul> </li> </ul>
MM137	Policy ENV4 Footnote 39	<p>For the purpose of Policy ENV 4 criterion F the term green space refers to all public and private, formal and informal, types of green infrastructure listed under paragraph 9.4.3, including component parts of the <del>strategic and local</del> green corridors, but excluding urban fringe, agricultural land, open countryside and private gardens.</p>
MM138	Policy ENV5 1 <sup>st</sup> para	<p>Developments including 20 dwellings (or 0.2 hectares) or more, or non-residential developments of 1,000 sqm gross floorspace or more, will, <u>subject to the quantity, quality and accessibility of existing provision, be expected to deliver new green infrastructure, to meet the additional need generated in line calculated using the formula set out in paragraph 9.4.15 and having regard to with of the standards and costs contained in the adopted Planning Obligations SPD, or its replacement. Proposals should also ensure arrangements are in place for the maintenance of new green infrastructure provided in the longer term.</u></p>
MM139	Policy ENV5 2 <sup>nd</sup> and 3 <sup>rd</sup> paras	<p><u>Green infrastructure should be delivered on-site and designed as multi-functional blue-green space to perform a range of green infrastructure functions where possible. and, prioritise Provision should be prioritised subject to need and having regard to the types and quantities of existing green infrastructure in the area as identified in the Darlington Green Infrastructure and Open Space Strategies and/or Planning Obligations SPD (as relevant) along with any other relevant evidence.</u> <del>of green space types in the following order:</del></p> <ol style="list-style-type: none"> <li><del>1. Wildlife friendly green space;</del></li> <li><del>2. Space associated with flood &amp; water management systems;</del></li> <li><del>3. Public access, countryside access and formal rights of way;</del></li> <li><del>4. Play and informal recreational space;</del></li> <li><del>5. Other types of green space (including amenity open space, allotments, playing pitches etc.);</del></li> </ol> <p><del>Green infrastructure should be designed as multi-functional blue-green space performing a range of the above functions.</del></p>
MM140	Policy ENV5 Last paragraph	<p><u>In areas of open space deficiency (identified in the Planning Obligations SPD or equivalent), schemes of between 11 and 19 dwellings (or 0.1 to 0.2 ha) or more, or non-residential development of 500sqm to 1000sqm gross floorspace or more, will be required to make provision for a financial contribution towards the improvement of off-site green infrastructure in the local area, calculated using the formula set out in paragraph 9.4.15. This should be equivalent to the additional need generated by the development and where this would deliver greater benefits to the wider community than on-site provision.</u></p>

MM141	New para below 9.4.14	<p><u>Proposals where it has been identified green infrastructure provision is required should use the following formula to establish the amount of green infrastructure type to be provided by each new home and the financial contribution required in circumstances where an off-site financial contribution is required. Where proposals are providing a contribution towards quality improvement costs only this will be 50% less of the standard charge for quantitative provision. The same formula below will be applied to proposals for non-residential development where green infrastructure provision is required by replacing the dwelling occupancy with the employee occupancy of the proposal and applying a lower green infrastructure type standard per employee reflecting the lower level of usage. Further information on the inputs to the formula is available in the Planning Obligations SPD or its replacement.</u></p> <p><u>Step 1 – Establish quantity required</u></p> <p><u>Dwelling Occupancy multiplied by (x) green infrastructure type standard per resident equals (=) amount of green infrastructure type required per proposed dwelling</u></p> <p><u>Step 2 – Determine financial contribution required for off-site provision</u></p> <p><u>Amount of green infrastructure required per proposed dwelling multiplied by (x) cost of provision equals (=) standard charge per proposed dwelling</u></p> <p><u>Step 3 – Determine financial contribution required for off-site quality improvement costs</u></p> <p><u>Standard charge per proposed dwelling divided (/) by 2 equals (=) quality improvement costs per proposed dwelling</u></p>
MM142	Para 9.4.16	<p>Provision should also be made for the maintenance of green spaces to ensure quality remains in the long term. For new large greenspaces, particularly those in the strategic locations, a maintenance levy(44) will typically be applied to each household and/or business, to ensure long term maintenance by a management company. Elsewhere, a one off maintenance contribution may be sought so that maintenance can be undertaken by the Council <u>and in these circumstances the formula below should be used to calculate a contribution equivalent to 10 years maintenance. Where the maintenance sum is for off-site quality improvements costs the amount will be reduced by 50%. The same formula below will be applied to proposals for non-residential development where green infrastructure provision is required by replacing the dwelling occupancy with the employee occupancy of the proposal. Further details on the approach to implementation can be found in the Planning Obligations SPD or its replacement.</u></p> <p><u>Step 1 – Establishing maintenance sum required</u></p> <p><u>Dwelling occupancy multiplied by (x) average maintenance cost equals (=) maintenance cost per dwelling multiplied by (x) 10 = one off maintenance sum</u></p> <p><u>Step 2 – Determining maintenance sum for off-site quality improvement costs</u></p> <p><u>One off maintenance sum divided (/) 2 equals (=) quality improvement maintenance sum</u></p>
MM143	Policy ENV6 1 <sup>st</sup> para	<p><del>Development will not be permitted within a Local Green Space, designated either within the Darlington Borough Local Plan or a Neighbourhood Plan, unless there are very special circumstances where the public benefits of the development proposed would outweigh the harm that would be caused by the development.</del> <u>it is consistent with the National Planning Policy Framework approach for Green Belts.</u></p>
MM144	Policy ENV7 7 <sup>th</sup> para	<p><u>Development proposals located within the areas listed below are encouraged, where relevant, to support the achievement of these specific actions-will be taken as follows:</u></p>

MM145	Policy ENV7 Parts A&B and Para 9.6.5	<p>A) River Tees <u>Existing Strategic Green Corridor</u></p> <p>B) River Skerne <u>Proposed Strategic Green Corridor</u></p> <p><b>9.6.5 'More, better, bigger and connected sites'<sup>(48)</sup> across the Borough, linked by wildlife corridors, smaller wildlife rich 'stepping stones' and 'buffer zones', such as along the <u>existing and proposed strategic green corridors</u>, will help establish healthy ecological networks for all species<sup>(49)</sup>, including the Brown Trout, Little Grebe and Grey Wagtail, and allow ecosystems to be sustained, with attendant benefits<sup>(50)</sup></b></p>
MM146	Policy ENV7 Part D (i)	<p><u>i. Sites of Special Scientific Interest (SSSIs)</u> Development likely to <b>have an adverse effect on any of the Borough's or neighbouring SSSI's</b>, either individually or in combination with other <u>developments</u>, will not normally be permitted unless it can be demonstrated that the <u>benefits of the proposed development is required</u> in that <u>particular location, the benefits would significantly and demonstrably clearly outweigh the adverse impact its likely impact on the features of the site that make it of special scientific interest and a significant contribution could be made to the management of the site, protection of species and the broader network of SSSI's within the Borough.</u> and any broader impacts on the network of sites.</p>
MM147	Policy ENV7 Part D (ii)	<p>Development likely to <del>have an adverse effect on</del> <u>result in significant harm to</u> any of the Borough's Local Nature Reserves or Local Wildlife Sites <u>should be avoided by being relocated to an alternative site of less harmful impacts. Where this is not possible, and it is demonstrated development is required in that location it will only be permitted if the significant harm it can be shown that the reasons for the development, or benefits to the local community from the development, outweigh the interest or value of the site and any harm can be overcome by adequate mitigation or as a last resort appropriate compensation measures.</u></p>
MM148	Policy ENV7 Part D (iii)	<p><u>iii. Community Woodlands and Ancient Woodland</u> New development will be expected to retain existing woodlands. Development will not be permitted that would result in the loss of woodland unless the benefits clearly outweigh the loss and suitable replacement planting can be undertaken (<del>current compensation measure within policy only considers woodland types on NERC list</del>)- <u>which provides woodland types matching those identified as Priority Habitats in the NERC List [Insert footnote] that are found locally.</u></p> <p><u>Ancient woodlands, ancient and veteran trees are irreplaceable habitats and new development will not be permitted that would result in their loss, fragmentation, isolation or deterioration of ancient woodland or ancient or veteran trees unless there are wholly exceptional reasons (as defined in national policy) and a suitable compensation strategy exists. Ancient woodlands are irreplaceable habitats and loss cannot be compensated.</u></p> <p><u>[Insert Footnote]: Identified under Section 41 of the Natural Environment and Rural Communities Act (2006) on the England Biodiversity List as habitat of principal importance for the conservation of biodiversity</u></p>
MM149	Policy ENV8 New 1 <sup>st</sup> para	<p><u>Development proposals will be required to provide net gains in biodiversity (prevailing in national policy) and demonstrate achievement of this using the Defra Biodiversity Metric.</u></p>
MM150	Policy ENV8 Part 4	<p>Take account of, and <b>reflect the detailed advice set out in, Darlington's Green Infrastructure Strategy and the revised Design of New Development SPD or successor documents.</b></p>
MM151	Policy ENV8 Point 4 and Para 9.6.15	<p><u>Addition of Point 5: 5. Provide a masterplan, management and maintenance plan for applications of 100 dwellings or more where relevant showing how the quality of biodiversity features will be maintained in the long term. Maintenance contributions where required will be secured via a Section 106 agreement.</u></p> <p>9.6.15 To ensure suitable schemes are brought forward and that the long term quality of all biodiversity features proposed is maintained, a masterplan, showing how the features will be designed should be submitted with any <del>major</del> planning application <u>for 100 dwellings or more,</u></p>

		together with a management and maintenance plan, showing how the features will be maintained in the long term, and this should be submitted with any planning application. A maintenance contribution secured via a Section 106 agreement may be required.
MM152	Policy ENV8 2 <sup>nd</sup> , 3 <sup>rd</sup> and 4 <sup>th</sup> paras	<p>Where a development proposal <del>will have a negative impact</del> <u>cannot avoid significant harm to</u> <del>on</del> biodiversity following the consideration of avoidance measures and mitigation, <u>as a last resort, suitable compensatory measures must be incorporated, including the creation of priority habitats (53), with the first priority being on-site provision. Only with adequate reasoned justification will any off-site compensatory measures be permitted, with any such provision, agreed to be adequate and appropriate, secured by Section 106 contribution or Community Infrastructure Levy (or any other future delivery mechanism). This ensures the Council can fulfill its planning duties in relation to minimising impacts on, and providing net gains for, biodiversity.</u></p> <p><del>Where developers identify the presence of non-native invasive species on-site, measures will be required to contain the species and ensure it is effectively managed, or where possible, eradicated during development.</del></p> <p><del>Where adequate compensation measures cannot be provided, and significant harm avoided resulting from a development proposal cannot be avoided, adequately mitigated, or, as a last resort, compensated for planning permission will be refused.</del></p> <p><u>Where developers identify the presence of non-native invasive species on-site, measures will be required to contain the species and ensure it is effectively managed, or where possible, eradicated during development.</u></p>
MM153	Para 9.6.8	Darlington's Green Infrastructure Strategy includes a number of measures to improve the environmental and recreational value of the Borough's <del>strategic and local</del> green corridors, and should be read alongside this policy when considering development proposals affecting a green corridor
MM154	Policy IN1 Part A ii	Supporting the development of the <del>'Strategic' priority</del> <u>key sustainable transport corridors...</u>
MM155	Policy IN1 Part A iii	All new developments will provide permeability and connectivity for pedestrians and cyclists to make walking and cycling the first choice for short journeys, <del>including cycle parking provision at new commercial developments, and residential developments should give consideration as to where bicycles will be stored;</del>
MM156	Policy IN1 Part C v	<p>Part C v be deleted:</p> <p><del>v) Working with Highways England and TVCA to ensure development within the plan period does not compromise the potential delivery of a Northern Link Road between the A1 and A66.</del></p>
MM157	Policy IN1 Part C vii	Provision of key routes <u>as part of some development proposals within the plan, in conjunction with existing infrastructure, provide additional for</u> <del>new road, and public transport and high quality cycle and footpath links to support specific developments included in the Local Plan create an orbital route of the northern urban area of Darlington. These include routes are:</del>
MM158	Policy IN1 Part C vii	<p><i>Modify and re-order the list of routes as follows:</i></p> <ul style="list-style-type: none"> <li>• Coniscliffe Park - link road connecting A67 to Staindrop Road;</li> <li>• Stag House Farm - link road connecting Newton Lane to Staindrop Road;</li> <li>• West Park Garden Village - link road connecting Edward Pease Way to Newton Lane;</li> <li>• Faverdale link road - <u>connecting Rotary Way to Burtree Lane;</u></li> </ul>

		<ul style="list-style-type: none"> <li>• Berrymede Farm – <u>connecting Burtree Lane to the A167;</u></li> <li>• Skertingham access roads – <u>including local distributor road between the A167 and A1150 close to the Little Burdon roundabout in the broad location identified in the Skertingham Masterplan Framework;</u></li> <li>• Burdon Hill - link road connecting A1150 to B6279 Tornado Way and new link road to Red_Hall; <u>and</u></li> <li>• Link 66 / Symmetry Park - link road connecting the B6279 Tornado Way to B6280 Yarm Road</li> </ul>
MM159	Paras 10.5.10 and 10.5.11	<p><del>Local roads will need to be managed to ensure that junctions work as efficiently as possible to allow all traffic to move. Some improvements have already been secured or are in the process of being built. Darlington Borough Council made a successful bid to the Department for Transport National Productivity Innovation Fund (NPIF) which will make improvements to three junctions to create capacity and improve traffic flow. The schemes are:</del></p> <ul style="list-style-type: none"> <li><del>• Lingfield Way / Yarm Road Junction improvements; this scheme is aimed at improving the flow of buses but also includes improvements for pedestrians and cyclists.</del></li> <li><del>• Haughton Road roundabout improvements.</del></li> <li><del>• McMullen Road / Yarm Road roundabout to open up access to Ingenium Parc.</del></li> </ul> <p><u>The highway schemes detailed in Policy IN1 part C(vii) are intended to serve a dual function in creating access to development sites but also providing travel choices for local trips. Through creating an interconnected orbital route this will improve connectivity for all forms of transport to the North of Darlington. These routes will be integrated into proposals for relevant sites and provide access to the development by road (including where appropriate public transport), cycleway and footpath. Figure 10.2 shows the sections of network already in place and those requiring delivery during the plan period.</u></p>



In addition the Borough Council will seek proposals to deliver the following link roads associated with the following developments: The schemes detailed in Policy IN1 and Figure 10.2 are from west to east:

- Coniscliffe Park (NW7) - link road connecting A67 to Staindrop Road;
- Stag House Farm (NW6) - link road connecting Newton Lane to Staindrop Road;
- West Park Garden Village (NW2) - link road connecting Edward Pease Way to Newton Lane;

		<ul style="list-style-type: none"> <li>• <u>Faverdale link road (NW5/NW8) connecting Burtree Lane to Rotary Way;</u></li> <li>• <u>Berrymede Farm (N1) – connecting Burtree Lane to the A167 and improvements to A167/Burtree lane junction;</u></li> <li>• <u>Skerningham access roads (N3) – including local distributor road between the A167 and A1150 close to the Little Burdon roundabout in the broad location identified in the Skerningham Masterplan Framework;</u></li> <li>• <u>Burdon Hill (E20) - link road connecting A1150 to B6279 Tornado Way and new link road to Red Hall and;</u></li> <li>• <u>Skerningham – link road connecting A167 Beaumont Hill to A1150 at Little Burdon;</u></li> <li>• <u>Link 66 / Symmetry Park (E3) - link road connecting the B6279 Tornado Way to B6280 Yarm Road.</u></li> </ul>
MM160	Policy IN2 Part b	b. Ensure that all new neighbourhoods are permeable <del>and</del> <u>by providing high quality, safe and easily accessible, safe walking and cycling routes to important local services such as shops, particularly those selling fresh food, schools, primary health care, and leisure and employment opportunities.</u>
MM161	Policy IN2 Part d	d) All new major development should <del>provide easy and safe access for those who wish to use</del> <u>be accessible by public transport. Accessibility is based on</u> <del>It is therefore expected that</del> <u>80% or more of the dwellings on a site being will be within a 400 metres walking distance of a bus stop served by a regular daytime service (at least every 30 minutes). Where appropriate, financial contributions to provide a supported or extended bus service for up to 5 years, and bus stop infrastructure, will be sought where sites are not currently served by regular services.</u>
MM162	Policy IN2 Part e	e. <del>All new development (excluding extensions) should include secure cycle storage facilities to encourage cycle travel and employment uses should accommodate secure cycle storage and where possible, changing and shower facilities.</del>
MM163	Para 10.6.4	Physical infrastructure interventions, such as cycle routes and bus stops, will be combined with travel information and marketing measures to encourage walking, cycling and the use of public transport wherever possible, particularly on or near Key <del>Public</del> <u>Sustainable</u> Transport Corridors (as identified on the Policies map).
MM164	New paragraph between 10.6.5 and 10.6.6	<u>Developments that are not within a reasonable walking distance of existing bus services will be expected to contribute to provide a supported bus service for 5 years. A reasonable walking distance is considered to be 400m, but other material considerations will be taken into account at the planning application stage including the distance to local services on foot, the frequency of existing bus services on routes further than 400m away and the likelihood, or otherwise, that a supported service will become commercially viable.</u>
MM165	Policy IN3 1 <sup>st</sup> para	The Local Planning Authority will <del>require support</del> the preparation and implementation of Travel Plans, Transport Assessments and other schemes and agreements to promote the use of sustainable transport for journeys to work, training and education.
MM166	Policy IN3 Final para	<del>To ensure Travel Plans are delivered successfully a robust management strategy must be in place. Travel Plans should identify the specific</del> <u>required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met. A travel plan co-ordinator should be appointed to identify opportunities for the effective promotion and delivery of sustainable transport initiatives and to fulfil the management and monitoring requirements. The Council will work with businesses and specifically the travel plan co-ordinators to ensure the travel plans are being developed, maintained and monitored.</u>
MM167	Policy IN4 3 <sup>rd</sup> para	Safe, secure and appropriate <del>provision for cycle parking and storage, and where appropriate changing and showering facilities will be provided</del> <u>encouraged, having regard to, standards set out in the Tees Valley Highway Design Guide or any successor within all new developments, including shared facilities within flats.</u>
MM168	Para 10.8.3	<i>Delete paragraph 10.8.3 and replace with the following:</i>

		<p><del>There are already local parking standards for new development and changes of use in place, set out in the Tees Valley Highway Design Guide, and further advice on integrating parking within new development is included in the Council's Design of New Development SPD. Development should also include appropriate provision for disabled parking and secure motorcycle parking.</del></p> <p><u>Local parking standards for new development and changes of use will be set out in the Tees Valley Highway Design Guide (due to be updated 2021/22), in the meantime nationally defined parking standards will be applied in the Borough.</u></p>
MM169	Policy IN9 1 <sup>st</sup> para and part a	<p>Renewable and low carbon energy development <del>in appropriate locations</del> <u>including community-led initiatives</u> will be supported <u>across the Borough, where proposals are in accordance with the following relevant criteria</u>. In determining planning applications for such projects significant weight will be given to the achievement of wider social, environmental and economic benefits.</p> <p>a. Wind energy development will be granted planning permission if the applicant can demonstrate that, <u>following consultation, the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing, and</u> the proposal will not have unacceptable impact, either individually or cumulatively upon:</p> <ol style="list-style-type: none"> <li>i. shadow flicker;</li> <li>ii. visual dominance;</li> <li>iii. protected species and habitats;</li> <li>iv. landscape character and fabric;</li> <li>v. <u>the historic environment, including heritage assets and their settings;</u></li> <li>vi. communication links; and</li> <li>vii. aviation and radar.</li> </ol>
MM170	Para 10.10.23	<p>Insert new para: <u>The whole of Darlington Borough is identified as suitable for wind energy development subject to proposals complying with the relevant criteria set out in Policy IN9 including demonstrating in accordance with footnote 54 of the NPPF (2021) that, following consultation, the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing. Whether the proposal has the backing of the affected local community will be a judgement at the planning application determination stage.</u></p> <p><i>Insert new footnote at end of last sentence referring to <u>PPG ID: 5-033-150618</u></i></p>
MM171	Para 10.11.1	<p><del>10.11.1 Community and social infrastructure encompasses a range of community facilities including schools, community centres, libraries, health care facilities (considered separately in Policy DC 3), indoor sports facilities, cemeteries and arts and cultural facilities. Access to a wide range of good quality community facilities is identified as a key contributor to the health and well-being of people who live and work in the Borough and is one of the key objectives of the Draft Local Plan vision, aims and objectives (Section 2). The timely provision and upgrading of</del></p> <p><b>facilities is required to ensure Darlington's future growth brings more prosperity, safety, sustainability and inclusiveness and maintains and improves health and well-being.</b></p>
MM172	Policy IN10 Part a	<p>If need is demonstrated then a planning obligation will be sought based on a calculation of:</p> <ul style="list-style-type: none"> <li>• <math>(\text{Pupil place generation per family dwelling}) - (\text{existing spare capacity in local schools}) \times (\text{Department for Education (DfE) standard cost per place})</math>;</li> </ul> <p><del>If existing need can be met in part then appropriate adjustment will be made.</del></p>
MM173	Policy IN10 Parts B and C	<p>B) <del>Provision and</del> Protection of Existing Community Facilities</p> <p><del>Proposals for new and expanded community services and facilities will be supported in accessible locations, providing that the scale of development is appropriate to the area in which it is proposed.</del></p> <p>The loss of any community facilities will only be permitted if it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>i. there are sufficient other suitable alternative community facilities either within the neighbourhood or accessible nearby; or</li> <li>ii. the community facility is no longer needed; <del>and or</del></li> </ol>

		<p>iii. <del>there is no management and funding resources existing or that could be generated within the local community or that could be generated by partial redevelopment that could secure and sustain a facility that meets identified local needs; or</del>  iv. <del>the community facility cannot be secured or sustained through the partial redevelopment of the site.</del></p> <p><del>C) Other Community Facilities including Indoor Sport, Art &amp; Culture and Cemeteries</del> <u>Provision of new community facilities</u>  <u>Proposals for new and expanded community services and facilities will be supported in accessible locations, providing that the scale of development is appropriate to the area in which it is proposed.</u></p> <p>For new indoor sports provision and arts and cultural facilities, priority will be given to new proposals according to the <del>locational strategy</del> <u>settlement hierarchy</u> set out in the plan. Proposals will be permitted elsewhere if it is demonstrated that:</p> <ol style="list-style-type: none"> <li>i. <del>it cannot be provided in the priority locations; or</del></li> <li>ii. there is a need for it in the location proposed; and</li> <li>iii. it will be easily accessible by a choice of means of transport; and</li> <li>iv. for arts and cultural facilities that, through market research and/or an impact assessment, it can be shown that there would not be any damaging impact on the vitality and viability of the Town Centre, including the evening economy.</li> </ol> <p>Secure community access, outside of core school hours, will be required for any new provision on educational sites.</p> <p>2.4 hectares of land (as identified on the Policies Map) will be reserved at West Cemetery for future burial space.</p>										
MM174	Chapter 11	<p><i>Add additional monitoring indicators for Policy ENV1:</i></p> <ul style="list-style-type: none"> <li>• <u>reduction in the number of assets that are classified as heritage at risk</u></li> <li>• <b><u>preparation of a local list</u></b></li> <li>• <b><u>completion of conservation area action plans and management plans where one has not been produced and review others where necessary</u></b></li> </ul>										
MM175	Glossary	<table border="1" data-bbox="537 1108 2647 1950"> <thead> <tr> <th data-bbox="537 1108 848 1150">Term</th> <th data-bbox="848 1108 2647 1150">Current Definition</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 1150 848 1262">Geodiversity</td> <td data-bbox="848 1150 2647 1262"><del>Is the variety of earth materials, landforms and processes that constitute and shape the Earth. Relevant materials include minerals, rocks, sediments, fossils, soils and water. The range of rocks, minerals, fossils, soils and landforms.</del></td> </tr> <tr> <td data-bbox="537 1262 848 1625">PDL – Previously Developed Land</td> <td data-bbox="848 1262 2647 1625"> <p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</p> <p><u>This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for mineral extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built up areas such as residential gardens, parks, recreation grounds, and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</u></p> </td> </tr> <tr> <td data-bbox="537 1625 848 1913">Non-designated heritage assets</td> <td data-bbox="848 1625 2647 1913"> <p><del>Parts of the historic environment including buildings, structures, areas and archaeology that are considered by the Local Planning Authority to be locally significant. They are identified through strategic planning, development management and can include a Local List.</del></p> <p><u>Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by the Local Planning Authority as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.</u></p> </td> </tr> <tr> <td data-bbox="537 1913 848 1950">Strategic Policies</td> <td data-bbox="848 1913 2647 1950"><del>A policy site aimed at facilitating change in/over the long term. Policies and site allocations which address strategic</del></td> </tr> </tbody> </table>	Term	Current Definition	Geodiversity	<del>Is the variety of earth materials, landforms and processes that constitute and shape the Earth. Relevant materials include minerals, rocks, sediments, fossils, soils and water. The range of rocks, minerals, fossils, soils and landforms.</del>	PDL – Previously Developed Land	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</p> <p><u>This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for mineral extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built up areas such as residential gardens, parks, recreation grounds, and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</u></p>	Non-designated heritage assets	<p><del>Parts of the historic environment including buildings, structures, areas and archaeology that are considered by the Local Planning Authority to be locally significant. They are identified through strategic planning, development management and can include a Local List.</del></p> <p><u>Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by the Local Planning Authority as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.</u></p>	Strategic Policies	<del>A policy site aimed at facilitating change in/over the long term. Policies and site allocations which address strategic</del>
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			<u>priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.</u>
		Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies <del>what</del> measures <del>will be</del> required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and <del>what</del> measures <u>that will be needed to be taken</u> to deal with the anticipated transport impacts of the development.
		Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives <del>through action and is articulated in a document that</del> <u>and</u> is regularly reviewed.
		Windfall Sites	Sites <del>which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available as circumstances arise. These sites are assessed against planning policies at that time.</del> <u>not specifically identified in the development plan.</u>
MM176	Glossary	<i>Add the following definitions to the glossary:</i>	
		<u>Term</u>	<u>Recommended Definition</u>
		<u>Ancient or Veteran Tree</u>	<u>A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.</u>
		<u>Ancient Woodland</u>	<u>An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).</u>
		<u>Amenity</u>	<u>A broad concept that refers to the pleasant or satisfactory aspects of a place which add positively to its overall character and to the enjoyment of residents or visitors. For example, it encompasses human health, quality design, provision and protection of local services, local economy and the protection of the countryside, historic environment, environmental character and visual, air and noise quality. Amenity also encompasses leisure and sporting areas, such as playing fields and other open spaces used for sport.</u>
		<u>Climate Change Adaption</u>	<u>Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.</u>
		<u>Climate Change Mitigation</u>	<u>Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.</u>
		<u>Conservation Area</u>	<u>A designated area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole</u>
		<u>Entry-level exception sites</u>	<u>A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 72 or successors of the NPPF</u>
		<u>Historic Environment</u>	<u>All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.</u>
		<u>Local Green</u>	<u>A designation either in a local plan or neighbourhood development plan that provides special protection against</u>

<u>Space</u>	<u>development for green areas of particular importance to local communities.</u>
<u>Main Town Centre Uses</u>	<u>Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</u>
<u>Major Development</u>	<u>For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</u>
<u>Material Consideration</u>	<u>A material consideration is a matter which the decision maker must take into account when assessing a planning application.</u>
<u>Neighbourhood Plan</u>	<u>A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.</u>
<u>Open Space</u>	<u>All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity</u>
<u>Primary Agricultural Holding</u>	<u>An applicants main holding registered as an agricultural holding used solely or mainly for the purposes of agriculture, horticulture</u>
<u>Rural Exception Sites</u>	<u>Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be <b>allowed on the site at the local planning authority's discretion, for example where essential to</b> enable the delivery of affordable units without grant funding.</u>
<u>Setting of a heritage asset</u>	<u>The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.</u>
<u>Significance (for heritage policy)</u>	<u>The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, <b>architectural, artistic or historic. Significance derives not only from a heritage asset's</b> physical presence, but also from its setting.</u>
<u>Site of Special Scientific Interest</u>	<u>Sites designated by Natural England under the Wildlife and Countryside Act 1981.</u>
<u>Stepping Stones</u>	<u>Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.</u>

		<u>Wildlife Corridor</u>	<u>Areas of habitat connecting wildlife populations.</u>
MM177	Appendix A Housing Trajectory	<i>Replace Appendix Housing Trajectory with updated version set out at the end of this schedule.</i>	
MM178	Appendix A Housing Trajectory	<p><i>Additional text to be added to the second sentence of para one:</i></p> <p>It is an estimate and outlines the amount of dwellings expected to be delivered <u>each financial year</u>.</p> <p><i>Alter year reference within the trajectory table to be clear that it is a financial year e.g. 2017 will be altered to 2016/17.</i></p>	
MM179	Site 20 Great Burdon Part d	<i>Add to end of part d:</i> <u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u>	
MM180	Site 20 Great Burdon Part i	Appropriate easements <u>or diversions</u> should be provided.	
MM181	Site 20 Great Burdon Parts o and p	<p><u>o. A robust and appropriately landscaped boundary would be required along the north western edge of the site to maintain the openness and green infrastructure function of the adjoining Great Burdon Rural Gap (see policy ENV3)</u></p> <p><u>p. The openness and green infrastructure functions of the Haughton/Red Hall green wedge on the western part of the site should be retained and enhanced (see Policy ENV3).</u></p>	
MM182	Site 41 – Coniscliffe Park South	<p>The site is an urban extension to the south west of the main urban area. It is bound by Coniscliffe Road to the south <del>and the A1(M) to the west</del>. The site is greenfield land in agricultural use and is proposed for allocation for residential development with an indicative yield of 535 dwellings, 420 of which are estimated to be delivered during the plan period.</p> <p>Issues and requirements</p> <p>a. Vehicle access is to be taken from Coniscliffe Road.</p> <p>b. Allowance should be made in the site layout for a distributor road which would run north south through the site. This should link to site 249 (Coniscliffe Park, North) to the north.</p> <p>c. A small part of the site on the eastern edge adjacent to Baydale Beck valley is within flood zone 2 and 3. This should be reflected in the site layout and development directed away from this area in line with the sequential approach. <u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u></p> <p>d. A development scheme should give adequate buffering and protection to Baydale Beck. There is also the opportunity to enhance the green infrastructure network along this existing corridor and create new linkages to it.</p> <p>e. A public right of way crosses the site north south and across the centre of the site. This should be considered in site layout. <u>The development will also provide convenient and safe pedestrian and cycle connections into the existing urban area crossing Baydale Beck.</u></p> <p>f. Eastern edge of site is within an area of interest with regards to Great Crested Newts. An ecological survey would be required to support a planning application.</p> <p>g. The site is adjacent to Broken Scar Local Wildlife Site. There is the opportunity to create enhanced habitat links to this site.</p>	

		<p>h. Waste water treatment works are located to the east of the site and should be given consideration in layout.</p> <p><del>i. The development will provide convenient and safe pedestrian and cycle connections into the existing urban area crossing Baydale Beck. Appropriate landscaping should be provided as part of a development scheme on the western boundary with the adjoining Local Green Space (ref LGS14 Merrybent Community Woodland) and with the agricultural land to the north.</del></p> <p>j. The frontage to the A67 should be carefully designed in order to mitigate landscape and visual impacts. <u>Development should be set back from the A67 with appropriate landscaping on the southern part of the site.</u></p>
MM183	Site 100 Hall Farm, Branksome	The site is an urban extension to the west of the main urban area. It is bound by the A1(M) to the west and Malvern Crescent to the east. The site is greenfield land in agricultural use and is proposed for allocation for residential development with an indicative yield of <del>495</del> <u>450</u> dwellings; 270 of which are estimated to be delivered during the plan period.
MM184	Site 100 Hall Farm, Branksome Part b	<p><i>Add to end of part b:</i></p> <p><u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u></p>
MM185	Site 249 Coniscliffe Park North	<p>The site is an urban extension to the south west of the main urban area. It is bound by <del>the A1(M) to the west and</del> Staindrop Road (B6279) to the north. It is greenfield land in agricultural use and is proposed for allocation for residential development with an indicative yield of 985 dwellings; <del>630</del><u>516</u> are estimated to be delivered during the plan period.</p> <p>Issues and requirements</p> <p>a. Vehicle access is to be taken from Staindrop Road.</p> <p>b. Land is to be reserved on the site for 1 primary school.</p> <p>c. Allowance should be made in the site layout for a distributor road which would run north south through the site, linking to site 41 to the south (Coniscliffe Park, South).</p> <p>d. Electricity pylons cross the site; appropriate easement should be provided.</p> <p>e. The A1(M) lies to the west of the site; a suitable landscape buffer should be provided. <u>A robust boundary would also be required along the western edge of the site to distinguish between the main urban area and surrounding countryside.</u></p> <p>f. A small area of the site along the eastern edge is within flood zone 2 and 3. Development should be directed away from this area in line with the sequential approach. <u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u></p> <p>g. Baydale Beck and wildlife friendly open space runs along the eastern boundary of the site. This part of the green infrastructure network should be protected and enhanced. There is also the opportunity to create improved connectivity with the Cocker beck corridor and the river Tees.</p> <p>h. There has been recent record of Great Crested Newts on the site. An ecological survey should support a planning application.</p> <p>i. Public rights of way cross the site in a number of areas. These should be accommodated in site layout.</p> <p>j. The development will provide convenient and safe pedestrian and cycle connections into the existing urban area crossing Baydale Beck.</p> <p>k. The frontage to the B6279 should maintain the openness of the approach into Darlington.</p> <p><del>l. A robust boundary would be required along the western edge of the site to distinguish between the main urban area and surrounding countryside.</del></p>
MM186	Site 355 Lingfield Point	...It is proposed for allocation for mixed use development with an indicative yield of 331 dwellings and potential <del>B1 and B2</del> <u>B1 and B2 and E(g)</u> Uses.

	Para 1	
MM187	Site 356 Ingenium Parc Para 1	A masterplan for Ingenium Parc sets out <u>potential</u> design principles and requirements for the sites development.
MM188	Site 356 Ingenium Parc Part e	Development should be <u>appropriately scaled and designed and set back</u> from the sites northern boundary to reflect the original designed landscape setting of the Cummins Engine Factory. Retain and enhance the existing landscaping.
MM189	Site 360 Heighington Lane North Part d	<i>Add to end of part d:</i> <u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u>
MM190	Site 392 Elm Tree Farm	The site is <del>within the Skertingham Masterplan area which is a strategic extension</del> <u>an urban extension</u> to the north east of the main urban area <del>(see policy H 10)</del> . The site is to the north of Sparrow Hall Drive. It is a greenfield site which is largely in agricultural use and is proposed for allocation for residential development with an indicative yield of 150 dwellings.  Issues and requirements a. Vehicle access is to be taken from Sparrow Hall Drive. <del>b. Older farm buildings should be retained and converted where possible.</del> <del>eb. The Green Lane historic track runs adjacent to the site and. This should be protected and accommodated in an appropriate site layout.</del> <del>d. The site is within an area of high landscape sensitivity, a development scheme will require suitable mitigation in terms of design and layout.</del> <del>ec. Old farm buildings on site could contain biodiversity interest. An ecological survey may be required to support a planning application.</del> <del>f. Development should be in broad alignment with the Skertingham Masterplan Framework (Figure 6.1) and the development principles contained in Policy H 10: Skertingham Strategic Allocation.</del> <del>gd. There is opportunity for reinforcement of local recreational and green infrastructure links particularly west towards Springfield Park and north towards the River Skerne.</del>
MM191	Site 403 Blackwell Grange East Parts a, b and c	a. The site forms part of the grounds to the Grade II* listed Blackwell Grange Hotel (and Grade II listed outbuildings). Development <del>will affect</del> <u>should protect</u> the setting of the Grade II* listed Blackwell Grange and its parkland curtilage. <del>Significant mitigation and public benefit are required to offset the harm caused. Proposals should be informed by the recommendations of the Heritage Impact Assessment (2020).</del> There is potential to better reveal the approach to Blackwell Grange along the historic drive from Grange Road.  b. A development scheme would need to restore the remaining parkland area to the Grade II*_Listed Building, <u>undertake an ecological survey and propose adequate mitigation for any impact on the adjacent Local Wildlife Site.</u>  c. <del>The site is designated a Local Wildlife site contains biodiversity habitat and any development should provide mitigation. Habitat improvements required on parkland area designated as Local Wildlife Site to the north.</del> <u>Any development will be required to be of the highest quality, ensuring it is low lying, wooded in character including the planting of a perimeter tree canopy, and creative and innovative in design.</u>

MM192	Site 95 Beech Crescent East, Heighington Part b	The impact on the Heighington conservation area and the grade II listed buildings to the south should be carefully considered in the development of this site. Any scheme would require appropriate design and layout to mitigate any harm to these heritage assets <u>and should be undertaken in accordance with the recommendations of the Heritage Impact Assessment.</u>
MM193	Site 368 Central Park South Part a	Comply with the revised Masterplan for Central Park South (2016), providing plots for <del>B1</del> and B2 <u>and E(g)</u> land uses
MM194	Site 411 Chesnut Street Car Park	<i>Add to end of part f:</i> <u>No development should be within FZ3b (with exception to essential infrastructure or water compatible development).</u>
MM195	Appendix C - Registered Parks and Gardens	<i>Add the following to the list of Registered Parks and Gardens:</i> <u>Landscape at Cummins Engine Factory</u>

MM196

Appendices

*Insert new appendix:*

Appendix F: Table of Superseded Policies

The Darlington Local Plan (2016 - 2036) will upon adoption replace all saved policies within the Darlington Local Plan 1997 (Incorporating Adopted Alterations 2001) and the Darlington Local Development Framework Core Strategy (2011).

The following table sets out the local planning policies that will be superseded and no longer saved upon the adoption of the Darlington Local Plan (2016 - 2036).

<u>Current Document</u>	<u>Superseded Policy Ref</u>	<u>Superseded Policy Name</u>
<u>Darlington Local Development Framework Core Strategy (2011)</u>	<u>CS1</u>	<u>Darlington's Sub-Regional Role and Locational Strategy</u>
	<u>CS2</u>	<u>Achieving High Quality Sustainable Design</u>
	<u>CS3</u>	<u>Promoting Renewable Energy</u>
	<u>CS4</u>	<u>Developer Contributions</u>
	<u>CS5</u>	<u>The Provision of Land for Employment Uses</u>
	<u>CS6</u>	<u>Vibrant Cultural and Tourism Offer</u>
	<u>CS7</u>	<u>The Town Centre</u>
	<u>CS8</u>	<u>Additional Retail Provision</u>
	<u>CS9</u>	<u>District and Local Centres and Local Shops and Services</u>
	<u>CS10</u>	<u>New Housing Development</u>
	<u>CS11</u>	<u>Meeting Housing Needs</u>
	<u>CS12</u>	<u>Existing Housing</u>
	<u>CS13</u>	<u>Accommodating Travelling Groups</u>
	<u>CS14</u>	<u>Promoting Local Character and Distinctiveness</u>
	<u>CS15</u>	<u>Protecting and Enhancing Biodiversity and Geodiversity</u>
	<u>CS16</u>	<u>Protecting Environmental Resources, Human Health and Safety</u>
	<u>CS17</u>	<u>Delivering a Multifunctional Green Infrastructure Network</u>
	<u>CS18</u>	<u>Promoting Quality, Accessible Sport and Recreation Facilities</u>
	<u>CS19</u>	<u>Improving Transport Infrastructure and Creating a Sustainable Transport Network</u>
<u>Darlington Local Plan 1997 (Incorporating Adopted Alterations 2001)</u>	<u>E2</u>	<u>Development Limits</u>
	<u>E3</u>	<u>Protection of Open Land</u>
	<u>E4</u>	<u>New Buildings in the Countryside</u>
	<u>E5</u>	<u>Change of Use of Buildings in the Countryside</u>
	<u>E9</u>	<u>Protection of Parklands</u>
	<u>E12</u>	<u>Trees and Development</u>

		<u>E13</u>	<u>Tree Preservation Orders</u>
		<u>E14</u>	<u>Landscaping of Development</u>
		<u>E17</u>	<u>Landscape Improvement</u>
		<u>E18</u>	<u>The River Skerne</u>
		<u>E20</u>	<u>Sites of Nature Conservation Importance</u>
		<u>E21</u>	<u>Wildlife Corridors</u>
		<u>E22</u>	<u>Local Nature Reserves</u>
		<u>E36</u>	<u>Designation of Further Conservation Areas</u>
		<u>E37</u>	<u>Enhancement of the Built Environment</u>
		<u>E38</u>	<u>Alterations to Business Premises</u>
		<u>E39</u>	<u>Advertisements in Built-up Areas</u>
		<u>E40</u>	<u>Advertisements in the Countryside</u>
		<u>E41</u>	<u>Poster Hoardings</u>
		<u>E42</u>	<u>Street Furniture</u>
		<u>E43</u>	<u>Vacant Upper Floors</u>
		<u>E51</u>	<u>Broken Scar Development Limitation Zone</u>
		<u>E53</u>	<u>Satellite Antennae</u>
		<u>H5</u>	<u>New Housing Development Sites</u>
		<u>H7</u>	<u>Areas of Housing Development Restraint</u>
		<u>H10</u>	<u>Affordable Housing in the Rural Area</u>
		<u>H12</u>	<u>Alterations and Extensions to existing dwellings</u>
		<u>H13</u>	<u>Backland Development</u>
		<u>H17</u>	<u>Concentration of Houses in Multiple Occupation</u>
		<u>H18</u>	<u>Houses in Multiple Occupation in other areas</u>
		<u>H19</u>	<u>Special Care Accommodation</u>
		<u>R3</u>	<u>Provision of Public Facilities in New Buildings</u>
		<u>R4</u>	<u>Open Space Provision</u>
		<u>R11</u>	<u>Artificial Turf Playing Pitch</u>
		<u>R12</u>	<u>Access to Open Land and Countryside</u>
		<u>R14</u>	<u>Recreation Development in the Countryside</u>
		<u>R15</u>	<u>Horse-Related Development</u>
		<u>R16</u>	<u>Stressholme Golf Course</u>
		<u>R23</u>	<u>Off-Road Motorcycle Facility</u>
		<u>R27</u>	<u>Sites for New Community Facilities</u>
		<u>R28</u>	<u>School Provision at Brinkburn</u>
		<u>R29</u>	<u>Village Community Halls</u>
		<u>R30</u>	<u>West Cemetery Extension</u>
		<u>EP2</u>	<u>Employment Areas</u>
		<u>EP3</u>	<u>New Employment Areas</u>
		<u>EP4</u>	<u>Haughton Road</u>
		<u>EP6</u>	<u>Prestige Employment</u>
		<u>EP7</u>	<u>Office / Business Park Development</u>
		<u>EP8</u>	<u>Reserve Employment Site</u>
		<u>EP9</u>	<u>Teesside Airport Employment Land - North</u>
		<u>EP10</u>	<u>Teesside Airport Employment Land - South</u>
		<u>EP11</u>	<u>Central Area Development Sites</u>
		<u>EP12</u>	<u>Office Development Limits</u>

		<u>S3</u>	<u>Abbots Yard Development</u>
		<u>S4</u>	<u>Town Centre Service Uses</u>
		<u>S5</u>	<u>Town Centre Food and Drink Uses</u>
		<u>S6</u>	<u>Non-Retail Uses</u>
		<u>S7</u>	<b><u>Mechanic's, Clark and Buckton's Yards</u></b>
		<u>S8</u>	<u>Window Displays</u>
		<u>S9</u>	<u>Fringe Shopping Areas</u>
		<u>S10</u>	<u>Safeguarding the District and Local Centres</u>
		<u>S11</u>	<u>New Development in the District and Local Centres</u>
		<u>S15</u>	<u>Shopping Trolleys</u>
		<u>S19</u>	<u>Amusement Centres</u>
		<u>S20</u>	<u>Sale of Large Items</u>
		<u>S21</u>	<u>Petrol Filling Stations</u>
		<u>S22</u>	<u>Garden Centres</u>
		<u>S23</u>	<u>Sales from Factories</u>
		<u>T5</u>	<u>Environmental Appraisal of Major Road Schemes</u>
		<u>T6</u>	<u>Safeguarding Major Road Schemes</u>
		<u>T7</u>	<u>Traffic Management and Main Roads</u>
		<u>T8</u>	<u>Access to Main Roads</u>
		<u>T9</u>	<u>Traffic Management and Road Safety</u>
		<u>T10</u>	<u>Traffic Calming – Existing Roads</u>
		<u>T11</u>	<u>Traffic Calming – New Development</u>
		<u>T14</u>	<u>Private Car Access to Town Centre</u>
		<u>T15</u>	<u>Improvements for Pedestrians</u>
		<u>T17</u>	<u>Rear Servicing</u>
		<u>T18</u>	<u>Collection / Distribution Centre</u>
		<u>T19</u>	<u>Multi-Storey Car Parks</u>
		<u>T20</u>	<u>Town Centre Surface Car Parks</u>
		<u>T21</u>	<u>Public Use of Private Car Parks</u>
		<u>T22</u>	<u>Priority in Central Car Parks</u>
		<u>T23</u>	<u>Albert Road Car Park</u>
		<u>T26</u>	<u>Town Centre Fringe Parking</u>
		<u>T27</u>	<u>On-Street Parking Control</u>
		<u>T28</u>	<u>Residents Parking Schemes</u>
		<u>T29</u>	<u>On-Street Short Stay Parking</u>
		<u>T32</u>	<u>Feethams Bus Station</u>
		<u>T35</u>	<u>Taxi Offices</u>
		<u>T36</u>	<u>Cycle Route Network</u>
		<u>T40</u>	<u>New Development and Lorries</u>
		<u>T41</u>	<u>Overnight Parking at Chestnut Street</u>
		<u>T42</u>	<u>Lorry Parks</u>
		<u>T43</u>	<u>Residential Areas and Lorries</u>
		<u>T44</u>	<u>Passenger Railways</u>
		<u>T46</u>	<u>North Road Railway Station</u>
		<u>T47</u>	<u>Road / Rail Freight Depot</u>
		<u>T49</u>	<u>Teesside Airport</u>
		<u>T50</u>	<u>Overhead Lines</u>

			<u>T51</u>	<u>Location of Services</u>	
			<u>T52</u>	<u>Drainage Infrastructure</u>	
			<u>T55</u>	<u>Broken Scar Water Treatment Works</u>	

Delete Table 6.3 Housing Allocations from policy H2 and insert new Table 6.3:

Table 6.3: Housing Allocations

Location	Site ref	Site name	Site area (ha)	Indicative site yield (by 2036)	Indicative site yield (after 2036)
Urban Extensions	20	Great Burdon	88.39	500	750
	41	Coniscliffe Park South	28.32	420	115
	100	Hall Farm, Branksome	21.89	270	180
	185	Greater Faverdale (mixed use)	178.48	750	1250
	249	Coniscliffe Park North	50.08	516	469
	251	Skerningham	492.19	1650	2850
	392	Elm Tree Farm	7.1	150	
	410	Snipe Lane, Hurworth Moor	34.47	700	
Urban Area	11	Cattle Mart	2.16	76	
	355	Lingfield Point (mixed use)	33.6	331	
	403	Blackwell Grange East	5.26	72	
	411	Chesnut Street Car Park	1.37	34	
	412	12-18 Skinnergate	0.22	15	
Villages	95	Beech Crescent East, Heighington	1.53	20	
	99	Maxgate Farm, MSG	13.71	260	
		Total		5,764	5,614

Delete Table 6.4 Housing Commitments and insert new Table 6.4:

Table 6.4: Housing Commitments (10 or more dwellings)

Site number	Site name	Size (ha)	Total Number	Remaining dwellings at April 2021 (to be completed pre 2036)
3	South of Burtree Lane	17.02	380	380
8	Berrymead Farm	21.42	370	370
10	Blackwell Grange West	9.75	59	45
16	Lancaster House, DTVA	1.88	55	24
25	Former Arts Centre, Vane Terrace	0.47	38	4
28	Springfield School	2.93	80	15
45	High Stell	8.49	198	186
51	Mowden Hall	1.98	30	11
52	Central Park	4.47	359	85
60	NW of Heron Drive	1.34	35	24
63	School Aycliffe West	3.97	101	10
65	Land between Middleton Lane and Neasham Road	2.49	27	19
68	West Park Garden Village	79.32	1200	840

73	West Park Remainder	4.78	164	48
78	East of Middleton Road, Sadberge	0.75	25	25
89	Land West of Oak Tree, MSG.	2.66	61	61
91	Walworth Road, Heighington	3.34	75	15
103	East of Roundhill Road	5.79	95	47
146	Land South of Railway, MSG	14.8	330	330
228	Northgate House, Town Centre	0.14	96	96
241	St Clares Abbey, Carmel Road North.	2.49	10	10
318	N. of Allington Way	3.37	85	55
333	E. of Roundhill Road (phase 2)	5.17	100	65
340	E. of Gate Lane, Low Coniscliffe	3.38	37	26
386	Land between Yarm Road and railway line East, MSG	0.64	20	4
391	Chancery House, 4 - 6 Horsemarket	0.04	11	11
394	Lakeside, The Old Brickworks, Neasham Road	5.59	118	79
395	Dr Piper House, King Street	0.13	30	30
406	Northern Echo Building	0.15	52	52
420	Former Nu-Interiors, Leadenhall Street	0.1	30	30
421	Elegant House, Whessoe Road	0.18	22	22
422	Reservoir (Disused) Darlington Road, Sadberge	2.8	46	46
423	213 - 217 Haughton Road	0.2	12	12
424	182 Northgate	0.1	24	24
425	Former Rise Carr Club, Eldon Place	0.05	18	18

	Total			3,119







Darlington Borough Local Plan 2016-2036, Inspector's Report Appendix: Schedule of Main Modifications, 28 January 2022

Site ref number	Site Name	Planning Status	Site Location	Total Units	Size (ha)	2016/17 Completions	2017/18 Completions	2018/19 Completions	2019/20 Completions	2020/21 Completions	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	2034 /35	2035 /36	Total within plan period						
423	213 - 217 Houghton Road	Commitment	Urban	12	0.2						12															12						
424	182 Northgate	Commitment	Urban	24	0.1								24													24						
425	Former Rise Carr Club, Eldon Place	Commitment	Urban	18	0.05						18															18						
11	Cattle Mart	Allocation	Urban	76	2.16									30	30	16										76						
20	Great Burdon	Allocation	Urban Extension	1250	88.39										50	50	50	50	50	50	50	50	50	50	50	500						
41	South Coniscliffe Park	Allocation	Urban Extension	535	28.32							30	30	30	30	30	30	30	30	30	30	30	30	30	30	420						
95	Beech Crescent East, Heighington	Allocation	Village	20	1.53								20													20						
99	Maxgate Farm, MSG	Allocation	Village	260	13.71							15	30	30	30	30	30	30	30	30	5					260						
100	Hall Farm, Branksome	Allocation	Urban Extension	450	21.89												30	30	30	30	30	30	30	30	30	270						
185	Greater Faverdale	Allocation	Urban extension	2000	178.48								30	60	60	60	60	60	60	60	60	60	60	60	60	750						
249	Coniscliffe Park North	Allocation	Urban extension	985	50.08									6	30	30	50	50	50	50	50	50	50	50	50	516						
251	Skerningham	Allocation	Urban extension	4500	492.19								30	60	90	120	150	150	150	150	150	150	150	150	150	1650						
355	Lingfield Point	Allocation	Urban	331	33.6										30	30	30	30	30	30	30	30	30	30	31	331						
392	Elm Tree Farm	Allocation	Urban Extension	150	7.1							30	30	30	30	30										150						
403	Blackwell Grange East	Allocation	Urban	72	5.26								15	15	15	15	12									72						
410	Snipe Lane, Hurworth Moor	Allocation	Urban extension	700	34.47							60	60	60	60	60	60	60	60			60	60	60	40	700						
411	Chesnut Street Car Park	Allocation	Urban	34	1.37							17	17													34						
412	12 - 18 Skinnergate	Allocation	Urban	15	0.22						15															15						
<b>Small Sites (Less than 10 units)</b>						16	23	37	32	28	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	511						
<b>Total Gross Completions</b>						<b>175</b>	<b>495</b>	<b>596</b>	<b>538</b>	<b>546</b>	<b>449</b>	<b>555</b>	<b>708</b>	<b>553</b>	<b>655</b>	<b>780</b>	<b>789</b>	<b>768</b>	<b>635</b>	<b>575</b>	<b>550</b>	<b>590</b>	<b>575</b>	<b>550</b>	<b>526</b>	<b>11608</b>						
											<b>2021/22 - 2025/26</b>					<b>2920</b>	<b>2026/27 - 2030/31</b>					<b>3547</b>	<b>2031/32 - 2035/36</b>					<b>2791</b>				
<b>Total Net Completions</b>						<b>171</b>	<b>486</b>	<b>591</b>	<b>536</b>	<b>537</b>																<b>Total dwellings to be completed 2021/22 - 2035/36</b>					<b>9258</b>	

*Insert additional, alternative Skertingham Masterplan Framework (if Darlington Golf Club remains in situ):*

