

Appendix B - Assessment of Policy H10 (Skerningham - Strategic Site Allocation) (with proposed amendments) against the Garden Community Principles and the Healthy New Towns Principles

Section of Policy H10	Relevant Garden Community Principles	Relevant Healthy New Towns Principles
<p>A strategic allocation is identified on the North side of Darlington at Skerningham (Site Reference: 251) to secure the delivery of up to 4,500 dwellings. During the plan period to 2036 this site is expected to deliver approximately 1,650 dwellings, <u>of which 600 dwellings are to be delivered on land adjacent to the A167 and west of the East Coast Mainline; and 1,050 dwellings to be delivered on land to the east of the allocation boundary with initial phases located on land adjoining Barmpton Lane.</u></p> <p>Development at Skerningham will be permitted in accordance with the principles set out below and other relevant policies in the Local Plan.</p> <p>A comprehensive masterplan <u>including an infrastructure phasing plan shall be prepared in consultation with the community prior to the submission of</u> any planning application relating to this site, that informs the mix of uses, layout, scale, design, <u>provision of local and strategic infrastructure</u> and phasing of the proposed development. The masterplan <u>shall be led by the applicant(s) and</u> should be based on <u>the design approach and principles established in the Council’s Design Code</u>, a strong understanding of the characteristics of the site and its surrounds <u>and incorporate the key principles for the development as set out in points a to j below.</u>-To ensure that a cohesive development is delivered at Skerningham, the Council will only approve planning applications that adhere with the <u>comprehensive</u> masterplan <u>and the Council’s design code</u> and deliver the necessary local and strategic infrastructure <u>at the appropriate phase of the development identified in the infrastructure phasing plan</u> to support the <u>coordinated provision of infrastructure and housing</u> development.</p> <p>The key principles for development of the Skerningham site are shown on the illustrative Masterplan Framework (Figure 6.1), including broad locations for land uses and facilities. The site will provide:</p>	<p>The policy requirement for the preparation of a Comprehensive Masterplan including infrastructure phasing plan and Design Code in consultation with the community will ensure that the development of the site follows a <i>strong vision</i>. It will also ensure that there is <i>leadership</i> over the key actions to guide the development and that there will be a focus on <i>community engagement</i> at each stage of the planning process.</p> <p>The requirement in Policy H 10 for the comprehensive masterplan and design code, along with the requirements of Policy DC1, will also provide a means of realising the principle to deliver <i>“Beautifully and imaginatively designed homes with gardens in healthy communities”</i>.</p>	<p>This part of Policy H 10 includes the requirement for a comprehensive masterplan including infrastructure phasing plan and design code to be prepared in advance of the submission of any planning applications. This would meet the objectives of the <i>Placemaking</i> principles which requires new development to provide a legible and permeable environment; respond to the historic environment; ensure public spaces and green spaces benefit from natural surveillance; car parking is designed so as not to conflict with walking and cycling; and the density of development supports good access to shops and services.</p>
<p>a. A mix of housing types, tenures and sizes, including <u>20%</u> affordable <u>housing</u> and self/custom build housing, informed by up-to-date evidence of the housing needs of the Borough and Policies H 4 and H 5, with higher densities being incorporated close to public transport routes and neighbourhood centres;</p>	<p>Subpoint a will ensure that the development delivers <i>“Mixed tenure homes and housing that are affordable for ordinary people”</i>.</p>	<p>n/a</p>

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<p>b. A centrally located and well connected neighbourhood centre providing local community facilities including a health hub for GPs and Dentists, clustered with other facilities and services to meet the day to day needs of residents, education, employment opportunities, and retail and food and drink (excluding hot food takeaways) facilities. These facilities should be of a scale and type proportionate to the nature of the development. Policies TC1 and TC5 will not apply to proposals in accordance with these requirements;</p>	<p>Subpoints b, c and d detail the requirements relating to the provision of supporting social infrastructure and other services and facilities which will support new (and existing) residents. This aligns with the principles to deliver “Land value capture for the benefit of the community” and to provide “Strong local cultural, recreational and shopping facilities in walkable neighbourhoods”.</p>	<p>Subpoints b, c and d require the development to provide a neighbourhood centre together with social infrastructure. This aligns with the Social Infrastructure principle which encourages the residential development to be located in close proximity to the local services and facilities. The principle also encourages healthcare, leisure, play space, local services and retail to be clustered into nodes. The provision of the neighbourhood centre will ensure a concentration of the key elements of social infrastructure.</p>
<p>c. Other local community facilities to serve residential areas as required, closely related to public transport, walking and cycling facilities;</p>		
<p>d. <u>Two primary schools, associated nursery provision (a total of 5.6 hectares) and a reserved space for a secondary school (5 hectares), with the first primary school being delivered on the land to the east of the East Coast Mainline before the occupation of the 450th dwelling on land to the east of the East Coast Mainline and subject to available capacity within existing or newly created local schools (see Policy IN 10) and the phasing requirements established in the infrastructure phasing plan. The timescales for the delivery of the additional primary school and secondary school would be identified in the infrastructure phasing plan and/or through the review of infrastructure requirements prior to the occupation of the 1,650th dwelling where the education requirements and capacity levels will be considered;</u></p>		<p>The amended wording to subpoint b would also restrict hot food takeaways in the neighbourhood centre and therefore meet the principle relating to Healthy Food Choices.</p>
<p>e. An integrated transport network focused on sustainable transport modes, including public transport, walking and cycling with strong links to adjoining communities, employment locations and Darlington town centre;</p>	<p>Subpoint e aligns with the principle to achieve “Integrated and accessible transport systems”.</p>	<p>Subpoint e (along with subpoints b, c and d) will ensure the development to achieve the Transport and Movement principles which outlines a hierarchy, prioritising walking, cycling and public transport.</p> <p>Subpoint e will also ensure the development can achieve the Economy principles by ensuring access and good links to employment opportunities and the town centre supported.</p>
<p>f. Principal vehicular access points from the A167, A1150 and Barmpton Lane and include appropriate measures to mitigate the impact of development on the local road network. The phased implementation of the highways works and improvements will be linked to appropriate phases of development within the</p>	<p>Subpoint f aligns with the principle to achieve “Integrated and accessible transport systems”.</p>	<p>Subpoint f (along with subpoints b, c and d) will ensure the development to achieve the Transport and Movement principles which outlines a hierarchy,</p>

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<p><u>plan period. This shall include, but not be limited to, the following schemes from the Infrastructure Delivery Plan, exact details to be identified as part of the comprehensive masterplan and any future planning applications for the site:</u></p> <ul style="list-style-type: none"> i. <u>A66/Little Burdon Circulatory Upgrade</u> ii. <u>A1150/ Thompson Street East Roundabout Improvements</u> iii. <u>A167/Burtree Lane Junction Improvements</u> 		<p>prioritising walking, cycling and public transport.</p>
<p>g. A local distributor road between the A167 and A1150, close to the Little Burdon roundabout, which is to include a crossing of the East Coast Mainline <u>and roundabout junction on the A1150. This will be achieved through the following;</u></p> <ul style="list-style-type: none"> i. <u>Prior to the occupation of the first dwelling on land to the west of the allocation boundary (between the A167 and the East Coast Mainline) the section of the local distributor road between the A167 and the primary development access point shall be delivered.</u> ii. <u>Prior to the completion of the development to the west of the allocation boundary (between the A167 and East Coast Mainline) the remaining section of the local distributor road to the East Coast Mainline shall be delivered.</u> iii. <u>Development of the initial phases of development at the eastern side of the allocation boundary will be accessed via Barmpton Lane and/or Bishopton Lane. Prior to the occupation of between the 200th and 450th dwelling on land to the east of the allocation boundary the section of the local distributor road between Barmpton Lane and Bishopton Lane shall be delivered.</u> iv. <u>Prior to the occupation of between the 900th and 1500th dwelling the local distributor road between the A167 and the A1150 (including the bridge crossing of the East Coast Mainline) shall be completed in its entirety.</u> <p><u>Precise details of the road and development access points, together with a timetable for its implementation, shall be agreed with the Council as part of the comprehensive</u></p>	<p>Subpoint g aligns with the principle to achieve <i>“Integrated and accessible transport systems”</i>.</p>	<p>Subpoint g (along with subpoints b, c and d) will ensure the development to achieve the Transport and Movement principles which outlines a hierarchy, prioritising walking, cycling and public transport.</p>

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<u>masterplan, infrastructure phasing plan and any future planning applications for the site;</u>		
h. Other necessary infrastructure as required by the Infrastructure Delivery Plan and identified at the time of submitting a planning application;	Subpoint h will help to create healthy communities .	n/a
i. <u>Retains the openness and separation of the rural gaps between Darlington and the villages of Great Burdon and Barmpton (see Policy ENV 3);</u>	Subpoint i will help to deliver the principle to ensure <i>“Generous green space, including a surrounding belt of countryside to prevent sprawl; well-connected and bio-diversity rich public parks; high-quality gardens; tree lined streets; and open spaces”</i> .	The various components of subpoint i align with the objectives of the Green Infrastructure principle which requires development to protect, enhance and create multi-functional green-blue infrastructure to support human and natural life.
<p>j. A network of green and blue infrastructure that:</p> <ul style="list-style-type: none"> i. retains and enhances the network of safe, attractive and accessible public rights of way, footpaths and cycle routes across the site; ii. protects and enhances the River Skerne, its valley setting (see Policy ENV 7), and the <u>strategic and local</u> green corridors (<u>see Policy ENV 3</u>). <u>Where infrastructure crosses these corridors mitigation measures will be provided;</u> iii. delivers a net gain in the area of <u>publicly accessible</u> community woodland on the site; iv. provides a pattern of well-integrated and inter-connected green spaces (<u>along with provision for their long term maintenance</u>) across the site providing for the green infrastructure needs of the local community, including wildlife friendly natural spaces, sport and recreation facilities, <u>and allotments</u> in accordance with Policies ENV 4, ENV 5 and ENV 9; v. protects the amenity of existing residential properties (see Policy DC 3); vi. wherever possible retains and enhances hedgerows and trees that contribute to landscape character; vii. provides for the <u>potential</u> relocation of Darlington Golf Club to a suitable location within the allocation boundary; viii. mitigates the impact on biodiversity (see Policy ENV 7); <u>and</u> ix. incorporates sustainable drainage systems. 	<p>Subpoint j details the various requirements for blue and green infrastructure networks and provision with associated signposts to other policies in the Local Plan. This aligns with the principle to provide <i>“Generous green space, including a surrounding belt of countryside to prevent sprawl; well-connected and bio-diversity rich public parks; high-quality gardens; tree lined streets; and open spaces”</i>.</p> <p>There will also be a requirement for the management and maintenance of green infrastructure as (iv). It is likely that this requirement will be met for the majority of the site by a management company but, for context, the Garden Community bid included a commitment for Community Land Trust to be afforded opportunities to be involved in the development. This policy requirement</p>	<p>The various components of subpoint j align with the objectives of the Green Infrastructure principle which requires development to protect, enhance and create multi-functional green-blue infrastructure to support human and natural life.</p> <p>The amended wording to point iv would also require the development to include provision of allotments thereby encouraging local food production in line with the principle relating to Healthy Food Choices.</p>

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	<p>will therefore facilitate <i>“Community ownership of land and long-term stewardship of assets”</i>.</p> <p>As referenced in the proposed modification to point iv, the development will provide allotments which together with the provision of generous gardens will align with the principle to allow for <i>“Opportunities for residents to grow their own food, including allotments”</i>.</p>	
<p><u>Proposals will be required to conserve, and where appropriate enhance designated and non-designated heritage assets within and in the vicinity of the site including their setting in accordance with policy ENV1. The design and layout should be carried out in accordance with the recommendations of the Darlington Local Plan Heritage Impact Assessment (2019) to avoid and minimise harm and provide opportunities for enhancement where appropriate.</u></p>	n/a	This part of Policy H 10 aligns with the Placemaking design principle in relation to the conservation of the historic environment.
<p><u>Development should be located outside of areas of flood risk, and should be planned sequentially (Policy DC2), placing the most vulnerable development in the lowest areas of flood risk, and proposals should be supported by a Flood Risk Assessment.</u></p>	n/a	This part of Policy H10 aligns with the Green Infrastructure design principle in relation to reducing flood risk and flood and water management
<p><u>Prior to the occupation of the 1,650th dwelling, the Council and the developers shall undertake a review of all associated infrastructure requirements for the subsequent phases of the development up to 4,500 dwellings. This potential additional infrastructure will be agreed either through a Local Plan Review or in writing with the Council. Those identified infrastructure requirements shall be incorporated into an updated infrastructure phasing plan and delivered as part of subsequent phases of the development.</u></p>	n/a	n/a