



# **DARLINGTON BOROUGH COUNCIL**

## **Local Plan 2016-2036**

**Infrastructure Delivery Plan 2020**

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## Introduction

### 1. What is Infrastructure in terms of the Darlington IDP?

Based on the Tees Valley Strategic Infrastructure Plan 2015<sup>1</sup> the Darlington Infrastructure Delivery Plan (IDP) relates to the overall requirements for housing and economic growth proposed for Darlington– in the Proposed Submission Local Plan 2016-36.

The capacity, availability and provision of Infrastructure are key factors in ensuring development sites proposed for allocation in the Local Plan can be successfully developed and viably delivered by the development industry but also in ensuring that future residents and occupiers have the infrastructure they require as well as ensuring provision to existing residents and occupiers is unaffected.

The IDP therefore concentrates on physical infrastructure and key services. Education and Green and Blue Infrastructure have been described in relevant referenced documents in more detail and are summarised in the IDP. The same applies to the transport section where further detail is provided in the Local Plan Modelling Reports.

The timescale of this local plan is up until 2036 outlining necessary infrastructure to accommodate planned growth of 9,840 houses and 7,000 jobs in Darlington Borough.

This IDP is not a detailed precursor of infrastructure needs for individual sites coming forward for development. This still has to be set out in detail through the normal routes of the development and planning applications process.

The detail of needs and costing for individual sites will need to be discussed in each case with the appropriate providers and utilities in the pre application process or pre development enquiries.

### 2. IDP methodology

Sites and development need in terms of infrastructure has been tested with infrastructure and utility providers in an Infrastructure Stakeholder group which also included representatives of the development industry.

In March 2018 the Council published the Housing and Employment Land Availability Assessment (HELAA) which provided an initial assessment of sites to be included as allocations in the Draft Local Plan 2016-36. Within the assessment practical infrastructure needs for development have been tested and shared with relevant stakeholders (a list of which is provided in **Appendix 2**).

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<sup>1</sup> <https://teesvalley-ca.gov.uk/wp-content/uploads/2016/03/SIP-EXEC-SUMMARY-Jan-2015.pdf>

In the next stage the draft Local Plan 2016-2036 and proposed allocation sites for residential and employment development were tested with relevant stakeholders. Those discussions took place from April to November 2018.

In each section different infrastructure needs have been approached in the same manner. With the following process:

1. Outline of current provision/capacity
2. Additional need identified as a result of the policies and sites identified in the proposed Submission Local Plan 2016-36
3. Key Infrastructure requirements by utilities have been rated **per allocation site** via a **RAG (Red Amber Green)** rating and mapped on a Borough wide plan.

<b>Red</b>	<b>Critical infrastructure investment required</b>  - high viability impact for site - complex need and high cost of delivery of significant infrastructure on site -Significant existing capacity issue
<b>Amber</b>	<b>Key infrastructure investment required</b>  - Some impact on viability for site - Some key investment in site needed in order to proceed - Some existing capacity issues identified
<b>Green</b>	<b>Limited infrastructure investment required</b>  - Normal impact of viability of site - Some infrastructure already in place for delivery of development -No existing capacity issues

Some chapters i.e. Education / Green and Blue Infrastructure refer to the requirements set in the Proposed Submission Local Plan 2016-2036 or other delivery strategies which are quoted, **hyperlinked** as main evidence and briefly summarised.

**Section 7** summarises potential delivery mechanisms and funding approaches to get infrastructure needs and requirements into place for the delivery of development.

**Appendix 3** outlines the significant individual infrastructure projects, time scales of requirement in 5 year (**2020-2025 / 2025-2030 / 2030+**), estimated cost and where possible identifies funding sources and key delivery bodies.

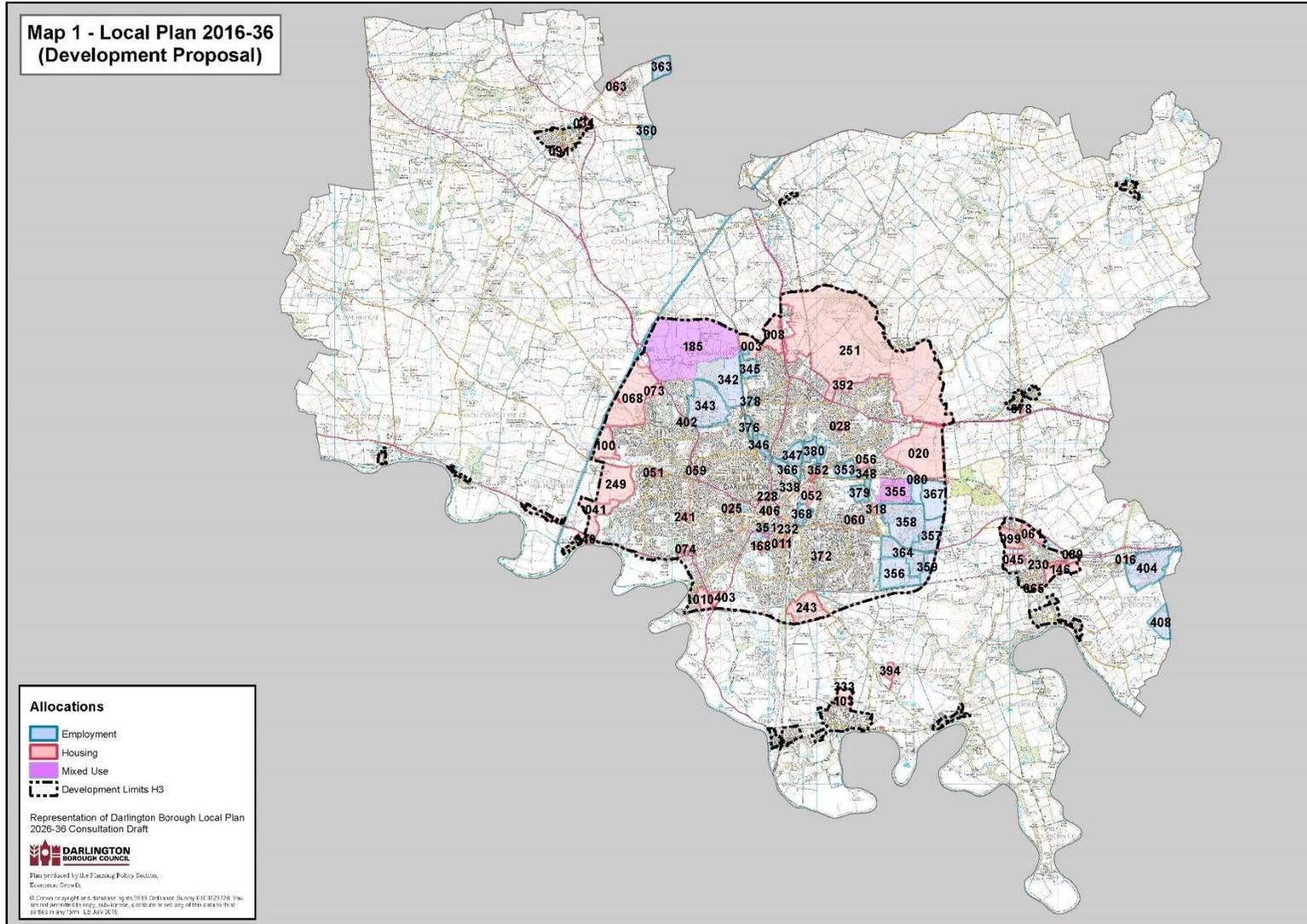
### 3. Proposed Submission Local Plan 2016-36 (Implications/Phasing of development)

The proposed Submission Local Plan is a progression of the Draft Local Plan 2016-2036 consulted upon in Summer 2018. Some allocations have changed in size and have been altered due to the consultation process with the public and statutory stakeholders. Figures of the Proposed Submission Local Plan 2016 – 2036 still follow the growth aspirations for Darlington.

Land Use	No. of Sites	Site size (ha)
Housing	56	935.4
Mixed	2	88.6
Employment	28	579.46
<b>Total</b>	<b>86</b>	<b>1603.46</b>

In total 86 sites and 1603.46 hectares (ha) of land have been committed and allocated for residential, mixed and employment use. **Map 1** provides an overview of all the suggested sites. Further details of the sites are included in the table in **Appendix 1** and follow the numbering in the proposed Submission Local Plan 2016-2036.

Map 1: Allocations of the Proposed Submission Local Plan 2016-36



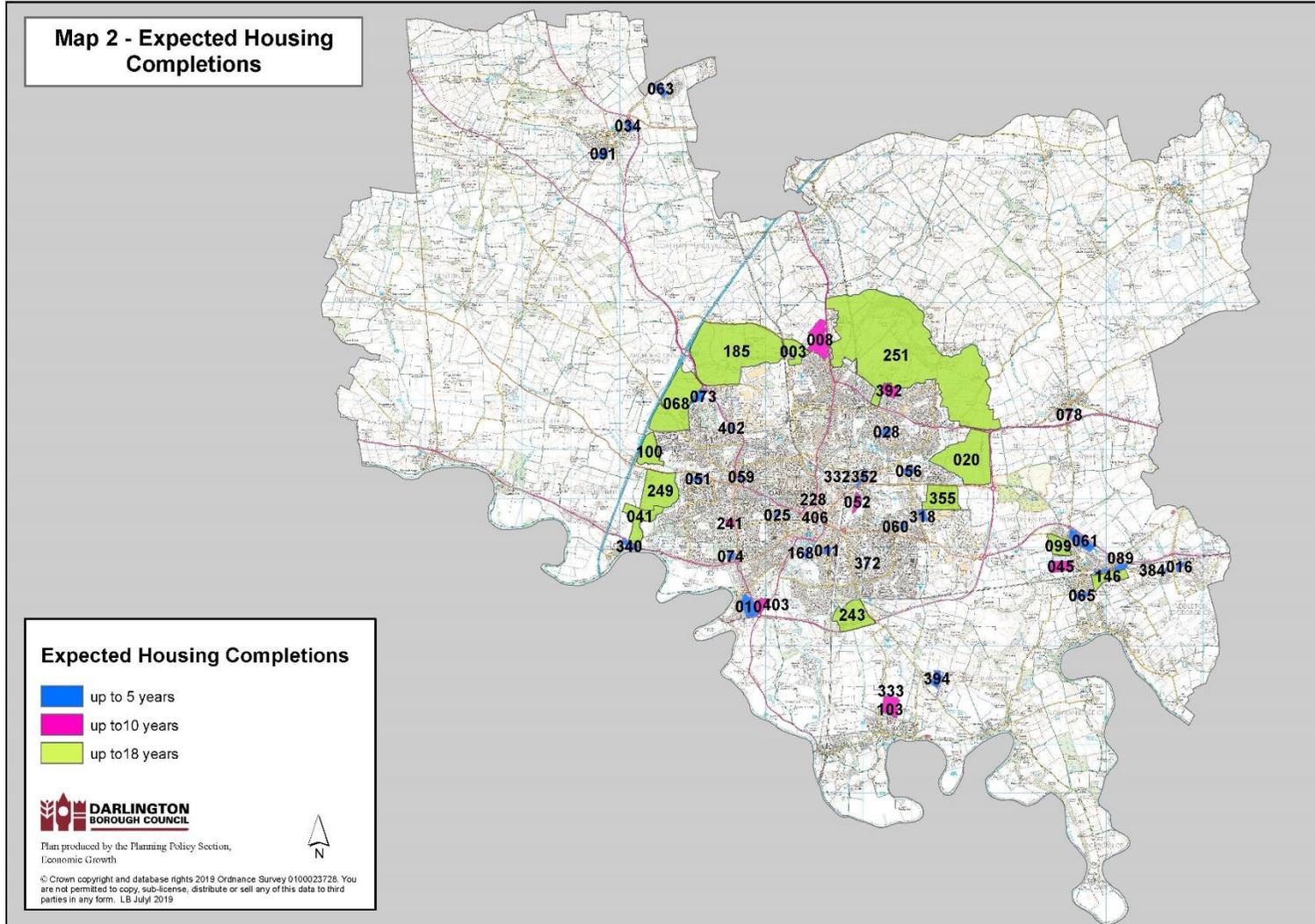
## **Phasing of Development**

The phasing and associated development pipeline are crucial for the IDP and the provision and implementation of infrastructure. Forecasting the timing and likely phasing is generally easier for residential sites than it is for employment sites which are dependent on economic investment and locational factors. Further information on the housing trajectory assumptions in the Local Plan are included in the [‘Housing Topic Paper’](#).

Representatives of the development industry were consulted to assist with identifying when residential developments are likely to happen over the period of the Local Plan. These assumptions have been shared with infrastructure and amenity providers to confirm the timing is realistic for the provision of the additional infrastructure that will be required.

**Map 2** shows the anticipated development sequence and anticipated build-out timings of allocated residential sites which has been shared with infrastructure and utility providers.

Map 2: Expected Housing Completions (2016-2036)



## Section 1 - Utilities

### Gas Network

#### Current Provision

Provision for Darlington Borough comes from the Northern Gas Networks (NGN) which provides gas networks within the Yorkshire and North East delivery region.

#### Provision of future demand

The new gas network interconnectors the Langeled pipeline imports Norwegian gas into Easington, County Durham<sup>2</sup>, UK. It has an annual capacity of 25.5 billion cubic metres, equivalent to around 20% of Britain's peak gas demand. Local demand within the Northeast and Darlington is covered with this new source for the next 20 years minimum.

The density and capacity of gas pipe network and distribution station in Darlington covers the Urban Core of the Borough well and rural villages are amply covered with supply lines. Key distributors sit within the Darlington Town Centre Fringe at John Street and with sub regional function a distribution station for Teesside and Darlington is located at Bishopton Road north of Great Burdon.

**Map 3** illustrates the likely capacity issues and pressure placed upon the local network by the proposed allocations.

#### Future Requirement

Based on discussions with Northern Gas Networks about the proposed allocations in the Local Plan requirements for individual sites are mostly marginal and mostly within capacity and network reach.

In principal larger new urban extension areas of 30 hectares plus with around 500 homes and above will require more investment than smaller urban infill sites which can connect into existing networks in the ground.

Areas where investment is likely to be needed and where an intermediate issue has been identified includes the following residential extension sites:

251 Skerningham	185 Greater Faverdale	100 Hall Hill Farm
41 & 249 Conniscliffe Park development	20 Burdon Hill	243 Neasham Road
68 West Park Garden Village	03 & 08 North Harrowgate Hill development	

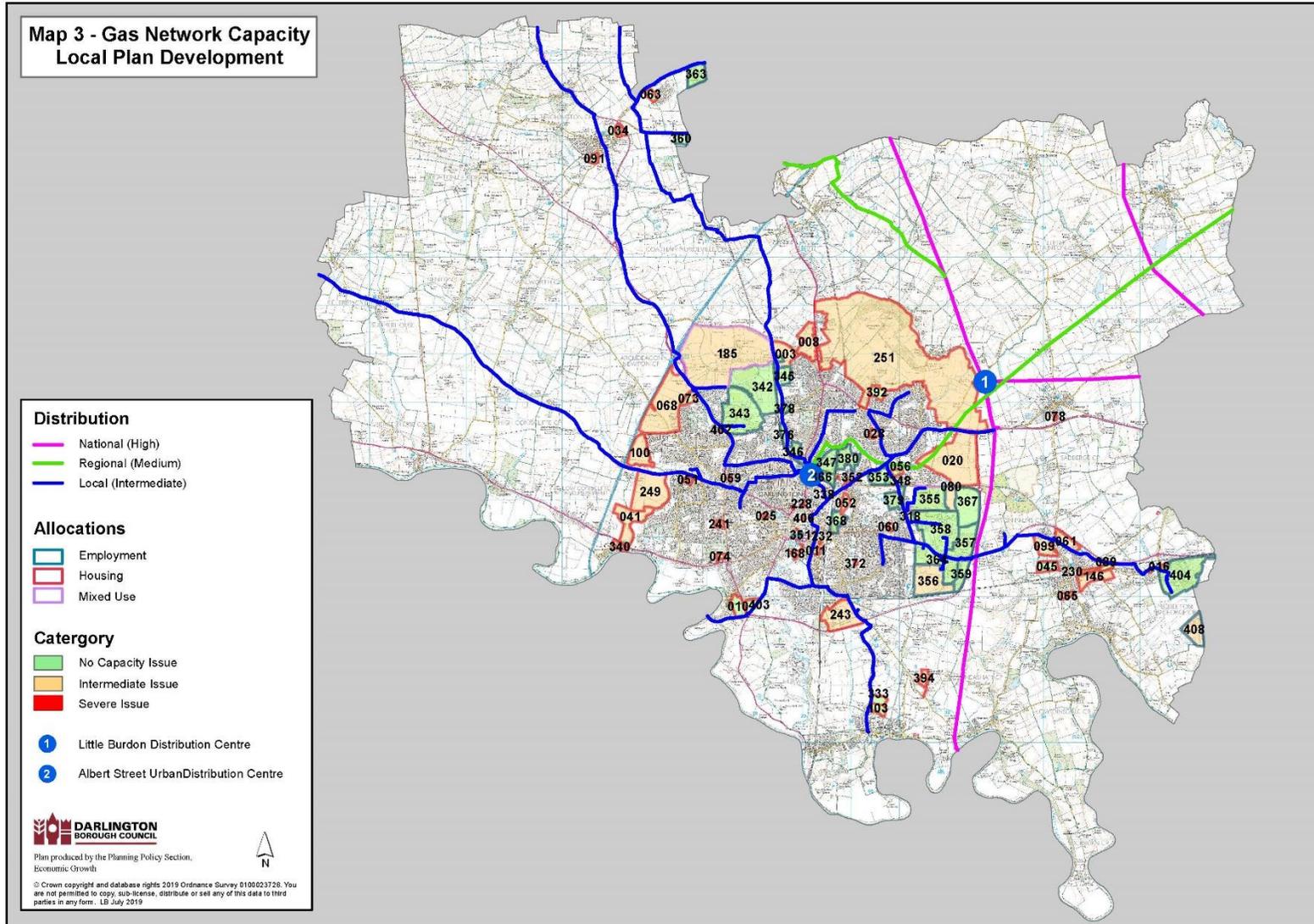
<sup>2</sup> <https://www.northerngasnetworks.co.uk/wp-content/uploads/2017/04/business-plan-2012.pdf>

Gas network connection and delivery will cost above average on the more remote rural Housing sites and particularly those of a larger scale near service Villages like Hurworth and Middleton St George.

The following proposed employment allocations will require a new connector and delivery network for the sizeable employment usage anticipated.

185 Greater Faverdale	80 East of Lingfield Point	356 Ingenium Parc
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### Map 3 – Gas Network Capacity



## Electricity Network

### Current Provision

The electricity infrastructure network provider in Darlington is Northern Powergrid North East LTD which is part of the Yorkshire and North East Region Distribution Network Operator (DNO) called Northern Powergrid (NPG).

Darlington Borough is currently supplied from 8 primary substations of which 6 sit within the Urban area of the Borough. Most of them are connected via 33kV to 11 kV circuits. Skerneside Primary near Newton Aycliffe provides the Heighington Area and Urlay Nook in the Stockton area the Teeside International Airport and parts of Middleton St George. Northern Powergrid has an innovative large 2.5MV renewable battery apparatus at Rise Carr primary substation which functions to deal with peak times and improve the efficiency of the supply and consumption of electricity within Darlington.

Primary Substation	Firm Capacity MVA	Max Demand MVA	Available Capacity MVA
Rise Carr	23	10.7	12.3
Darlington Central	32	8	24
Darlington	24	17	7
Darlington West	24	19	5
Darlington East	24	17	7
Darlington North	24	14	10
<b>Total</b>	<b>151</b>	<b>85.7</b>	<b>65.3</b>

The locations of the relevant substations can be seen on **Map 4**. Provision on current consumer levels are more than sufficient for the Darlington Borough.

### Future provision

The North East will soon be host to a major electricity interconnector, the North Sea Link (NSL), which will connect the UK and Norway electricity systems via a subsea cable running from Kvilldal in Norway to Blyth in the North East of England.

Jointly owned by Statnett and National Grid, it will have a capacity of 1.4 GW and cable length of 720 km. It is expected to begin construction in 2017/18 and be operational in 2021. This will increase and stabilise electricity provision and peak usage via renewables and alternative sources for the network in England and especially the Northern Powergrid distribution area in the North East and Darlington Borough.

With regard to Darlington Northern Powergrid has recently commenced a significant £9m investment programme with works ongoing in 5 phases until the end of 2023. This will include replacement of 48km of old 6kv underground cable network to a new 11kv network and the upgrading of 96 electricity substations. This is expected to double the capacity in the central and northern parts of Darlington improving resilience and reliability for existing customers but also provide extra capacity to meet the towns future needs.

### Future requirement

The residential and employment growth anticipated over the Local Plan period, and some proposed allocation sites in particular, would have meant that the current network would have reached capacity, however this recently commenced upgrade programme will assist in alleviating this and increasing the capacity of the network.

The Strategic allocations to the North and West of Darlington will significantly increase demand although the upgrading of the local network near to these site to 11kV will increase capacity although additional on and off-site investment for each of Skerningham and Greater Faverdale sites may still be required.

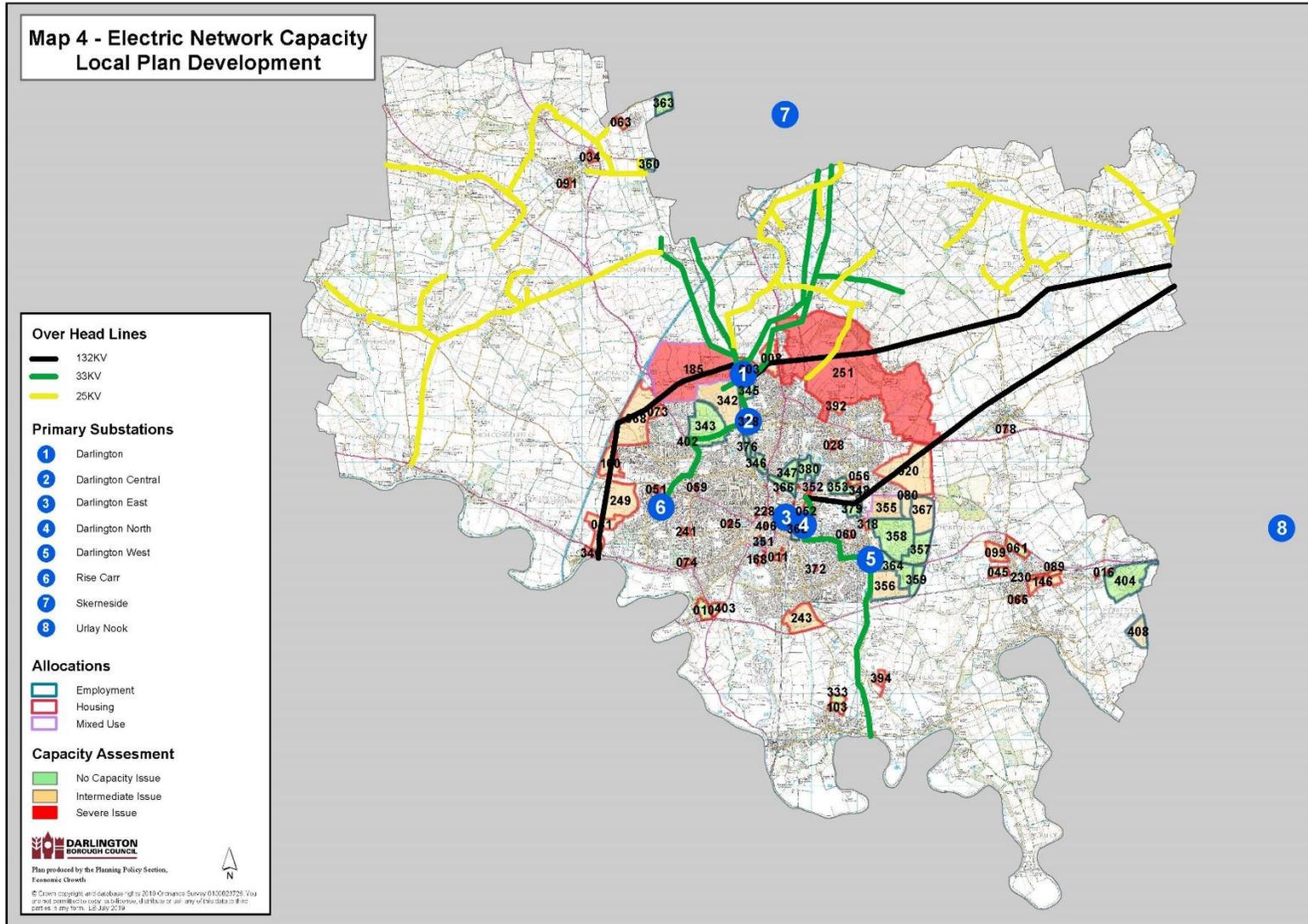
In addition the volume of development sites in Middleton St George exceeds the 11kv feeder capacity from Urray Nook and Darlington East Primary Substation, creating, like most of the larger urban extensions, an intermediate issue requiring further investment.

063 School Aycliffe	091 Walworth Road Heighington	100 Hall Hill Farm
41 & 249 Conniscliffe Park development	20 Burdon Hill	243 Snipe Lane Hurworth Moor
68 West Park Garden Village	08 Berrymeade Farm	392 Elm Tree Farm
061 The Paddocks MSG	099 Maxgate Farm, MSG	146 Land South of Railway line, MSG

The following mixed-use and new employment areas depending on sector specific demands may require significant on site electrical investment:

342 Faverdale East	356 Ingenium Parc	367 Link 66 / Symmetry Park
355 Lingfield Point	080 East of Lingfield Point	408 DTVA South

### Map 4: Electricity Network Capacity



## Water Network (Water / Sewerage)

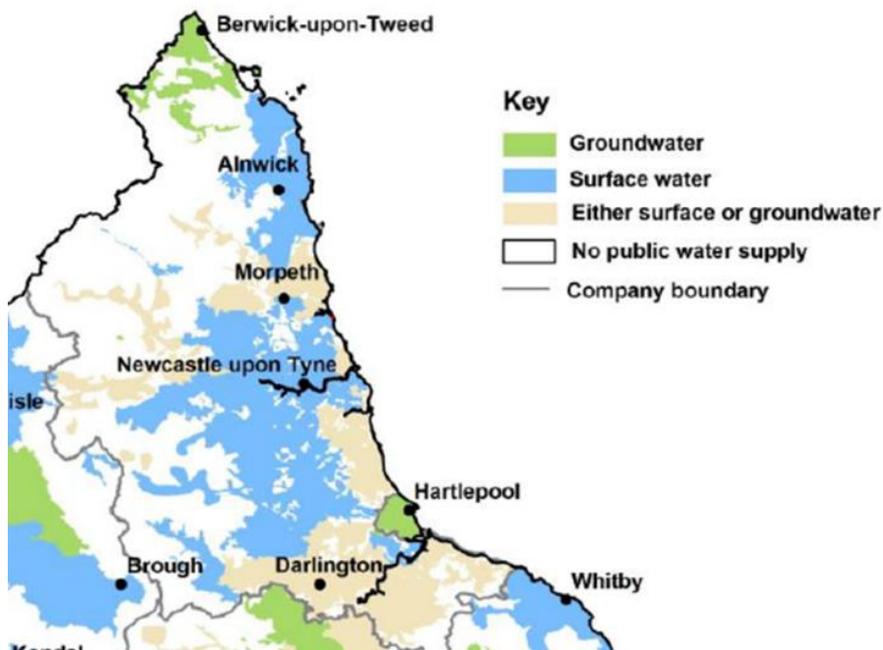
### Current Provision

Water and sewerage supply and treatment is provided to Darlington Borough by Northumbrian Water who supplies water and provides sewerage services to 2.7 million properties in the North East covering Tyneside, Wearside and Teesside plus rural Northumberland, County Durham and parts of North Yorkshire.

Darlington is well supplied with water and has ample sewerage capacity. Two water treatment works supply Darlington and most of Teesside. Stressholme and Broken Scar Treatment Works are recently modernised and enhanced facilities by Northumbrian Water with capacity of up to 180 million litres / per day.

Water supply for the Tees Valley including Darlington comes for from the Upper Teesdale Reservoirs of Grassholme, Hury, Selset, Blackton and Balderhead with extra demands if needed catered for by Kielder and Derwent Reservoirs.

### Ofwat Water Resource Management Plans 2019.



### Future requirement

Water remains a readily available utility in the North East and there are no significant issues with future capacity. Northumbrian Water is confident that in terms of supply no issues will arise.

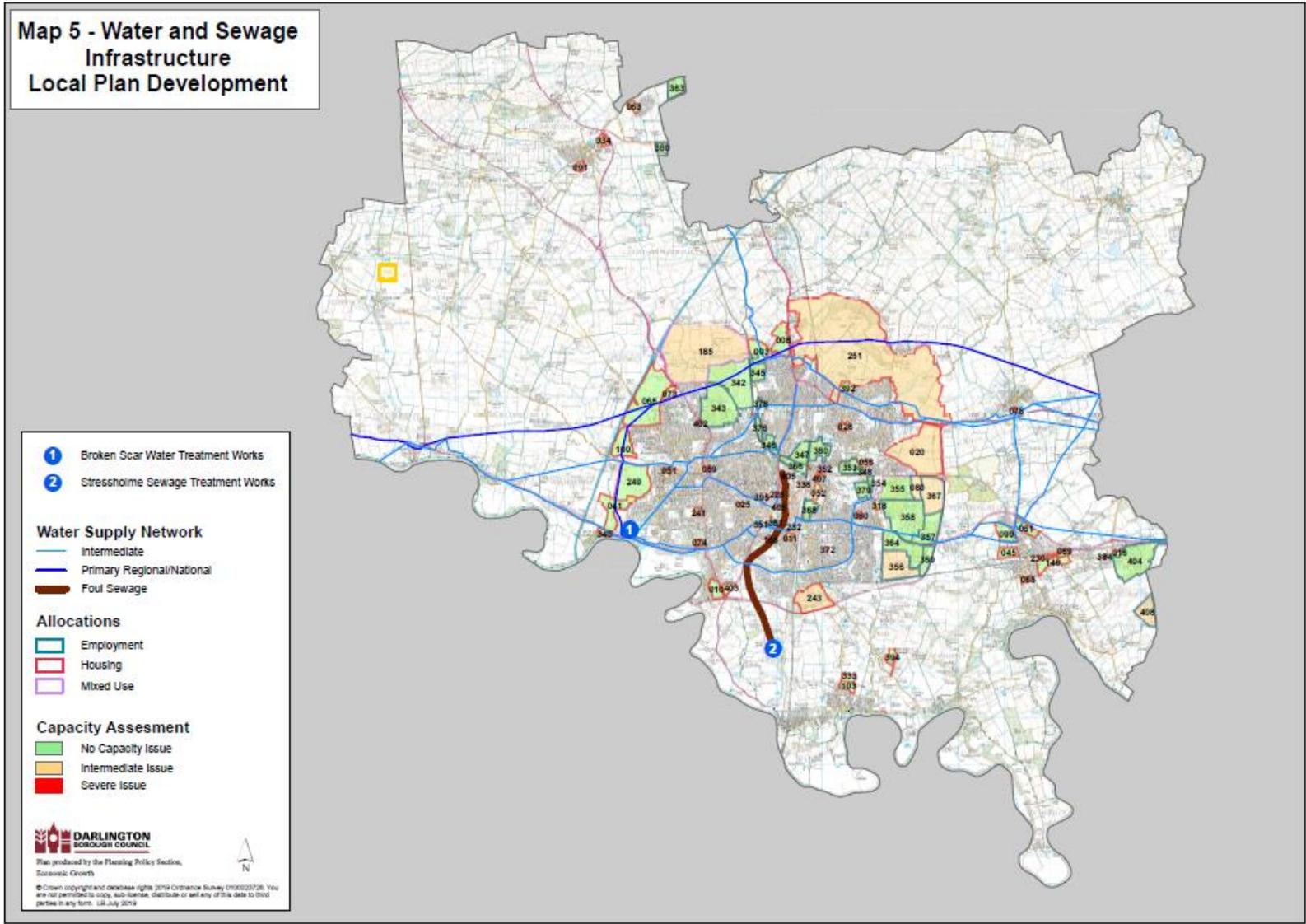
Waste water treatment capacity is also not seen as an issue and both waste water treatment works at Broken Scar and Stressholme are capable of taking waste water and sewage capacity from planned developments.

There are some issues the larger urban extension sites will need to factor in including a newly installed sewerage pipe network. In addition, increased development to the East of Darlington could mean a new main sewer may be required next to the A66 for Burdon Hill and the Skertingham development in due course.

Potential allocations amber classified where further investment may be required are:

251 Skertingham	20 Burdon Hill	185 Greater Faverdale
41 & 249 Conniscliffe Park development		

### Map 5: Water and Sewage Infrastructure



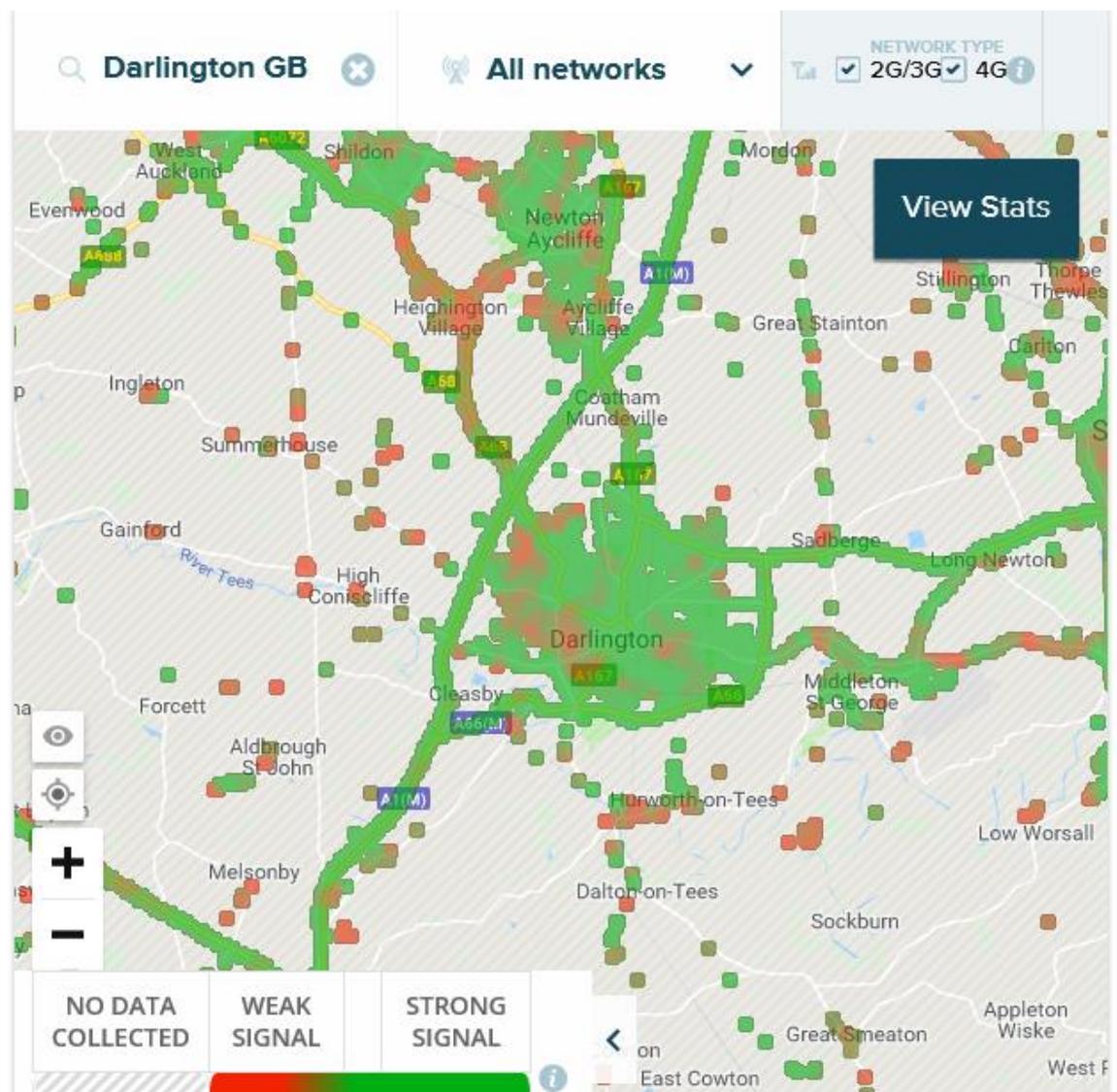
## Telecoms Network (Conventional / Mobile)

### Current Provision

For the fixed network of telecoms and telephony British Telecom (BT) is the sole provider of infrastructure within Darlington Borough and the network has comprehensive coverage across the Borough.

For mobile telephony all main operators serve the Borough. O2, Vodafone, EE and Three have telephone transmitters within the Borough which provides good to excellent 3G / 4G coverage for mobile phones indoors and outdoors. Due to economies of scale and location of telecom masts Urban Areas are better served than some of the rural areas in the West and the East of the Borough.

All service maps and service strength for all providers for mobile telephony are available at <https://checker.ofcom.org.uk/mobile-coverage>.



**Source:** Which? <https://www.which.co.uk/reviews/mobile-phone-providers/article/mobile-phone-coverage-map>

## Future Requirements

Fixed telephony requirements through BT networks will be more than likely be phased out due to technological progression and move to telephony services to fixed fibre computer integrated and mobile services.

All mobile networks currently preparing after the 5G auction to upgrade within the next years to 5G services on existing bandwidths. From 2025 it is likely that the Tees Valley will be benefiting from High Frequency 5G which is enabled to provide mobile speeds up to 1 gb/sec.

Growth anticipated through the proposed Submission Local Plan (2016-2036) will be easily covered by providers in the urban areas and extensions of the Town will require adequate upgrades of coverage. Some rural areas would still require a 4G upgrade before 5G will be realistically provided.

## Broadband Network

### Current Provision

Openreach and Virgin Media are the only provider of fixed broadband infrastructure within Darlington Borough.

Virgin Media's network has been mainly established in Darlington by Commcast Teesside from the early 90s to provide cable television facilities to the household. These are now used as Fibre to the Premise (FTTP) connectivity into the premise for Broadband connectivity.

BT Openreach started investing in fibre-based connectivity in the Urban Area of the Borough from 2012 to compete with Virgin Media on a commercial basis. BT Openreach's technology solution is based on Fibre to the Cabinet (FTTC) which uses copper telephone lines from the fibre enabled cabinet to the home with speeds up to 80mb / sec.

Through the National Broadband Strategy "Britains Superfast Future" 2010<sup>3</sup> prepared by Broadband Delivery UK (BDUK) for the Department of Culture Media and Sports (DCMS) a Superfast Broadband Programme for the UK has been set up with targets to enhance broadband speed to allow digital evolution for residents and businesses and to remain as a country competitive with the rest of the world.

Before the rollout of the Digital Durham BDUK programme (2011) the broadband speed map of Darlington Borough showed that only 65% of premises in the Borough were able to receive superfast speeds of 24 mb/sec plus<sup>4</sup>.

In January 2018 Darlington Borough had relatively good coverage in terms of premises covered by superfast speeds. 95.3% of the boroughs premises are now after the first

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<sup>3</sup> The UK Government defines superfast broadband as download speeds of 24 megabits per second (mb/sec)

<sup>4</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/78096/10-1320-britains-superfast-broadband-future.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/78096/10-1320-britains-superfast-broadband-future.pdf)

phase of the BDUK programme by Digital Durham / BT Openreach able to pick up speeds of 24 mb/sec which exceeded the national target.

### **Future Requirements**

Tees Valley Combined Authority set a target of 98.1 % of the Borough to be connected to Superfast speeds by March 2020 through the national Superfast Extension Programme (SEP)<sup>5</sup> which is co-funded by BDUK and the Mayoral Devolution fund of the TVCA.

Targeting mostly rural communities in the Borough the Phase 2 programme will be used to improve up to 3500 premises within Darlington to enhance broadband speeds to allow residents and businesses. **Map 6** shows the areas TVCA and the Borough Council are targeting to get up to 98.1% coverage by 2021.

Other rural areas which are shown as white in the map are able to use voucher schemes such as the UK-wide “Better Broadband Scheme” who provide vouchers to enable an affordable broadband connection to homes and businesses that are unable to access a broadband service with a download of speed of at least 2mb/sec until 2020.

Also, in May 2019 a voucher based Rural Gigabit Connectivity Programme was launched which will be able to encourage take up of gigabit capable technology for residents and businesses in rural areas.

In relation to Local Plan based growth and allocation sites developers are now responsible to connect sites to fibre based broadband infrastructure capable of speeds of up to 1 gb/sec.

Urban extension areas and Strategic Sites need to take providing fast broadband connectivity as essential development criteria to support their developments commercial viability and marketability.

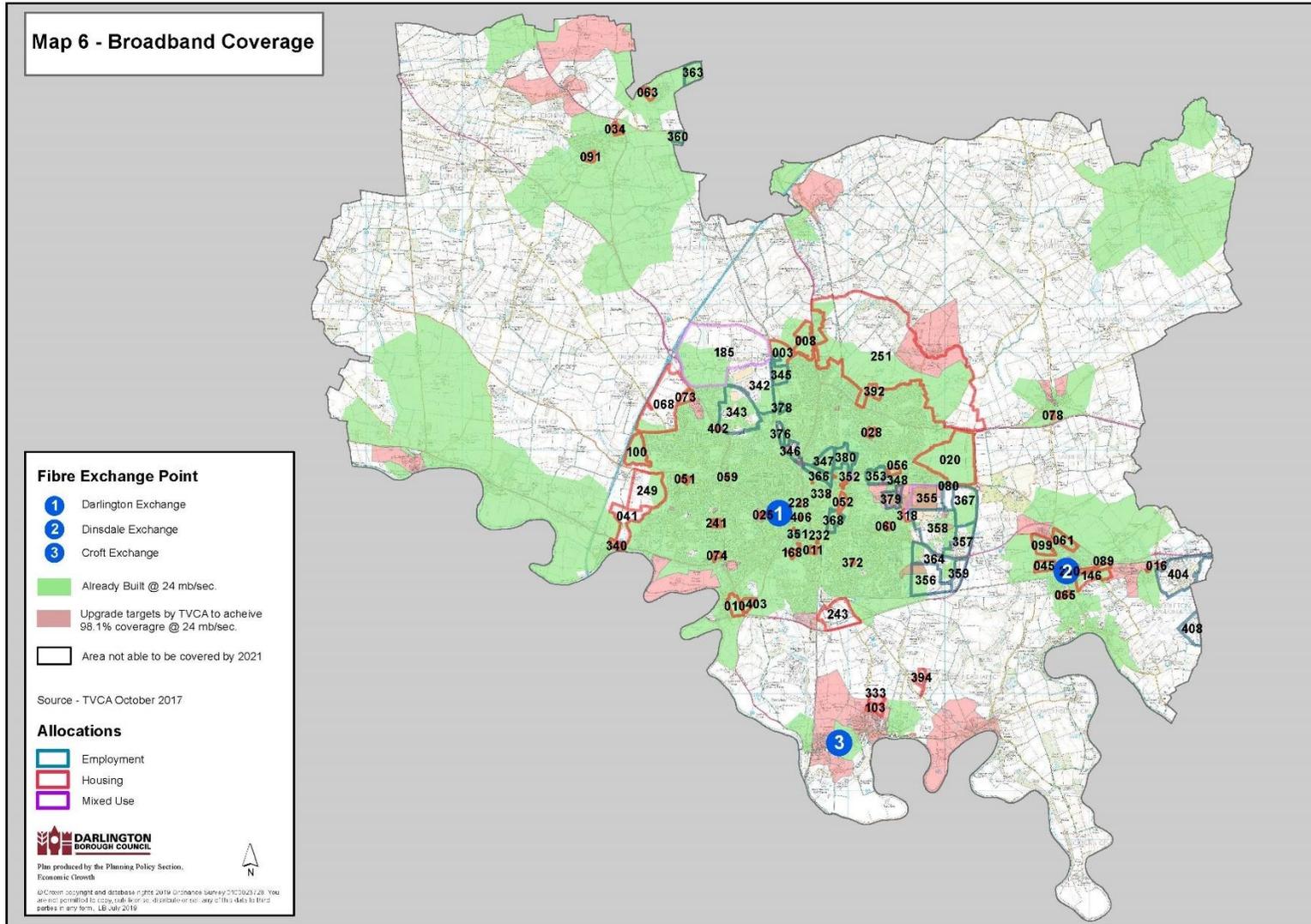
### **Future provision**

As speeds and requirements for digital usage are getting faster and more complex Local Full Fibre Network (LFFN) solutions are being considered by TVCA and the Council to offer a competitive environment for growth and business as well as enhanced quality of digital live for residents. Those investments in LFFN would also benefit the roll out of mobile High frequency 5G network in the Tees Valley.

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<sup>5</sup> Phase 2 of the BDUK led Superfast Broadband Programme (target 97% by 2020)

## Map 6 – Broadband Coverage



## Waste

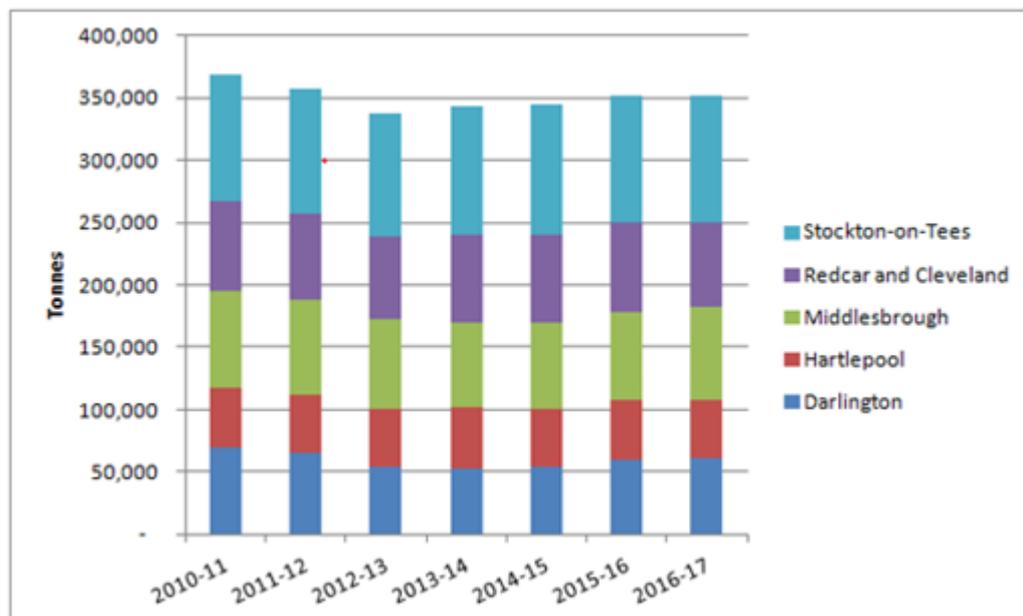
### Current Provision

Darlington is jointly covered with other Tees Valley Authorities in the [Tees Valley Minerals and Waste Strategy 2011-2026](#) and the [Tees Valley Joint Waste Management Strategy 2008 -2020](#).

Whilst the Strategy suggests actual waste locations and facilities within the Tees Valley the Management Plan focuses on reduction of waste per inhabitant and increasing recycling percentages.

Currently there are no waste facilities and landfill sites currently or foreseen to be located within the boundary of Darlington Borough. All except the Council's Household Waste Recycling Centre (HWRC) are based outside the boundary of the Borough.

The Waste Management Strategy progresses the waste minimisation strategy which prevents waste, reduces disposal tonnages and increases re-use. Recycling targets have been set on European, National and Local level. In 2016-17 circa 1 tonne per household (2.3 persons) has been created in the Tees Valley. This level has been relatively static since 2012. Darlington's level of Local Authority Collected Waste has also been static at around 52,000 tonnes per annum since 2010. The average is 1.08tonne per Household per annum in the Darlington Borough.



Graph 1 - Tees Valley Authorities Local Authority Collected Waste 2010-2017

Darlington BC currently has a service level agreement with the John Wade Group and Stonegrave Aggregates LTD for Land fill and household waste recycling. John Wade operates from the County Durham based Aycliffe Quarry north of the Boroughs boundary. The Household Waste Recycling Centre is based in Drinkfield Industrial Estate. It is one of the four Household Waste Recycling Centres in the Tees Valley. The capacity of the HWRC in Drinkfield is limited to 25,000 tonnes. Kerbside collection is operated by Darlington Council bi-weekly collection for Household waste and Recycling Waste with a two bin system used (black and green). Garden waste can now be collected from the kerbside subject to a paid subscription system.

#### **Future requirement:**

Darlington BC is jointly planning with other Tees Valley Authorities through the Tees Valley Joint Waste Management Strategy 2020-2035 how to sustainably plan waste management and facilities for the future. The plan does foresee further reductions in Waste per household due to different mitigation approaches including prevention and recycling. Darlington BC will in the future, like all the other Tees Valley Local Authorities, have to consider joint approaches to utilise greater capacity options for Energy from Waste based in the Tees Valley rather than current contracted landfill site options.

In terms of Local Plan growth capacity and impact for waste management will be minimal and capacity will be able to be dealt with on a Borough and Tees Valley level.

Work is also due to start soon to update the Joint Minerals and Waste DPD's.

## Section 2: Transport

### Strategic and Local Road Network

Road infrastructure is a key element of hard infrastructure provision for Darlington. Transport infrastructure provides capacity for economic and development growth.

#### **Current Provision**

Darlington Borough Council is well served with access to Strategic Road Network (SRN) managed and provided by the Highways England and Local Road network managed and provided by Darlington Borough Council.

**Map 7** shows the current Strategic Road Network of A1M and A66 and all relevant A and B Roads for the Local Strategic Road Network. All local distributor roads below B level and service roads are not displayed on this Local Plan area wide map.

Level of provision on the SRN is guided by the DFT through its multi annual Programmes of the Road Investments Strategy (RIS). The current RIS 1 2015-2020 comprises:

- a long-term vision for England's motorways and major roads, outlining how we will create smooth, smart and sustainable roads;
- a multi-year investment plan that will be used to improve the network and create better roads for users
- high-level objectives for the first roads period 2015 to 2020.

Within this period no scheme in the Darlington Borough received any support. The closest scheme with an impact upon the Borough was the A1 upgrade to three lane motorway from Barton (Jct 56) to Leeming (Jct 51) completed in 2018. Also sections of the cross Pennine Route of the A66 outside the Borough were upgraded to dual carriageway with a further scheme recently announced by the government to dual the entirety of the A66 from Scotch Corner to Penrith which will reduce journey times from Darlington and the Tees Valley to North West England and Scotland.



## **Future Requirement**

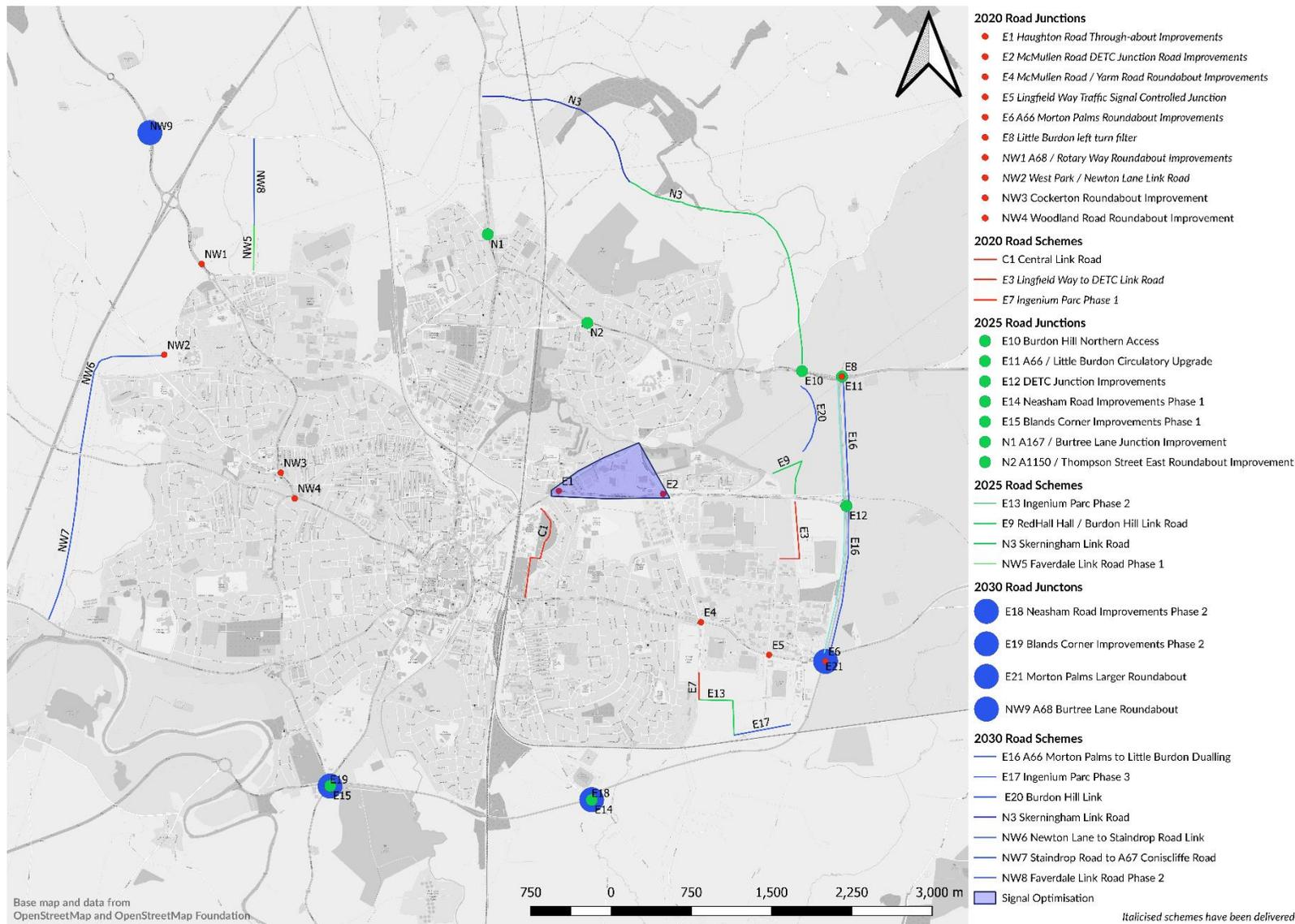
### **Strategic and Local Road Network**

A number of highway mitigation schemes are proposed as detailed on **Map 8** and some have already been delivered. They comprise improvements at key junctions and new link roads, that perform a dual function of creating access for development and providing an efficient route for through traffic. They are listed in **Appendix 3** and contributions will be sought from developers and other sources to fund these schemes.

Further detail on the evidence and detailed modelling work that has been undertaken is included in the council's highways evidence base documents:

- [SD66 Strategic Transport Modelling Report](#)
- [SD67 Coniscliffe Aimsun Modelling](#)
- [SD68 North Darlington Aimsun Modelling](#)
- [SD69 A66 Corridor Vissim Model](#)

**Map 8: Future major transport requirements in Darlington until 2036**



## Sustainable transport and public transport

### Current provision

Darlington BC is well provided with public and sustainable transport infrastructure provisions.

The borough has access to three train lines: East Coast Main Line (ECML), the Bishop Line (Bishop Auckland – Darlington and Darlington to Middlesbrough and Saltburn Line.

There are 4 stations within the Borough. The main station on the ECML Darlington Station run by LNER where all lines arrive at and one station on the Bishop Line at North Road and two on the Darlington to Middlesbrough line at Dinsdale (Middleton St George) and Teesside Airport. Darlington Bank Top Station also secured funding for area Masterplanning and Feasibility work to upgrade to HS2 standard with further Department for Transport funding announced in the future. This would enable the station to operate more effectively, enable quicker train speeds and integrate better into the local public transport systems and with effective linkages to Darlington Town Centre.

Darlington has an extensive Bus Public Transport network provided by Arriva, Hodgson Coaches, Scarlett Band and Dales & District. It includes high frequency 10 min services within the Urban Area and links to Darlington's rural hinterland. Well-connected express services to other sub regions (County Durham / Tyne and Wear / Tees Valley / North Yorkshire) and national connectors to metropolitan areas like the London route and Cross Country route (i.e. Glasgow, Birmingham, Manchester) via National Express operate from Darlington Town Centre.

### Arriva Town Centre Services map



Darlington has a comprehensive and generally well-designed cycle network with 8 major inner town cycle routes and National Route Cycle Route 14 (Darlington – South Shields) which has been promoted through the Cycle Demonstration Towns

programme from 2005-2011. The programme has been co-ordinated by the Council through the Local motion Team now part of Connect Tees Valley to support modal shift towards cycling. Also 10 recreational cycle routes have been created by the Council within Urban and rural areas.

A well-maintained network of footpaths, bridleways and Public rights of Ways (PROW) are provided by the Council and supplemented by 13 recreational walks based on Nature reserves and Parks within the Borough.

### **Future requirement**

Based on local plan growth expectations provision of all sustainable slow transport modes need to be improved through site specific provisions or financially contributions via planning obligations and/or developer contributions.

Larger development sites such as the strategic sites are required to produce travel plans and provide within the development suitable standards and quality networks for sustainable transport. This would involve new or extended bus connections and cycle and pedestrian routes which would support recreational and commuting options.

## Section 3: Emergency Services

### Ambulance Services

Ambulances are run by ambulance trusts throughout England, roughly based on counties. Each ambulance trust typically has 10-15 stations, which vary in size. Across the whole of the North East, the Ambulance Service deals with around 1,050-1,100 Accident and Emergency patients a day.

The North East Ambulance Service NHS Foundation Trust (NEAS) operates across Northumberland, Tyne and Wear, County Durham, Darlington and Teesside. It provides an Emergency Care Service to respond to 999 calls, and a Patient Transport Service (PTS) which provides pre-planned non-emergency transport for patients in the region. NEAS also delivers specialist response services through the Hazardous Area Response Team (HART). HART units are made up of specially-trained paramedics who deal with major incidents.

The majority of the Trust's services are commissioned and paid for by 10 local CCGs, meaning that they are accountable to them for performance and the delivery of safe, effective and responsive care. The Trust forms an integral part of the health service across the North East and works closely with many NHS partners to ensure services for patients are joined-up and as effective as possible. Local partners include eight acute hospital trusts, two mental health trusts, 12 local unitary authorities, police and fire services and voluntary agencies.

There are three ambulance stations in Darlington:

- **Darlington Memorial Hospital**
- **Darlington West Park Hospital**

- **Teesside International Airport**

NEAS are also due to have a base in the newly refurbished Darlington Community Fire Station in the centre of town.

To help reduce over-reliance on Ambulances and A&E, people can phone the NHS 111 non-emergency number, for situations where they think they urgently need medical help but it is not a life-threatening situation. The NHS 111 service will ask questions to assess symptoms, then provide healthcare advice or direction to the local service that can help best, such as A&E, an urgent care centre, or a late-opening chemist.

The level and types of housing and economic growth planned with the Darlington Local Plan 2016-2036 should not have any impacts on the level of Ambulance Services required across Darlington, primarily because transportation requirements are based on health care needs.

## Fire and Rescue Services

Darlington is served by the County Durham and Darlington Fire and Rescue Service (CDDFRS) as is the Durham Council area in County Durham. One of the 5 service areas of the CDDFRS is called 'Darlington District' and includes Newton Aycliffe and Sedgfield and the entire Darlington Borough Council area.

The following Fire Stations are located in 'Darlington District' Area:

- **Darlington Community Fire Station, St Cuthberts Way**
- **Newton Aycliffe, Joint Police and Fire Service Station, Central Avenue, Co. Durham**
- **Sedgfield Fire Station, Ropers Garth, co. Durham**

### Managing district capabilities

The availability of emergency response appliances is key to maximising the capability of the service. Ensuring the continued availability of all front-line appliances is a key objective of the district.

The district operates under the support and guidance of the Emergency Response & Resilience Planning section and the Assurance and Assets section to ensure that capabilities are maintained, with foreseeable risks identified, managed and mitigated and to ensure that business continuity arrangements remain current and tested in line with service procedure.

Mutual Co-operation Agreement within this District Area exist with North Yorkshire and Cleveland Fire Services to provide assistance on larger scale.

<https://www.ddfire.gov.uk/sites/default/files/attachments/Darlington%20District%20Local%20Risk%20Profile%202018-19.pdf>

### Future requirements:

The level and types of housing and economic growth planned with the Darlington Local Plan 2016-2036 should not have any impacts on the level of fire and rescue

services required across Darlington, primarily because new buildings must meet current building regulations which require sprinklers in commercial buildings and hard-wired smoke alarms in new-build dwellings. These measures have reduced incidents and much of the fire service's work is now preventative. The existing facilities and strategies in place will ensure that incidents are dealt with appropriately in the Borough over the Plan period. Darlington Community Fire Station has also recently been totally refurbished.

## Police Service

Durham Constabulary serves a population of 630,000 people over 936 square miles from Tyne and Wear down to North Yorkshire and Cleveland. Durham Constabulary is split into 12 geographical neighbourhood area commands.

Darlington Borough is covered by the Darlington Command:

- **Darlington Police Station at St Cuthberts Way**
- **Transport Police base at Bank Top Station**
- **Cleveland and Durham Specialist Mobile Operation Units (A Joint Speed Enforcement and Collision Investigation Unit)**

### **Future requirements:**

There are no identified requirements for additional police stations in the Borough over the Plan period. The level and types of housing and economic growth planned with the Darlington Local Plan 2016-36 should not have any impacts on the level of policing required across Darlington as the correlation between population size and crime rate is unproven. The existing facilities and strategies in place will ensure that policing issues are dealt with appropriately in the Borough over the Plan period.

## Section 4: Healthcare Provision

### Primary care: Darlington Clinical Commissioning Group

#### **Current provision**

Providers of 'primary care' are the first point of contact for physical and mental health and wellbeing concerns, in non-urgent cases. These include general practitioners (GPs), dentists, opticians, and pharmacists. For urgent cases, patients can visit a provider of urgent care, such as an accident and emergency department.

The NHS is funded by taxation with a fixed budget available to spend on services for the whole population. The planning and purchasing of NHS services is undertaken by organisations known as commissioners. They are responsible for assessing the reasonable needs of their populations and using their buying power as purchasers to secure services that are affordable and of the highest quality.

All GP practices are required to be a member of a Clinical Commissioning Group (CCG). CCGs were created following the Health and Social Care Act in 2012 and replaced much of the role performed by Primary Care Trusts (PCT) in April 2013, although some of the staff and responsibilities have moved to Local Authority Public Health teams.

CCGs provide the organisational infrastructure to enable GPs, working with other health professionals, to commission services for their local communities.

The local authority is responsible for improving the public health of the people in their area.

The main priorities for public health improvement include stopping smoking, reducing alcohol consumption, eating more fruit and vegetables, and increasing physical activity levels.

The Joint NHS Hartlepool and Stockton / Darlington Clinical Commissioning Group plans and buys local NHS care and services to meet the needs of the local community, for example mental health services, urgent and emergency care, elective hospital services, and community care.

The Darlington part of the Joint CCG covers Darlington Borough Council and is made up of **11 GP practices** of all types and sizes, serving around **100,000** patients. These GP practices cover those located in either NHS owned or private buildings.



(source – Google Maps)

## **GP practices and clinics within Darlington Borough Council**

1. Blacketts Medical Practice
2. Carmel Medical Practice
3. Clifton Court Medical Practice
4. Denmark Street Surgery
5. St Georges Medical Practice
6. Moorlands Surgery
7. Neasham Road Surgery
8. Orchard Court Surgery
9. Parkgate Health Centre
10. Rockcliffe Court Surgery
11. Whinfield Medical Practice

## **Future Requirement**

Darlington CCG is struggling to attract sufficient GPs to support the health needs of the existing population. It is suspected that a combination of factors are hindering recruitment and retention within the area.

An increase and change in the composition of Darlington's population over the Plan period could place additional pressure on health care facilities in the Borough.

It will require improvements to existing facilities or new purpose-built premises. This coupled with the GP shortage and reducing GP practice numbers will place pressure on health services in Darlington Borough. Whilst the issues of GP retention and GP practice provision is dealt with by the CCG directly, the planning system can assist to address planning issues to attempt to rebalance health provision in the Borough. The Healthy new town philosophy and ambition will no doubt assist to find better and improved approaches to health care provision.

The level and types of housing growth planned with the Darlington Local Plan 2016-36 will help to combat the perceived issues with retention of Health Care Professionals within the area, and thus help to deliver positive provision of this type of social infrastructure for the people of Darlington Borough.

Health facilities could be foreseen for new local Centres in two Strategic Sites of Faverdale and Skerningham. Alternatives and improvements could be also delivered through the Healthy New towns principles and new delivery models of health care in comprehensive Health hubs.

The Council will continue to work with Darlington CCG to deliver better health services in Darlington through the planning system, where appropriate.

## **Secondary care: County Durham and Darlington Foundation Trust (CDDFT)**

One of the largest integrated organisations in the country, providing hospital and community services to a population of over 650,000 with a workforce of over 8,000.

CDDFT provides hospital services from two acute sites - Darlington Memorial Hospital and University Hospital of North Durham. CDDFT has a centre for planned care in Bishop Auckland and provide care from community hospitals in Chester-le-Street, Shotley Bridge, Barnard Castle, Sedgefield and Weardale as well as over 80 other community-based settings and in patients' homes.

In 2019 the hospital refurbished their clinical surgical areas in the hospital costing £30m. It enhances the capability of the hospital to perform even more efficient and higher volume of operations in their key strength areas.

**Future requirement:**

The level and types of housing and economic growth planned with the Darlington Local Plan 2016-2036 should not have impacts on the Secondary Care provision through the County Durham and Darlington Foundation Trust across Darlington Borough.

## Section 5: Education Infrastructure

**Current provision**

Darlington BC as the Lead Education authority strategically co-ordinates school placing for children within the Borough. Whilst the running of the schools is organised by different delivery models such as Free Schools, Academy Trusts and Private Schools.

Darlington education provision differs from neighbouring authorities in so much as the majority of schools are academies. There are only two local authority maintained nurseries, four primary schools and the Pupil Referral Unit. All local authority maintained schools are graded 'good or better' by OFSTED<sup>6</sup>.

Darlington has 2 Nursery Schools and 17 primary schools have a nursery class. Children also attend day care, pre-school playgroups and child-minders to access their early years entitlement. The provision is good or outstanding across all Early Years providers.

Overall, the majority of primary schools in Darlington are judged as good or outstanding by Ofsted. Darlington has two Infant Schools and two Junior Schools all are graded good or better by Ofsted.

Darlington has 25 Primary Schools, the majority of which are judged by OFSTED to be 'outstanding' or 'good'.

There are 7 Secondary Schools with different subject specialisms with provision until A Level. There are two 'Free Schools'. One focuses on the behavioural needs of primary age pupils and the other provides education for children from 4 to 18. Special

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<sup>6</sup> OFSTED Inspections from 2016 - 2019

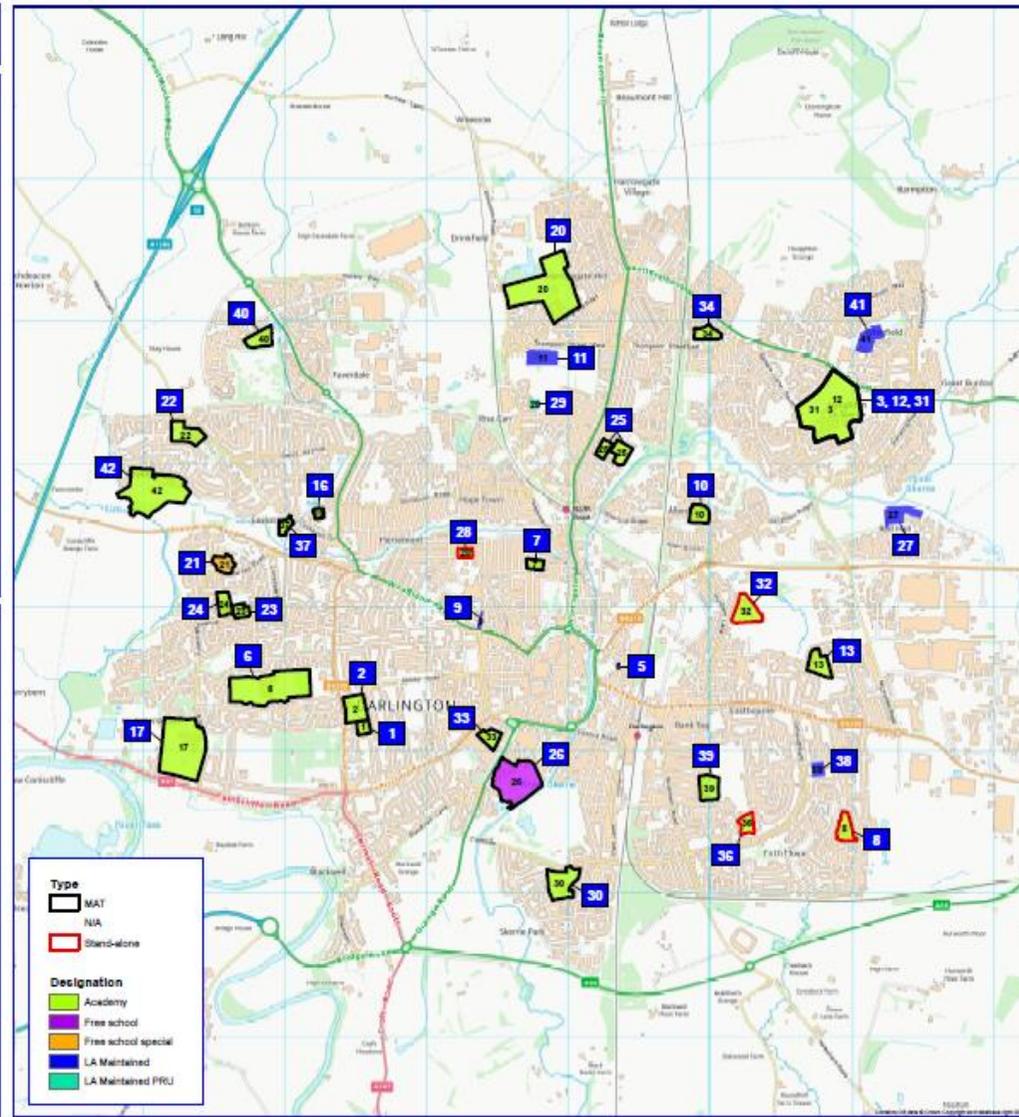
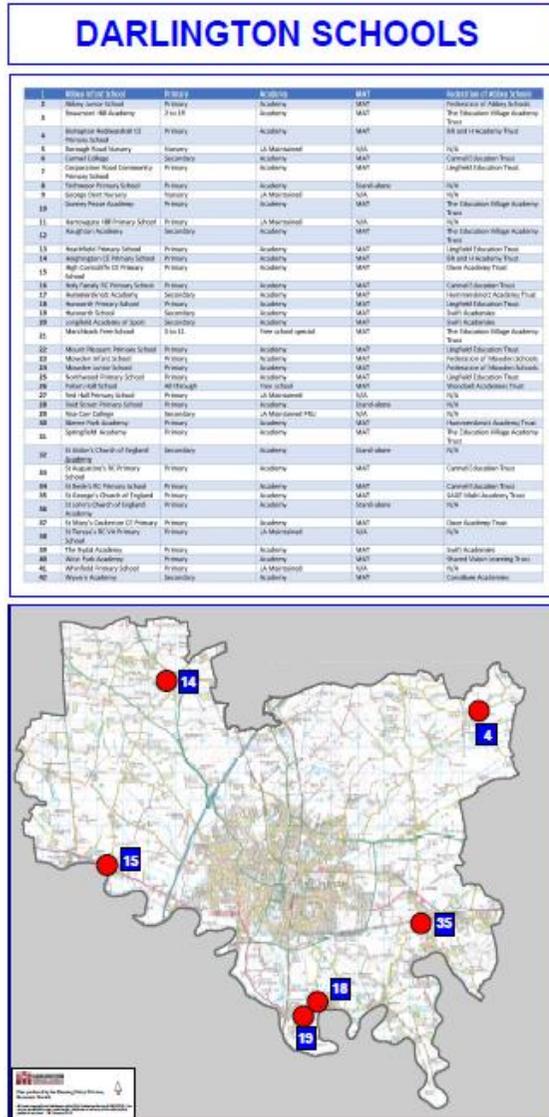
School provision is provided by one Academy Trust and covers the primary and secondary age range.

Post-16 provision is good and continues to improve. There is a general further education

College (Darlington College), a sixth form college (Queen Elizabeth College) and the local authority's Learning & Skills Service, as well as a small number of private training providers which operate in Darlington. Two of the secondary schools also offer sixth form provision.

Teesside University has presence in the Borough on Central Park through the National Horizon Centre and the Centre for Professional Excellence.

Map 9 Darlington Education Establishments (June 2019)



### Future requirements

Based on the amount of development suggested by the proposed Submission Local Plan 2016-36 of 9,840 homes these requirements have to be factored in for allocations of sites for new school provision. Working jointly with the Councils education department the authority calculated the need and location for new education provision within the Borough.

The proposed Submission Local Plan 2016-2016 itself within Policy IN 10 Supporting the Delivery of Community and Social Infrastructure identifies sites and areas of the Borough which may require sites for new educational use during the plan period. Contributions will be sought in line with the formula in the policy.

Due to large scale residential urban extension and strategic sites and enlargement of service villages the following sites will require educational land reserved.

Site Nr	Site Name	Ward	Site Size / Education product
08	Berrymead Farm	Harrowgate Hill	1.6 ha / Primary School
068	West Park Garden Village	Brinkburn and Faverdale	5.1 ha / Secondary School
247	South of Yarm Road MSG	Sadberge & Middleton St George	1.8 ha / Primary School
249	Coniscliffe Park North	Heighington & Coniscliffe	1.8ha /Primary School
185	Greater Faverdale	Brinkburn and Faverdale	3.1ha / Primary School
251	Skerningham -	Sadberge & Middleton St George	5.6 ha / 2 Primary Schools / 1 5 ha Secondary School

	= Strategic Sites
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## Section 6: Green and Blue Infrastructure

The term 'infrastructure' implies something that is essential for the operation of society. It is used to describe 'green and blue infrastructure' to highlight that these spaces are not simply unbuilt areas, but are vitally important for the effective functioning of our Borough as a place.

### Green Infrastructure

#### Current provision

Darlington's green infrastructure is extensive and the Council has a multi-pronged approach to retaining and enhancing assets as set out in the Green Infrastructure Strategy 2013-2026<sup>7</sup>.

The Strategy states that: "Our landscape and townscape continue to be an important attraction for new investment and development; through quality, well connected green infrastructure, Darlington delivers exceptional quality of life benefits".

Within scope of this strategy are:

- Strategic and local green corridors;
- Green wedges
- Wildlife friendly green space, including designated wildlife sites in Darlington designated wildlife sites include Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR) and Local Wildlife Sites (LWS);
- Informal recreational open space, children's play areas and landscape amenity space;
- Playing pitches and outdoor sports facilities;
- Formal parks, cemeteries and civic spaces;
- Trees, woodland and community woodland;
- Urban fringe;
- Agricultural land;
- Public rights of way and wider countryside access; and
- Open countryside.

Darlington Borough has 83 hectares of formal parks, 226 hectares of parkland, 376 hectares of designated Wildlife areas and 1262 hectares of semi natural green spaces including woodland and green wedges which have been identified through the Green Infrastructure Strategy (see **Map 10**).

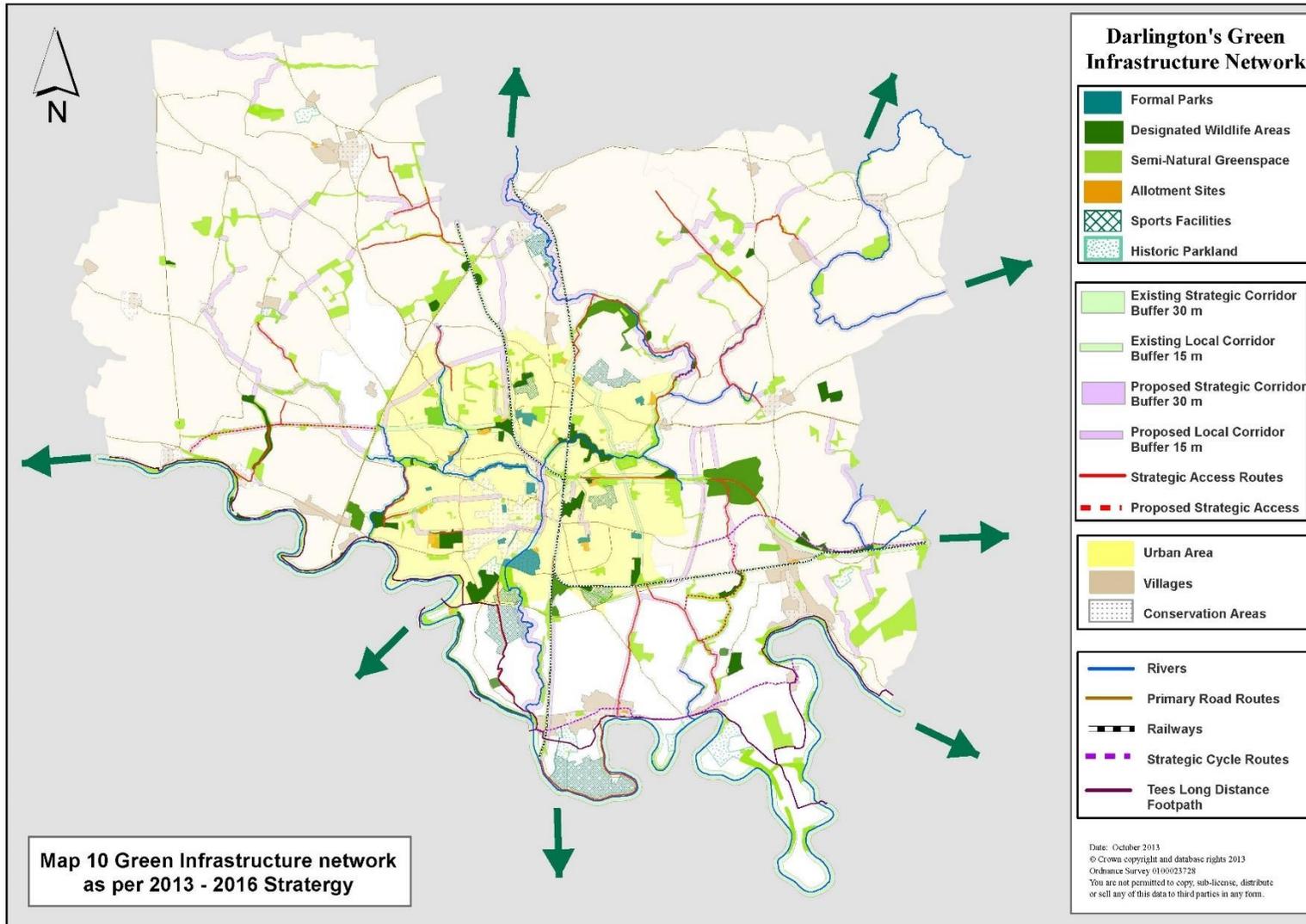
According to the strategy in 2012 every person in the Borough has access to 43sqm of quality accessible green space which is above average for a town of its size.

Recreational land including children's play areas, golf courses and Sports pitches currently cover 480 hectares of land in the Borough.

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<sup>7</sup> Darlington Green Infrastructure Strategy 2013-26  
[https://www.darlington.gov.uk/media/1769/gi\\_strategy.pdf](https://www.darlington.gov.uk/media/1769/gi_strategy.pdf)

Map 10 Green Infrastructure network as per 2013 – 2016 Strategy



## Future provision

All allocation sites will follow the approach set by the Green Infrastructure Strategy and the national policy requirement to provide a biodiversity net gain. It is also envisaged that at some stage environmental offsetting will be taken into account. The Local Plan 2016-36 sets out policy ENV4 for Green and Blue Infrastructure within prescribed Green Infrastructure Standards which will be applied for allocation sites based on the current adopted Planning Obligation SPD<sup>8</sup> or its successor.

Careful planning and allocation will be needed for especially for the Strategic sites where existing ecology and biodiversity will have to be integrated into the development site. New corridors and green fingers will have to be created to sustain and develop the existing network further. A reasonable assumption for the large scale sites is that 35-50% of the site will be used for Green infrastructure purposes and will have to be set aside within the development.

Site specific Landscape Plans will have to be developed for those strategic sites to support the emphasis on green infrastructure and its capacity to create environmental net gain and use of Natural Capital<sup>9</sup>.

Sports Provision will follow the requirements set by the Darlington Sports Pitch Strategy which is currently under review.

Strategic sites Skerningham and Greater Faverdale would need to accommodate provision which would provide sustainable new community features.

## Blue Infrastructure

Blue infrastructure are defined as water courses (such as the River Tees, River Skerne, Cocker Beck, Baydale Beck, West Beck, Dene Beck, Bishopton Beck etc), surface water including Sustainable Urban Drainage (SUDS) (such as Drinkfield, Marsh, Maidendale, Brinkburn Pond etc.) and flood mitigation systems (around the River Tees at Neasham and Skerne at South Park)

## Current provision and management

Darlington Borough lies with the Northumbria River Basin and its subsection of the Tees catchment and a Surface Water Management Plan (SWMP) has been prepared for the area.

The SWMP is an opportunity to bring about co-ordinated improvements in water quality, and thus the aquatic ecosystems that depend on it, through a framework of surface water management to control pollution (e.g. control of urban diffuse pollution and intermittent discharges from Combined Sewer Overflows (CSO)) through site management and the introduction of SUDS and to reinstate where possible natural flow regimes and flood plain connectivity.

Through an integrated approach (including all relevant stakeholders in Partnership) solutions with a dual benefit that address flood and pollution risks can be realised, and thus help to fulfil

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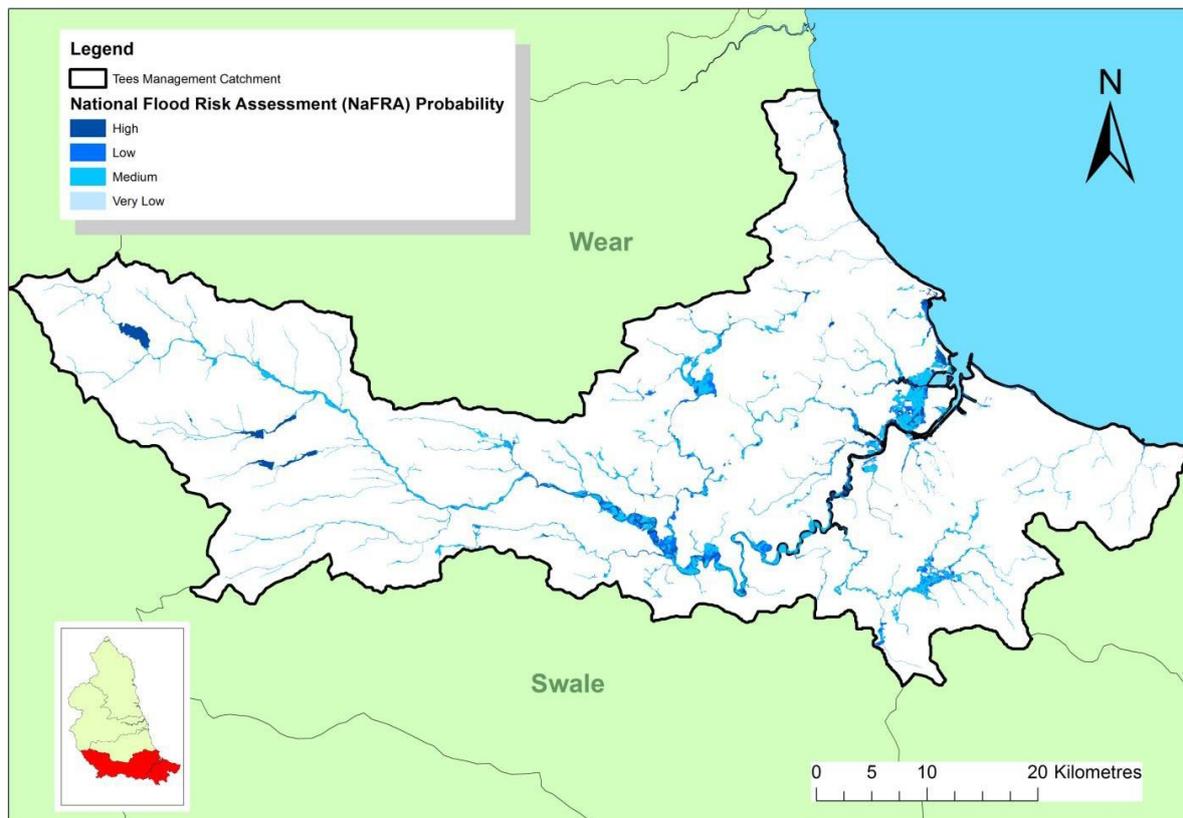
<sup>8</sup> [https://www.darlington.gov.uk/media/2232/planning\\_obligations\\_spd\\_dec\\_2013.pdf](https://www.darlington.gov.uk/media/2232/planning_obligations_spd_dec_2013.pdf)

<sup>9</sup> Natural capital can be defined as the world's stocks of natural assets which include geology, soil, air, water and all living things.

and comply with the ecology, water quality and hydro-morphology requirements of the Water Framework Directive (WFD).

Mitigation measures for surface water flood risk have the potential to improve water quality or cause deterioration through diffuse pollution or changes in the flow regime and effects on the physical habitat. The WFD requires that effects on water bodies do not cause deterioration nor do they lead to the prevention of a target being achieved, although under certain circumstances there can be exceptions. There is also the possibility that the status of a watercourse may change to a modified status, and vice versa, although this would depend on the degree of change relative to the size of the water body.

Therefore, it is important that the SWMP considers and enforces the implications of the EU Water Framework Directive (WFD) with its approach to Blue Infrastructure.



**National Flood Risk Assessment (NaFRA) in the Tees Catchment (Northumbria River Basin District Flood Risk Management Plan 2015-2021 March 2016**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/507125/LIT\\_10202\\_NORTHUMBRIA\\_FRMP\\_PART\\_B.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/507125/LIT_10202_NORTHUMBRIA_FRMP_PART_B.pdf)

**Future requirement:**

New larger residential developments such as West Park, West Park Garden Village and Central Park have all included aspects of blue infrastructure in their design and development. In being delivered on a high-quality standard they have become models to aspire to in new urban extensions and Strategic Sites outlined in the Local Plan 2016-36.

Sustainable drainage and flood storage ensures the Borough will mitigate the effects of flooding and helps the natural environment adapt to climate change gradually within developments.

SUDS will be built and assessed based on the new Sewer Adoption8 (SfA8) standard<sup>10</sup> which will enhance maintenance arrangements for SUDS by the local water company Northumbrian Water (NWG) from 2020. Especially larger strategic sites such as Skerningham (251) which includes a section of the River Skerne, Faverdale (185) which includes West Beck and Coniscliffe Park (41 and 249) which include Baydale Beck will benefit from early discussion with NWG in the design phase as to how SUDS can enhance its design standard to be later adopted and integrated into the wider Blue Infrastructure network. New standards and design suggestion have been suggested by the Sewers for adoption report <sup>11</sup>.

For Flooding Mitigation the Darlington Local Flood Risk Mitigation Strategy<sup>12</sup> sets out the tools and instruments to deal with local flood risks in Darlington Borough which also have been tested for all development sites of the Local Plan 2016-36 through the recent Strategic Flood Risk Assessment Level 1 (SFRA).<sup>13</sup>

In future the Environment Agency would use their funding resources with the local council to make areas such as the River Skerne and the Cocker Beck corridor within the Town Centre Fringe available for development by reducing flood risks.

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<sup>10</sup> <https://www.water.org.uk/policy-topics/managing-sewage-and-drainage/sustainable-drainage/>

<sup>11</sup> [https://www.water.org.uk/wp-content/uploads/2019/01/D-HR2-S\\_1556-AW-Sewers-for-Adoption-report.pdf](https://www.water.org.uk/wp-content/uploads/2019/01/D-HR2-S_1556-AW-Sewers-for-Adoption-report.pdf)

<sup>12</sup> <https://www.darlington.gov.uk/PublicMinutes/Cabinet%5CSeptember%2013%202016%5CItem%209%20-%20Appendix%201.pdf>

<sup>13</sup> Darlington SFRA Level 1 by JBA Feb 2019 <https://www.darlington.gov.uk/media/12584/sd04-darlington-level-1-strategic-flood-risk-assessment-april-2019.pdf>

## Section 7: Delivery and Implementation of the Infrastructure Delivery Plan

The timely provision of infrastructure to support new development is, and will continue to be, essential to the delivery of Darlington's growth aspirations. Promoting sustainable communities and a high quality environment depends on necessary physical, social and green infrastructure being provided on and off site, to meet the needs arising from the development, and to mitigate any adverse impacts on Darlington's existing infrastructure.

Whilst most infrastructure will continue to be provided by local service providers and utilities companies through main funding programmes, planning obligations can help ensure that a complementary, coordinated programme of physical, social and green infrastructure is delivered. Planning obligations required will directly reflect the scale and type of development and the needs in the locality. They will be used to secure site related infrastructure, contributions to strategic infrastructure or to enhance infrastructure in the locality.

Facilities and infrastructure provision can become stretched, as individual developments have a cumulative adverse impact. Where several developments impact upon or make a requirement for new strategic infrastructure, e.g. sport and recreation facilities or highways works, a contribution to a strategic infrastructure fund may be required from all contributing and/or benefiting developments, to ensure that the costs are borne by all.

### Methods of Funding

The ability to mix funding sources at a local level will ensure infrastructure delivery is flexible, efficient, co-ordinated and meets the community's needs, as well as that of specific developments. Planning obligations will be sought through direct provision of infrastructure, payment of a standard charge or tariff, standard formulae and/or through the payment of financial contributions. Where the appropriate level of infrastructure, works or facilities is partly provided on the development site, the level of any payment or standard formulae will be modified to reflect the level of on-site provision. The impact of this provision on the viability and feasibility of a scheme, and hence delivery of the Infrastructure Delivery Plan overall, will also be need to be considered.

Guided by the testing in the Local Plan wide Viability Assessment 2020<sup>14</sup>, the needs in the locality and the priorities and standards in national, regional and local policy documents, funding will be typically secured by a mixture of sources to deliver infrastructure that supports the Borough's growth strategy.

The Council, will work with local, regional and national commercial and public sector infrastructure providers, like the Highways England, utility providers, healthcare providers, the Environment Agency and other private sector partners, to ensure spending of funds secured through planning obligations is directly linked to the phasing of development across the Borough but in particular in strategic locations.

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<sup>14</sup> <https://www.darlington.gov.uk/media/12712/cd08-local-plan-viability-assessment.pdf>

## Developer Contributions

Developer contributions will be negotiated to secure the necessary physical, social and environmental infrastructure required as a consequence of development through the Planning Process.

Section 106 agreements based on Planning Obligations must be consistent with national planning guidance and appropriate to the type and scale of development and should mitigate any additional impacts the development will have on the locality.

The provision of infrastructure by developers will be linked directly to the phasing of development on land throughout the Borough to ensure that appropriate enabling infrastructure is delivered in line with future growth.

Site related infrastructure will be prioritised to reflect the identified needs in that locality at the time of application. Requirements may include:

1. affordable housing provision; (Policy H4)
2. early years, primary, secondary and extended services provision to serve new and existing communities; (Policy H10, H11 and IN10)
3. provision and enhancement of multifunctional green infrastructure; (Policy ENV 4 and ENV 5, H10 and H11)
4. providing for and improving accessibility within the Borough by a variety of modes of sustainable transport; (Policy IN1, IN 2 and IN 4)
5. provision, enhancement and management of protected and priority species and habitat networks; (Policy ENV 7)
6. road and highways improvements; and (Policy IN1, H10 and H11)
7. utilities infrastructure. (Policy IN 6)

Planning obligations may be sought, where appropriate, from major developments to contribute to the delivery of strategic infrastructure to enable the cumulative impacts of developments to be managed in a sustainable and effective manner.

These will include, but will not be limited to:

1. sport and recreation provision and enhancement; (Policy H10 and H11) and
2. strategic road and highway improvements. (Policy IN1)

Infrastructure will, where necessary, be coordinated and delivered in partnership with other authorities and agencies.

## Utility Sector Provision

Utility providers now are also supportive of partnership funding approaches which include Local Authorities/Combined Authorities and Developers working with utility providers on strategic infrastructure for larger residential and employment sites. It is therefore beneficial to engage with them on Masterplan plan based projects of the scale of Greater Faverdale and Skerningham at a very early stage.

## External Funding

Using a combination of external funding towards infrastructure has become more commonplace owing to public sector budget restrictions and can include national and sub regional sources including:

### **Subregional Funding through the Tees Valley Combined Authority**

- Local Growth Fund
- Mayoral Devolution Funds
- Tees Valley Investment Fund
- Business Umbrella Grants

### **National Government Funding**

- MHCLG Homes England (HIF)
- DFT/Highways England (Pinchpoint Funding /National Infrastructure investment etc)
- Environment Agency (Flood mitigation)
- DCMS (Giga bit Voucher / BDUK funds)

These are only a few such sources which could assist delivery of key infrastructure needs for local development sites on top of conventional developer contributions.

Darlington Borough Council has a good track record and is well placed to access those External Funding sources to support infrastructure provision for residential and economic growth based on Local Plan 2026-2036 targets.

## Appendix 1: List of all committed and allocated sites of the proposed Submission Local Plan 2016-2036

Site No.	Site name	Suggested Use	Area (ha)
003	South of Burtree Lane	Housing	17.02
008	Land At Berrymead Farm	Housing	21.24
010	Blackwell Grange West	Housing	9.74
011	Cattle Mart	Housing	2.16
016	Lancaster House DTVA	Housing	1.88
020	Great Burdon	Housing	88.39
025	Former Arts Centre, Vane Terrace	Housing	0.47
028	Springfield School	Housing	2.93
034	Beech Crescent West, Heighington	Housing	2.06
041	South Coniscliffe Park	Housing	28.32
045	High Stell MSG	Housing	8.49
051	Mowden Hall	Housing	1.97
052	Central Park Phase 3	Housing	4.47
056	Land North of Red Hall	Housing	2.92
059	Rear of Cockerton Club	Housing	0.39
060	NW of Heron Drive	Housing	1.34
061	The Paddocks, Sadberge Road, MSG	Housing	10.41
063	School Aycliffe West	Housing	3.97
065	Land between Middleton Lane & Neasham Road MSG	Housing	2.49
068	West Park Garden Village	Housing	79.32
073	West Park Remainder	Housing	4.78
078	East of Middleton Road, Sadberge	Housing	0.75
080	East Of Lingfield Point	Employment	10.72
089	Land west of Oak Tree MSG	Housing	2.66
091	Walworth Road, Heighington	Housing	3.34
095	Beech Crescent East Heighington	Housing	1.53
099	Maxgate Farm MSG	Housing	13.71
100	Hall Farm	Housing	21.90
103	East of Roundhill Road	Housing	5.79
146	Land South of Railway, MSG	Housing	14.79
185	Greater Faverdale	Mixed Use	178.48
228	Northgate House	Housing	0.14
229	Alviston House	Housing	0.08
232	Coachman Hotel, Victoria Road	Housing	0.12
241	St Clares Abbey Carmel Road	Housing	2.49
243	Snipe Lane, Hurworth Moor	Housing	34.47
249	Conniscliffe Park North	Housing	50.13
251	Skerningham	Housing	492.50
318	Land North of Allington Way	Housing	3.37
332	Site of Former Nestfield Unionist Club	Housing	0.08

333	Roundhill Road, Hurworth (phase 2)	Housing	5.17
338	Land off Montrose Street	Housing	0.08
340	East of Gate Lane, Low Coniscliffe	Housing	3.38
342	Faverdale East Business Park	Employment	65.87
343	Faverdale Industrial Estate	Employment	60.32
345	Drinkfield Industrial Estate	Employment	16.99
346	Meynell Road West- Employment	Employment	8.47
347	Cleveland Industrial Estate	Employment	14.59
348	Red Barnes Way	Employment	3.04
351	South West Town Centre Fringe (Beaumont Street)	Employment	0.62
352	Barton Street/Haughton Road	Mixed Use	1.49
353	Haughton/Blackett Road including former AMEC Site	Employment	11.58
354	McMullen Road East	Employment	2.72
355	Lingfield Point	Mixed Use	33.59
356	Ingenium Parc	Employment	40.80
357	Morton Park	Employment	28.28
358	Yarm Road Industrial Estate	Employment	63.86
359	Morton Palms Business Park	Employment	11.90
360	Heighington Lane North	Employment	5.7
363	Aycliffe Industrial Estate	Employment	14.73
362	Teesside International Airport South	Employment	39.3
364	Yarm Road South	Employment	34.69
366	Meynell Road East	Employment	10.28
367	Link 66 / Symmetry Park	Employment	36.09
368	Central Park South	Employment	9.84
372	Fenby Avenue Phase 2	Housing	0.49
376	Whessoe Road	Employment	4.88
378	Longfield Road Industrial Estate	Employment	2.41
379	Banks Road	Employment	9.69
380	Albert Hill Industrial Estate	Employment	16.02
384	Oak Tree Pub MSG	Housing	0.37
386	Land between Yarm Road & Railway Line East MSG	Housing	0.64
391	4-6 Horsemarket	Housing	0.04
392	West Park Flats	Housing	0.43
394	Lakeside, Old Brickworks, Neasham Road	Housing	5.59
395	Dr Piper House	Housing	0.13
403	Blackwell Grange East	Housing	5.26
404	Durham Tees Valley Airport North	Employment	53.96
405	Land West of 153 Eastmount road	Housing	0.04
406	Northern Echo Building Priestgate	Housing	0.15
407	Barton Street	Housing	0.67

## Appendix 2: Infrastructure Delivery Plan Stakeholders

<b>Utilities</b>	<ul style="list-style-type: none"> <li>• Northern Gas Networks</li> <li>• Northern Powergrid</li> <li>• National Grid Group</li> <li>• Northumbrian Water Group</li> <li>• BT</li> <li>• Openreach</li> <li>• Virgin Media</li> <li>• Quickline / CLANNET</li> <li>• Digital Durham</li> <li>• EE</li> <li>• Three</li> <li>• O2</li> <li>• Vodafone</li> <li>• Tees Valley Combined Authority (TVCA) (Investment)</li> <li>• Darlington BC (DBC) - Environmental Services (Waste)</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Highways England</li> <li>• TVCA (Transport)</li> <li>• DBC – Transport and Capital Projects</li> </ul>
<b>Emergency Services</b>	<ul style="list-style-type: none"> <li>• North East Ambulance Services</li> <li>• Durham and Darlington Fire Service</li> <li>• Durham Constabulary</li> </ul>
<b>Healthcare</b>	<ul style="list-style-type: none"> <li>• NHS - Clinical Commissioning Group (CCG) Darlington</li> <li>• NHS - Durham and Darlington Hospital Trust</li> <li>• NHS -Tees, Esk and Wear Valley Mental Health Trust</li> <li>• British Medical Association (BMA)</li> <li>• DBC - Public Health, Children's &amp; Adult's Services</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• DBC – Children's &amp; Adult's Services</li> </ul>
<b>Green and Blue Infrastructure</b>	<ul style="list-style-type: none"> <li>• Environment Agency</li> <li>• Natural England</li> <li>• Heritage England</li> <li>• Groundwork NE</li> <li>• Friends of the Earth</li> <li>• Tees Valley Nature Partnership</li> <li>• DBC – Community Services, Economic Growth</li> </ul>
<b>Delivery and Implementation</b>	<ul style="list-style-type: none"> <li>• HELAA (Housing and Employment Land Availability Assessment) Steering Group (Developers / Planners / Agents / RSLs)</li> <li>• LGA Planning Advisory Service</li> <li>• MHCLG</li> <li>• RICS</li> <li>• RTPI</li> </ul>

## Appendix 3: List of essential Infrastructure projects

### Highways Infrastructure projects

Projects 2020 - 2025						
Map reference	Project	Description	Indicative Cost £	Potential Funding	Lead Organisation	Indicative Phasing
E1	Houghton Road thoroughabout improvements	Carriageway widening on the approaches and conversion to roundabout with off-set signalised pedestrian/ cycle crossings.	above 1m - 5m	DfT National Productivity Investment Fund (NPIF)	DBC	Delivered
E2	McMullen Road/Tornado Way Junction Improvements	Changes to pedestrian phases and crossing points to remove need for a separate pedestrian phase.	below 500k	DfT National Productivity Investment Fund (NPIF)	DBC	Delivered
E3	Morton Way to Tornado Way Link Road	New link road between Morton Way and Tornado Way	above 1m - 5m	Developer	Developer	Delivered
E4	McMullen Road/Yarm Road Roundabout Improvements	Roundabout improvement scheme to provide 2 lane approaches of four arms and circulatory lane	above 1m - 5m	DfT National Productivity Investment Fund (NPIF)	DBC	Delivered

E5	B6280 Yarm Road/Lingfield Way Traffic Signal Controlled Junction	Traffic Signal controlled junction with 2 lane approach developed on minor arm and 640m footway/cycleway	above 500k -1m	DfT National Productivity Investment Fund (NPIF)	DBC	Delivered
E6	A66 Morton Palms Roundabout Improvements	Widening of A67 and B6280 approaches to A66 Morton Palms Interchange (SRN)	above 500k -1m	Highways England	Highways England	Delivered
E7	Ingenium Parc Phase 1	Development of a 370m section of industrial access road to serve potential development sites.	above 1m - 5m	TVCA Single Pot	DBC	Delivered
E8	Little Burdon left turn filter lane	Formation of a third lane on the northern approach to Little Burdon roundabout to create a left turn filter lane.	above 500k -1m	Highways England	Highways England	Delivered
NW1	A68/Rotary Way Roundabout Improvements	Creation of a third lane on the southbound approach with associated additional circulatory lane.	above 500k -1m	Highways England Housing and Growth Fund	DBC	Delivered
NW2	West Park/Newton Lane Link Road	Construction of a new link road with a roundabout junction on Newton Lane as part of a housing development.	above 1m -5m	Housing Infrastructure Fund	DBC	2020

NW3	Cockerton Roundabout Improvements	Construction of a conventional roundabout to replace the existing mini roundabout.	above 1m -5m	Local Transport Plan	DBC	Delivered
<b>Projects 2025- 2030</b>						
Map reference	Project	Description	Indicative Cost £	Potential Funding	Lead Organisation	Indicative Phasing
NW4	Woodland Road/Staindrop Road/Carmel Road North Roundabout Improvement	Construction of conventional roundabouts to replace the existing mini roundabouts.	above 1m -5m	Developer	Developer	2025
C1	Central Park Link Road	New link road connection	above 1m -5m	Developer	Developer	2025
E9	Redhall/ Burdon Hill Link Road	New link road connecting Redhall with proposed new housing site	above 500k -1m	Developer/ TVCA/DBC	DBC	2025
E10	Burdon Hill Northern Access	New junction onto A1150	above 1m -5m	Developer	Developer	2025
E11	A66/Little Burdon Circulatory Upgrade	Increase to three circulatory lanes with one dedicated to A1150 traffic.	TBC (1m -5m)	Developer Funding Bids -DFT, TVCA, HE	Highways England	2025
E12	A66 Tornado Way Junction Improvements	Widening of A66 exits from roundabout to accommodate two lanes.	TBC (1m -5m)	Developer Funding Bids -DFT, TVCA, HE	Highways England	2025

E13	Ingenium Parc Phase 2	Phase 2 access road	below 500k	DBC	DBC	2025
E14	Neasham Road Improvements Phase 1	Lengthen flare on the Neasham Road approach to the roundabout	below 500k	Developer Funding Bids -DFT, TVCA, HE	Highways England	2025
N1	A167/Burtree Lane Junction Improvements	Improvements to existing traffic signal controlled junction	above 500k -1m	Developer	DBC	2025
N2	A1150/ Thompson Street East Roundabout Improvements	Construction of a conventional roundabout to replace existing mini roundabout	above 1m- 5m	Developer/ DBC	DBC	2025
N3	Skerningham Link Road	Internal Local Connector Road A167 – A66 with access to A 1150	above 5m - 50m	Developer	Developer	2025
NW5	Faverdale Link Road Phase 1	New link road from Rotary Way/High Grange roundabout	Above 1m – 5m	TVCA/DBC	DBC	2025
E15	Blands Corner Improvements Phase 1	Widening of flare on Carmel Road South approach and reconfiguration of existing carriageway to provide a two lane exit on A66 (eastbound)	above 500k -1m	Developer	Developer	2025
<b>Projects 2030 Onwards</b>						
<b>Map reference</b>	<b>Project</b>	<b>Description</b>	<b>Indicative Cost £</b>	<b>Potential Funding</b>	<b>Lead Organisation</b>	<b>Indicative Phasing</b>

NW6	Newton Lane – Staindrop Road	West park Garden Village – Staindrop Road Link	TBC Above 1-5m	Developer	Developer	2030
NW7	Staindrop Road - A67 Coniscliffe road Link Road	Coniscliffe Park Link road	TBC Above 1m-5m	Developer	Developer	2030
NW8	Faverdale Link Road Phase 2	Northern Phase of Burtree Lane – Rotary Way	Above 1m – 5m	Developer	Developer	2030
NW9	A68 / Burtree lane Roundabout	Install Roundabout A68	TBC Above 1m - 5m	Developer	Developer	2030
E16	A66 Morton Palms to Little Burdon Dualling	Dualling of A66 between A67 Morton Palms roundabout and A1150 Stockton Road roundabout incorporating new large roundabouts at A667 and A1150	above 5m - 50m	Highways England	Highways England	2030
E17	Ingenium Parc Phase 3	Phase 3 connector with Morton Palms Business Park	Above 500k – 1m	DBC	DBC	2030
E18	A66 Neasham Road Improvements Phase 2	Widening of A66 exits from roundabout to accommodate two lanes.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030

E19	A66 Blands Corner Improvements Phase 2	Widening the Bridge Road approach to three lanes and associated changes to circulatory carriageway.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030
E20	Burdon Hill Link	Link between A1150 and B6279 Burdon Hill junctions	Above 500k- 1m	Developer	Developer	2030
E21	A66 Morton Palms Larger Roundabout	Increased ICD of roundabout. Creation of third lane on southbound approach and two exit lanes on northbound and southbound exits.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030

## Other Infrastructure

Where?	Project	Description	Cumulative Indicative Cost	Funding Source	Lead Body	Phasing until
Central	Darlington Station Regeneration	Station regeneration and upgrade to HS2 standards	TBC Above 50m	DFT –TfN Train operating Company	TVCA/DFT	2030
All Borough	Broadband BDUK Phase 2	Broadband Infrastructure enhancement for areas of market failure (Rural)	Above 500k -1m	TVCA / BDUK	TVCA	2020
All Borough	School Extension programme	Borough wide school extension programme as indicated in Local Plan	Unknown	Developer/DfE/DBC	DBC	2030
All Borough	Full Fibre network Rollout	Enabling High Frequency 5G and Digital Speed	TBC above 5m - 50m	TBC Public / Private	5G Operator / TVCA	2030
All Borough	Utility upgrades	To suit development of residential and Employment land	TBC above 50m	Utilities	Utilities	2030
All Borough	SUDS (Sustainable Urban Drainage Systems)	For all new allocated development sites	Unknown	Developer	Developer	2030

All Borough	Green Infrastructure enhancement including ecology biodiversity offsetting	For all new allocated development sites	Unknown	Developer	Developer	2030
River Corridors	Flood Risk Mitigation Schemes	Flood risk mitigation for the Skerne river corridor and its tributaries	Unknown	Public funding mix	EA	2025

## Glossary

**BOA:** Biodiversity Opportunity Area

**CIL:** Community Infrastructure Levy

**DBC:** Darlington Borough Council

**HIF:** Housing Investment Fund

**HWRC:** Household Waste Recycling Centre

**IDP:** Infrastructure Delivery Plan

**LNR:** Local Nature Reserve

**LGF:** Local Growth Fund

**NPPF:** National Planning Policy Framework

**S106:** Section 106 planning contributions. These are legal agreements between Local Authorities and developers, linked to planning applications.

**SRN:** Strategic Road Network

**SuDs:** Sustainable Urban Drainage Scheme

**TVCA:** Tees Valley Combined Authority

**WTW:** Wastewater Treatment Works

**WRPM:** Water Resources Management Plan

**WFD:** Water Framework Directive