

Middleton St George Draft Spatial Plan – Consultation Responses Summary

Total number of representations received – 25

Breakdown

Developers / Landowners – 4

Local residents – 14

Joint ward member response - 1

Local Organisations - 6

MSG Parish Council

St George's Medical Practice

Friends of Stockton Darlington Railway

Darlington Friends of the Earth

CPRE Darlington

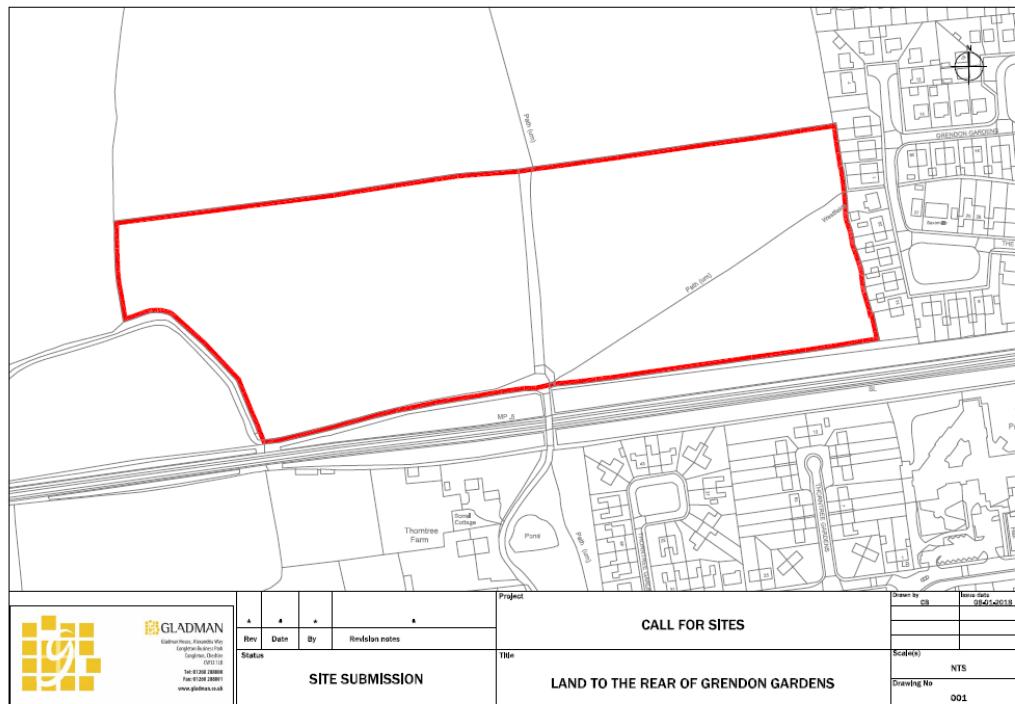
St Laurence Church

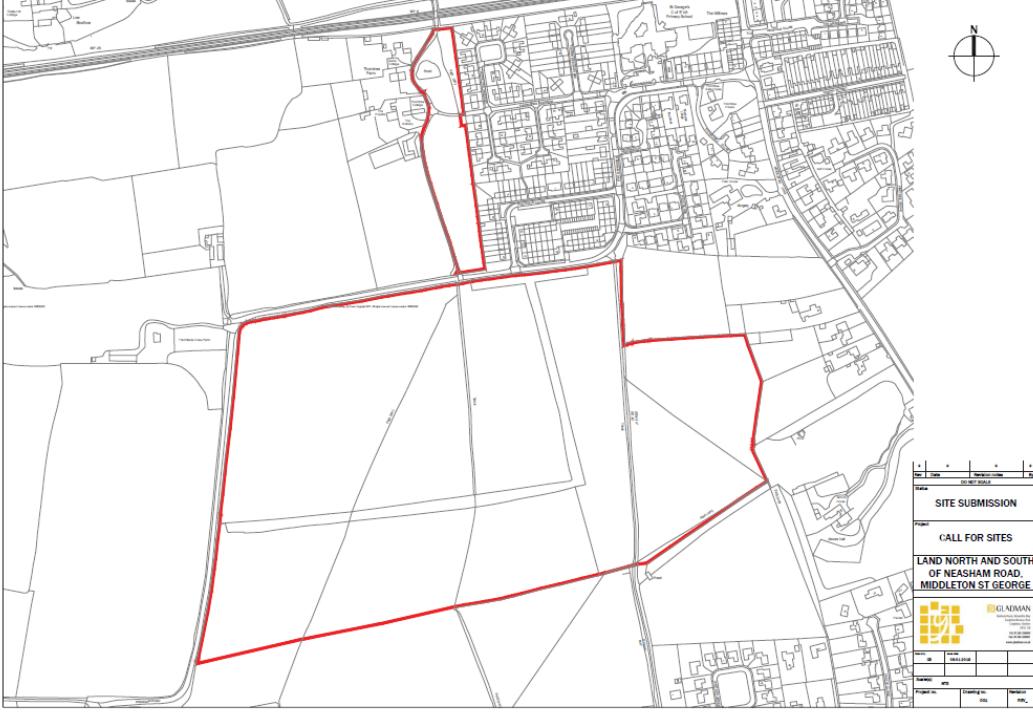
Name / Organisation	Comments (summary)
Gladman Developments Ltd	<p>Support given to residential development at the larger villages in the borough.</p> <p>To maximise housing supply, the widest possible range of sites should be allocated so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The Council should also be mindful of plan viability.</p> <p>The expansion of the development limits is welcomed however the setting of strict settlement boundaries does not allow adequate flexibility for development to come forward outside the settlement boundary if this is required. Gladman would recommend that future policies should recognise the circumstances in which forms of sustainable development on the edge of settlements (beyond tightly drawn development limits) can be brought forward to address current or predicted shortfalls in housing delivery against objectively assessed needs.</p> <p>It is essential that the Local Plan over allocates housing sites when set against the housing requirement to allow for non delivery.</p>

Middleton St George offers a significant opportunity for growth and the Council should seriously be considering all sustainable development opportunities at the settlement regardless of parish boundaries. Whilst there are opportunities within the parish boundary, there may also be sites which can integrate well with the village which are within adjacent parishes.

Sites

Support for the proposed allocation land to the rear of Grendon Gardens.

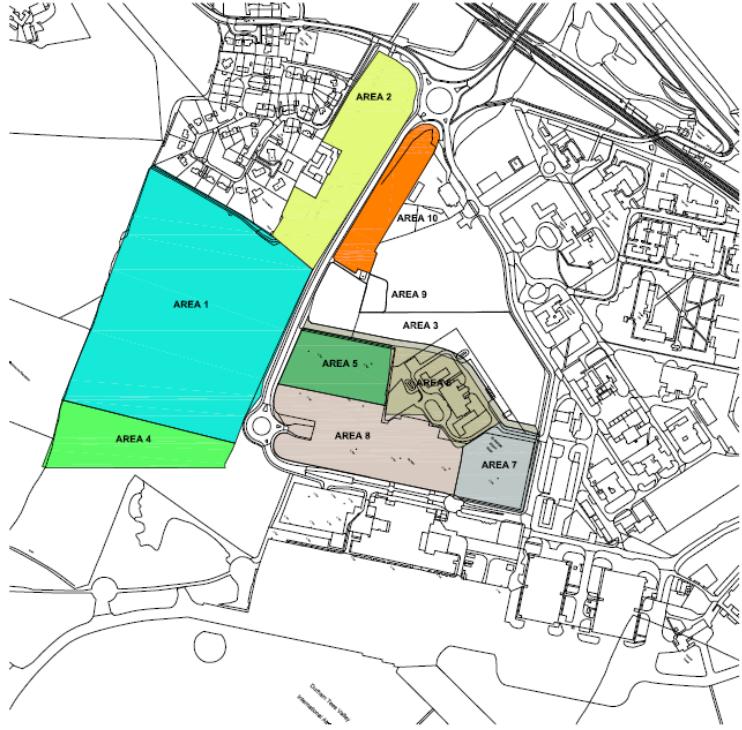


	<p>Land to the north and south of Neasham Road submitted for consideration</p>  <p>SITE SUBMISSION CALL FOR SITES LAND NORTH AND SOUTH OF NEASHAM ROAD, MIDDLETON ST GEORGE</p> <p>CLARMAN</p>
Savills (Agent) Calmont Group	We are supportive of the Council's proposals to focus growth towards the south-east of the village, in particular land adjacent to Oak Meadows, Yarm Road, Middleton St George (marked with a red-star below), which is both available and deliverable for development within the next 5 years.

	<p>Further detail provided as site now subject to planning application for 63 dwellings (ref: 17/01175/FUL). No technical constraints identified on the site.</p>
Story Homes Ltd	<p>We support the adopted planning framework (Core Strategy and Interim Planning Position Statement) that sets out that 'Larger Villages', such as Middleton St George, is a favourable location for housing development alongside urban extensions and previously identified sites that will only meet some of the Borough's identified housing needs. It is therefore of paramount importance that the emerging Local Plan adopts a spatial approach which brings certainty to the larger villages regarding their future sustainable growth.</p> <p>Fairhurst on behalf of Story Homes submitted an Outline Planning Application for 226 for the erection of up to 226 residential dwelling, a primary school and associated access, landscaping and engineering works with details of appearance, layout, landscape and scale reserved on land at Station Road, Middleton St. George in September 2016 (Ref: 16/00976/OUT).</p> <p>Following the emergence of the Council's spatial proposals for Middleton St George, which include the provision of a new</p>

	<p>primary school in a more central location within the village, Story Homes is reviewing its current application proposals. This may involve amending our outline planning proposals for land off Station Road to remove the proposed primary school element to avoid duplication of future education provision in the village should alternative proposals for a school come forwards. This would allow for the delivery of a high quality residential scheme on the land off Station Road.</p> <p>Story Homes will continue to liaise with the Council and stakeholders in progressing the outline planning application for the site in parallel to the preparation of the emerging Local Plan.</p> <p>Story Homes considers that land off Station Road, Middleton St George is a sustainable location for residential development (economic, social and environmental benefits of the scheme outlined) and is deliverable in terms of footnote 11 of the NPPF.</p> <p>We therefore consider that the site should be allocated for residential development in the emerging Local Plan. The allocation of this site will provide certainty for the local community and will act to boost the active local community within the large village of Middleton St George and also the Borough of Darlington as a whole.</p>
Durham Tees Valley Airport Limited	<p>Given the proximity of the Airport and the village of Middleton St. George, DTVAL considers that it is vital that the planning policy frameworks for both the village and the Airport are prepared in tandem. This approach will ensure the emerging DLP encourages the growth of the village, and safeguards the Airport as an important asset whilst fully harnessing its economic growth potential. Consequently, DTVAL wishes to work in partnership with the Darlington Borough Council, and local stakeholders in Middleton St. George, to shape the planning policy frameworks for both the village and the Airport.</p> <p>In light of this, DTVAL has reviewed the draft MSGSP and wishes to make the following observations and suggested revisions:</p> <p>(A) Proposed Development Limits and Airport Boundary</p> <p>DTVAL acknowledges that the draft MSGSP illustrates a potential Proposed Development Limit (or “settlement boundary”) for Middleton St. George. The proposed settlement boundary extends to include the main village and the proposed residential allocations; as well as the approved residential and local services centre development at the Airport, the playing fields, the Airport car park, and the St George hotel complex.</p> <p>While DTVAL supports the definition of a revised settlement boundary that supports for the growth of Middleton St George and the Airport, it is concerned about the precise relationship of the proposed boundary with DTVA-related infrastructure and would like to discuss the position in more detail before confirming its position.</p>

<p>As a starting point, DTVAL supports the inclusion of the approved residential and the local services centre development (Planning Permission Reference: 16/00578/OUT – see parameters plan at Appendix 1) and the playing fields within the draft settlement boundary for Middleton St, George. Once implemented, these approved developments will operate as a neighbourhood of Middleton St George and therefore it is logical to include them within the village's settlement boundary for the next plan-period.</p> <p>The Airport's car park and the St George hotel complex are likely in practice to contribute to both the Airport and the new mixed use neighbourhood being created. The Airport acknowledges the proposal to include them within the draft settlement boundary but would not wish to support a policy designation that may frustrate their contribution to the Airport. We would therefore request the opportunity to discuss this in more detail once proposed policy provisions are clearer.</p> <p>DTVAL recognises that this public consultation on the draft MSGSP does not extend to the scope and content of a DTVA-specific policy. However, in advance of the publication draft Local Plan, DTVAL requests the opportunity to meet with the Darlington Borough Council and open discussions on the scope and content of a DTVA-specific policy for the next plan-period.</p> <p>(B) Approved Residential Development and Local Services Centre</p> <p>DTVAL welcomes the inclusion of the outline planning permission for the residential and local services centre development (Planning Permission Reference: 16/00578/OUT) as a committed development and its inclusion within the proposed settlement boundary on the draft MSGSP.</p> <p>However, for completeness, DTVAL considers that the Proposal Map for the emerging DLP should identify the approved residential and local services centre development and confirm that residential, retail and community uses in these areas are acceptable. This support in the emerging DLP will provide continued planning certainty for developers and ensure the delivery of the housing and local service centre development during the plan-period.</p> <p>C) Accuracy of draft MSGSP</p> <p>Following an inspection of the draft MSGSP, DTVAL has noted that the proposed boundaries for the approved residential areas, the local services centre, open space, and hotel extension do not align precisely with the approved planning permission (Planning Permission Reference: 16/00578/OUT).</p> <p>While DTVAL recognises that Darlington Borough Council does not propose to include the draft MSGSP as part of the detailed Proposal Map (in emerging DLP), it would be prudent to avoid any future doubt by revising the draft MSGSP to be fully consistent with the boundaries approved under the outline planning permission.</p>

	<p>In light of this, DTVAL has provided a copy of the approved Parameters Plan (copy provided below) and requests that Darlington Borough Council revise the draft MSGSP accordingly.</p> <p>Prior to publication of the next stage of consultation on the emerging draft DLP, DTVAL request the opportunity to meet with Darlington Borough Council to discuss these submissions and the future policy framework for DTVA.</p>  <table border="1" data-bbox="1246 595 1560 1040"> <thead> <tr> <th>PROPOSED USE</th> <th>PERMITTED</th> <th>PERMITTED WITH CONDITIONS</th> <th>NOT PERMITTED</th> </tr> </thead> <tbody> <tr> <td>RESIDENTIAL USE CLASS C3</td> <td>UP TO 250 UNITS</td> <td>2.0 25.00 8.7</td> <td></td> </tr> <tr> <td>RESIDENTIAL USE CLASS C2</td> <td>UP TO 65 UNITS</td> <td>2.0 25.00 7.0</td> <td></td> </tr> <tr> <td>RESIDENTIAL USE CLASS C1</td> <td>UP TO 65 UNITS</td> <td>2.0 25.00 7.0</td> <td></td> </tr> <tr> <td>LANDSCAPED PARKS OPEN SPACES</td> <td>N/A 0.00 1.0</td> <td></td> <td></td> </tr> <tr> <td>COMMERCIAL/INDUSTRIAL BUILDINGS</td> <td>NET GROSS AREA NOT EXCEEDING THE TOTAL AREA NOT EXCLUDED FROM THE CAR PARKING NOT TO EXCEED 10%</td> <td>3 1.0 1.0</td> <td></td> </tr> <tr> <td>COMMERCIAL USE - AIR PORT RELATED USES OR LAND USES THAT ARE INCONSISTENT WITH THE PLANNING POLICY NUMBER OR OTHER PLANNING POLICIES OR CONDITIONS OF THE COUNCIL'S PLANNING PERMIT OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT DO NOT EXCEED</td> <td>THE CAR PARKING NOT TO EXCEED 10%</td> <td>2 0.28 1.0</td> <td></td> </tr> <tr> <td>OTHER LAND USES NOT RELATED TO THE PLANNING POLICY NUMBER OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT</td> <td>OTHER LAND USES NOT RELATED TO THE PLANNING POLICY NUMBER OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT</td> <td>2 0.47 1.0</td> <td></td> </tr> <tr> <td>RESTRICTED CAR PARKING</td> <td>250 SPACES</td> <td>N/A 0.00 2.0</td> <td></td> </tr> <tr> <td>INTERNAL PUBLIC OPEN SPACES</td> <td>N/A 0.00 2.0</td> <td></td> <td></td> </tr> <tr> <td>EXTERNAL PUBLIC OPEN SPACES</td> <td>N/A 0.00 2.0</td> <td></td> <td></td> </tr> </tbody> </table> <p>Durham Tees Valley Airport Areas Plan • Northside Mixed Use Planning Application, Durham Tees Valley Airport</p> <p>FDG fairhurst <small>Planning & Environment • Architecture • Engineering • Construction • Project Management</small></p> <p>DTVA-N-101</p>	PROPOSED USE	PERMITTED	PERMITTED WITH CONDITIONS	NOT PERMITTED	RESIDENTIAL USE CLASS C3	UP TO 250 UNITS	2.0 25.00 8.7		RESIDENTIAL USE CLASS C2	UP TO 65 UNITS	2.0 25.00 7.0		RESIDENTIAL USE CLASS C1	UP TO 65 UNITS	2.0 25.00 7.0		LANDSCAPED PARKS OPEN SPACES	N/A 0.00 1.0			COMMERCIAL/INDUSTRIAL BUILDINGS	NET GROSS AREA NOT EXCEEDING THE TOTAL AREA NOT EXCLUDED FROM THE CAR PARKING NOT TO EXCEED 10%	3 1.0 1.0		COMMERCIAL USE - AIR PORT RELATED USES OR LAND USES THAT ARE INCONSISTENT WITH THE PLANNING POLICY NUMBER OR OTHER PLANNING POLICIES OR CONDITIONS OF THE COUNCIL'S PLANNING PERMIT OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT DO NOT EXCEED	THE CAR PARKING NOT TO EXCEED 10%	2 0.28 1.0		OTHER LAND USES NOT RELATED TO THE PLANNING POLICY NUMBER OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT	OTHER LAND USES NOT RELATED TO THE PLANNING POLICY NUMBER OR PLANNING CONSULTATION NOTIFICATION OR PLANNING AGREEMENT	2 0.47 1.0		RESTRICTED CAR PARKING	250 SPACES	N/A 0.00 2.0		INTERNAL PUBLIC OPEN SPACES	N/A 0.00 2.0			EXTERNAL PUBLIC OPEN SPACES	N/A 0.00 2.0		
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St George's Medical Practice	We would broadly support the local plan. Specifically we support expansion in housing allocation locally, as this is required to support a thriving medical practice locally in the face of significant workforce issues affecting sustainability of general practices.																																												

	<p>The plan also indicates good pedestrian links between the airport and traditional centers of MSG which currently are inadequate.</p>
Friends of Stockton Darlington Railway	<p>The forthcoming Darlington Local Plan will recognise the heritage value of the S&DR and will put forward policies to protect, enhance and promote its assets. We therefore suggest that the Spatial Plan would be improved if the track bed and adjoining areas of open land, e.g. The Whinnies, are shown as an important element of the green infrastructure of the parish. Within this corridor, the route of the proposed heritage trail for pedestrians and cyclists should be shown.</p> <p>The FSDR will be proposing the creation of a Rail Heritage Hub at Fighting Cocks. This will be one of a series along the whole length from Witton Park to Stockton and will provide a focus of items of interest, information and interpretation and other amenities for the public to enjoy, especially during the 200th anniversary celebrations in 2025. The remains of other trackside features in the parish will be investigated, enhanced and publicised. The hub should be identified on the spatial plan.</p> <p>Finance for the above will be found from a number of sources and funding from the recently announced S&DR Heritage Action Zone will be an important contributor and contributions from developers.</p>
Darlington Friends of the Earth	<p>Any housing / residential proposals need to be sympathetic to the existing wildlife and their habitat and promote its longevity. Indeed FoE are keen to understand how wildlife can be encouraged within any proposed development.</p> <p>The National Planning Policy Framework sets out that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of housing against their housing requirements. The Council updated its SHLAA on a regular basis up until September 2015, however it has not been updated since then, and so the Council is in breach of the Government's national planning policy.</p> <p>The publication of the Government's consultation on housing need, "Planning for the right homes in the right places" gives a basic calculation for Darlington of 177 dwellings per year as opposed to the 446 per year which the Council is using. This calls into question the whole premise of the number of dwellings required in the borough. More localised demand modelling and a revised way forward needs to be considered.</p> <p>I understand that there are now revisions to one of the options to the proposed Northern Relief Road which will act as an enabler for circa 5,000 new homes to the north east of Darlington. I am particularly concerned that this new road will exacerbate</p>

	<p>traffic congestion in the area and degrade air quality by creating an air pollution corridor. There are alternative options that need to be examined which are less damaging to the environment and the rural villages to the north east of Darlington. Provide a new four way junction off the A1 with the A66 or provide a new cross town link road from the A66 direct to the A1 with four-way access.</p> <p>Middleton St. George experiences very poor public transport links. New housing will only exacerbate car demand and current road congestion. We are concerned with the capacity of the road network, existing NHS services including GP practices and schools to absorb this growth.</p> <p>We would urge ecological surveys to be undertaken in April - June to confirm the current status of all breeding species and to help mitigate and offset the effects of any habitat loss.</p> <p>Development within flood plain areas should be avoided.</p> <p>Over 400 extra homes have received planning approval here since Nov 2015 with 350 new dwellings recently approved (Aug 17) close to the airport. This latest development included a planning condition to impose operational restrictions on the airport. How does this fit with the Tees Mayor campaign to buy back the airport into public ownership?</p> <p>The building of new homes is within close proximity to the Whinnies Local Nature Reserve with its rare grasses and plants. The site holds red and amber listed birds and is good for insects. Whilst we are keen to encourage visitors to our green spaces and local nature reserves we are concerned that building next to this and other local nature reserve (e.g. Maidendale), will increase the risk of disturbance from residents / dog walkers and lead to a loss of biodiversity.</p>
St Laurence Church	<p>Submission on behalf of the congregation of St. Laurence, Middleton St. George</p> <p>We have an active congregation and regard ourselves as an important component of the village life, both for those who are active practising Christians and others who may only bring us into their lives at special times. Thus the Church helps to maintain community identity and thereby adds to the well-being of all in the village</p> <p>We lost our Church building some years ago when it was condemned as being structurally unsound and we were obliged to move to, and use, the School Hall for our weekly services with other meetings, events and our offices being in people's homes or, at some additional cost, in one of the other community assets that exist. We therefore have a demand for a Church Centre and, if it proved possible, a new Church Building, to continue and expand our service to the community. Whilst we do</p>

	<p>not expect to be given land for this purpose by donation, it would be helpful if a site could be allocated for church/community purposes. We have some funds set aside for the acquisition and construction of a Church centre and are prepared actively to seek additional funds once we have a clear project.</p> <p>We believe that such a development could be designed to provide a multi -use building for the whole village. We intend to approach other village organisations to discuss their requirements. Lately we have been in conversation with the Parish Council and discussed with them our needs.</p>
MSG Parish Council	<p>Transport and Infrastructure</p> <p>We would ask that the following be considered in the context of the MSG masterplan, as these points were included in the presentation at the workshop on 20th July 2017, following our public consultation.</p> <p>Bus route amended within MSG to include loop to the airport (which would also serve the relocated GP Surgery). (5-10 mins max addition to bus schedule)</p> <ul style="list-style-type: none"> • Subsidize on a trial basis. • Alternate the direction to permit in-village travel. • Improve frequency of service and include evenings and Sundays • Enhance service to link local villages with connections to Darlington and Yarm <p>Monitor traffic levels on A67 to Morton Park. Road is already busy at peak times and backing up. Maintain roundabouts on A67. Vision poor for access (Sadberge Rd particularly), becoming dangerous.</p> <p>Improve footpath network.</p> <ul style="list-style-type: none"> • Ensure PROW are registered and maintained • Ensure that there is footpath provision alongside roads throughout the village • National Cycle Route 14 (Airport – Darlington Ring Road (old S&DR route) to be resurfaced for foot and cycle use. <p>Utilities.</p> <ul style="list-style-type: none"> • Ensure the quality and capacity of all utilities are sustainable and improved to account for increased volume. <p>Possibilities.</p>

- Ensure gas, electric, water, sewage and surface water drainage plans are comprehensive.
- All new developments to have fibre optic communication connectivity and extended to the rest of the village.
- Mobile phone coverage. Dead-spots, certainly on Western side, require resolution

Environmental and Place making

We would ask that the following be considered in the context of the MSG masterplan, as these points were included in the presentation at the workshop on 20th July 2017, following our public consultation.

- Ensure a mix of properties for all demographics from starter homes to bungalows for the elderly and/or infirm.
- Improve maintenance of council-managed green areas and paths.
- Provide CCTV monitoring for parks and leisure areas where anti-social behaviour and crime are most likely.
- Density and type of housing to be in keeping with adjacent established developments.
- Preference for no 3-storey housing.
- Avoid narrow hidden pathways and garage block areas where anti-social behaviour and littering may occur.

Further, with regard to conservation, we would like to see the conservation of the former S&D Railway route, and all the heritage artefacts. Therefore, the Parish Council are in agreement with, and support, the representation by the Friends of Stockton & Darlington Railway.

In addition, we would stress that the conservation of all heritage artefacts is important. This includes the Roman Road

Also vitally important, are the green areas such as The Whinnies Nature Reserve and the Water Park. We would like to see the Water Park listed as a Nature Reserve.

Designated Green Spaces

In accordance with paragraph 77 of the NPPF, the Parish Council wishes to have a number green spaces within the village designated as green spaces.

The following list may not be exhaustive, as there may be other spaces which we may wish to designate:

- The Water Park
- The Front at Middleton One Row
- The Playing Field at Station Road

	<ul style="list-style-type: none">• The Allotments at Sadberge Road• The Roman Road (Cade's Road)• The fields in the green gaps along Middleton Lane• The recreation field at DTVA <p>Boundaries and Green Gaps</p> <p>Regarding boundaries and green gaps, the spatial plan retains the gap between Middleton St George and Middleton One Row. It should also maintain the gap between Middleton St George and Oak Tree/Airport, and the proposed development boundary should be altered to ensure this.</p> <p>MSG Emerging Neighbourhood Plan</p> <p>Whilst the NDP is unable to progress at the moment, it did reach the Second Pre-draft stage. A certain amount of information can still be used to inform the present Consultation on the MSG Spatial Plan. The draft version of NDP should be considered.</p> <p>Community consultation has revealed that Middleton St George has a drainage problem, including foul drainage black spots in locations such as Middleton Lane. Some residents have started to study the issue in detail and have engaged with Northumbrian Water, which considers that the local drainage and sewerage infrastructure to be adequate and fit for purpose. The residents view is that there are regular and repeated instances of blocked drains, with raw sewage overflowing on to highway, to the detriment of environmental health. Local residents believe therefore, that the system is no longer fit for purpose and requires to be upgraded. They are also very concerned that further developments will be permitted without any improvements to an already unsatisfactory situation. Local attitude towards new development proposals is often openly hostile, in part, because of perceived sewerage capacity problems. Improvements will have to be the subject of negotiation with Northumbrian Water and any new development will be dependent upon the proven capacity of drains and sewers as well as improvements to the system, where required. If practicably possible, new developments will be required to provide independent justification that their proposals will not further compromise an already unsatisfactory situation, because local people are reluctant to believe the advice given by Northumbrian Water.</p> <p>Evidence will be required from applicants that their development proposals will not adversely impact upon the drainage and sewerage infrastructure of the settlement. When required, creative solutions will be required from developers to avert flood risk from surface water and SUDS systems may be required to address foul sewerage.</p>
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	<p>Policy Justification: In order to address genuine community concern about the number and frequency of flooding and pollution incidents, residents believe that developers need to provide independent evidence, above that provided by Northumbrian Water, that their proposals will not accentuate existing problems.</p> <p>Housing Numbers and "Sustainable Village"</p> <p>A total of 726 houses have been granted planning permission in the village since, and including "Gladman" at Sadberge Road, which would mean at least double the number of vehicles (and if those that are coming through the planning process are granted permission, the figure would come to 1,657 +, which would mean at least 3,314 vehicles (an underestimate) + 2 convenience stores (with extra private and commercial vehicles)).</p> <p>Darlington Borough Council's estimated housing target is 492 per year. Middleton St George has already supplied almost two years' worth of the housing supply for the whole of Darlington since Gladman. If all of the housing developments coming through the planning process are granted permission (i.e. 1,657+), the village will have supplied well over three years' supply for the whole of Darlington. This, whilst, according to CPRE calculations, only 493 (one year's supply) have been granted permission over the same period in the rest of Darlington.</p> <p>Two of the Key Sustainability Factors for Middleton St George are no longer valid (ref. Darlington Borough Council's 2016 Interim Planning Position Statement); the GP Surgery is no longer located within 1km of the centre of the village (in fact it is 1.3 miles from the centre of the proposed development site), and the bus service, as well as only being an hourly service weekdays until 6pm, does not serve the GP Surgery in its new location (we continually request an improved bus service, but so far in vain). We need, in order of priority (a) an improved route to take in the GP Surgery, (b) restoration of evening and Sunday service (c) restoration of half-hourly service, and (d) route linking other villages and Yarm.</p> <p>The Parish Council consider that it is extremely unjust to expect Middleton St George to supply three times as many houses as the rest of Darlington, especially given the fact that, now that the Council has published its Brown Field Land Register, there is the potential for developing that land prior to doing so on greenfield sites, as recommended by the Government, and also taking account of the fact that Middleton St George now fails two of the "sustainable village" criteria.</p> <p>We are of the opinion that, in light of the above, the "sustainability" of the village should be re-evaluated, and therefore we should not be asked to accept more housing.</p> <p>We consider that it is essential that DBC communicates with us on this issue as early as possible.</p>
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	<p>We look forward to further information with regard to the timetable and other elements of the Consultation process, in order to be able to count on a finally agreed development limit to the village that will be able to be relied on in planning terms.</p>
Ward Members Joint Response (Cllr D. Jones, Cllr B. Jones & Cllr York)	<p>Housing Development</p> <p>Aim</p> <p>To protect the village from inappropriate development and ensure that the needs of the present and future residents are provided for.</p> <ul style="list-style-type: none"> • Housing development should only take place at the extremities of the village where vehicular access out of the village is directly onto the A67 at St Georges Gate or the roundabout to the East with no through flow of traffic through the centre of the village • Housing development should cover the needs of the community and not just the developers. There should be an appropriate mix of housing types to include flats, starter homes and affordable homes, together with special needs accommodation and elderly person's bungalows and housing for those with disabilities and special needs subject to it meeting a proven need and being on a sustainable site and does not compromise the amenity of neighbouring residential occupiers. • It is not good enough for the council to accept cash in lieu of affordable - even if they do use the cash to build affordable elsewhere, • Housing developments should be sensibly planned with aesthetically well designed properties. Developments should incorporate sufficient off road parking to cope with modern needs and should incorporate good green open spaces. • Development should be structured so that it is spread over a prolonged period. We currently have several very large developments approved which will cause the growth of the village to be too rapid and will put too much strain on facilities. <p>Durham Tees Valley Airport</p> <ul style="list-style-type: none"> • Any further development at the Airport should be to expand commercial activities (e.g. small business units) to generate employment and every encouragement for continued use as a workable airport. <p>Village Facilities</p> <ul style="list-style-type: none"> • Village facilities need to be expanded - additional schooling is essential (ideally with a single site school). Further, secondary schooling requires considerable thought. Even with current approved plans, we must be moving to a point

	<p>where an additional secondary school would be justified.</p> <ul style="list-style-type: none"> Additional (better quality) local shopping facilities are needed to reduce the need for travel outside the village. A 'local' supermarket, butcher, baker perhaps. <p>Roads and Transport</p> <ul style="list-style-type: none"> The transport infrastructure needs to be improved. Traffic flow around the centre of the village (particularly by the Square and pharmacy) needs tackling as does the roundabout at Morton Palms - Peak time traffic lights perhaps? Additionally, the airport needs to be...an airport. <p>Conservation Area and Green Open Spaces</p> <ul style="list-style-type: none"> Maintain, protect and enhance green spaces and ensure that these are of high quality and allow the community to use them for health and wellbeing. In pursuit of this ensure that the landscape character is maintained and enhanced and that the coalescence of Middleton St George with adjacent settlements is prevented. The conservation area must be ...conserved with no development permitted. The open spaces which define areas within the village must be maintained - e.g. between Middleton St George and Middleton One Row and between Middleton St George and Oak Tree Additional leisure facilities should be provided - Additional sports facilities - open up the cricket club to create a "Recreation Hub" for all type of sport, age group and gender this club is a valuable part of Middleton St George history having been in existence over 100 years but now badly in need of refurbishment to accommodate the growing population and contribute to the quality of life for all age groups. Existing footpaths must be preserved. The old railway track will be like walking through a housing estate now so what we have left needs preserving/enhancing
Local Residents	<p>Summary of comments submitted:</p> <p>General housing and employment</p> <ul style="list-style-type: none"> The potential extent of new development is too numerous and will change the nature of the village. An appropriate mix of housing should be provided. There is a lack of affordable homes and suitable housing for the elderly. Concerns that the village is being asked to bear a disproportionate share of Darlington's housing need. 10% of the 10,000 homes have already been granted in the village. Concern regarding employment forecast and the uncertain impact of brexit. Housing market is relatively stable and no shortage of a particular class of housing.

	<ul style="list-style-type: none"> - Clarification required how housing target is derived. - Clarification required on how homes built since 2016 (beginning of plan period) contributes to meeting targets. - Brownfield land should be utilised for new homes. - Consideration should be given to the airport for a 'new town' site. - Phasing of building new homes is important. New design and technologies may become apparent / available later in the plan period. - No information provided on what kind of homes would match needs and how much demographic analysis underpins this. <p>Highways & sustainable transport</p> <ul style="list-style-type: none"> - Road infrastructure is not adequate. - Pedestrian safety a concern. - Parking provision is an issue in the village particularly within central areas. - Traffic congestion already problematic. - Highway safety and traffic concerns, particularly around the lorry park site, Yarm Road, Greenway / Middleton Rd junction, Station Rd and Morton Park junction. - Poor / no pedestrian links and lighting in areas adjacent to the lorry park site. - Concerns with vehicle access to the sites particularly via The Greenway , Grendon Gardens and High Stell. Suggestion that a new access and road should be provided from the west to these sites and linking to the A67. - Less concern with sites around the edges of the village. Considered to have less of an impact on highways. <p>Infrastructure</p> <ul style="list-style-type: none"> - General infrastructure constraints. - The plan's infrastructure proposals are piecemeal. - Surface and foul water implications. The village is susceptible to drainage issues. - New community facilities, services and recreation required. - No church in Middleton St George. Worship currently takes place in the primary school. - Local primary school oversubscribed. - Clarification required over how new education provision will be delivered, including secondary facilities. - The latest application from Story Homes outlines that they will have school facilities on the site which is not shown on the Council's draft plan. - The airport permission also includes a primary school, why is the Council proposing another in the village. - Concern regarding location of new school site in the draft plan.
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	<ul style="list-style-type: none"> - Location of GPs surgery inconvenient in relation to where most people live. Engagement needed between planners and GPs. - Clarification required on how planning obligations will be requested from development sites. - If proposals are granted planning permission, planning obligations should support required infrastructure. - The plan should protect the water park and consider its management. Consideration should also be given to its rural nature, elevated position and links to the wider area. - Durham Wildlife Trust are now managing the Whinnies Nature Reserve. They are looking for funding for fencing etc as this site is used daily by villagers. Could 106 monies be given to support the site. <p>Heritage and Conservation</p> <ul style="list-style-type: none"> - Separation between the two settlements Middleton St George and Middleton One Row supported. - Will the protection of the conservation area be upheld, recent decision suggests not. - Objection to the additional linear extension of the site at High Scrog Farm by Steve HemsonDhalgh & Associates, which is not included on the Council's draft spatial plan. The extension will impinge on the views from Middleton Lane across the fields and set a precedent for infilling between Middleton St George and Middleton One Row. <p>Development Limits</p> <ul style="list-style-type: none"> - Development limits welcomed as development so far appears uncontrolled and sprawling. <p>General Comments</p> <ul style="list-style-type: none"> - Criticism that the consultation period was over the Christmas period. - Residents feel that consultation to date has not been respected with no compromises made to schemes. - Some support for the draft plan. - Concern over the social cohesion of the community for both existing and new residents. - Concern over the accuracy of the site submission boundaries for land to the rear of Pinetree Gardens. Land registry Plans are unclear. - Better explanation needs to be provided with regards to the 'call for sites' plan. - Issue of homes being sold with a ground rent and maintenance charges. This causes problems for future home owners. The planning authority should only give consent to developers who don't adopt this practice.
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