

Appendix A

Greater Faverdale - Strategic Site Allocation (Strategic Policy)

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

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

~~A comprehensive masterplan and infrastructure phasing plan must be submitted to accompany any planning application relating to this site, that informs the mix of uses, layout, scale, design, provision of local and strategic infrastructure and phasing of the proposed development, and which incorporates the key principles for the development as set out in points a-j below, shall be prepared prior to the submission of any planning application relating to this site. The masterplan shall be led by the applicant(s), informed by community consultation and should be based on a strong understanding of the characteristics of the site and its surrounds. It should also have regard to the strategic design requirements established in the Greater Faverdale Design Code. adopt encourage the Healthy New Town approach to site design set out in Figure 4.3.~~

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

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

- a. A mix of housing types, tenures and sizes, including 20% affordable housing and self/custom build housing, informed by up-to-date evidence of the housing needs of the Borough and Policies H 4 and H 5, with higher densities being incorporated close to public transport routes and the neighbourhood centre;
- b. Approximately 70 hectares (gross) / 49 hectares (net) of employment land to accommodate approximately 200,000 square metres of employment space covering for B4 E(g), B2 and B8 use classes;
- c. Space for a well located and connected neighbourhood centre providing community facilities, including the potential for a health hub, primary school and local retail and food and drink facilities of a scale and type proportionate to the nature and scale of the development. Policies TC1 and TC5 will not apply to proposals in accordance with these requirements. The requirement and timetable for the provision of the primary school shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site subject to the capacity of existing local schools (see Policy IN10);
- d. An appropriate buffer zone alongside the A1(M) for noise attenuation which is to be informed by a noise assessment;
- e. Principal vehicular accesses from Rotary Way and Burtree Lane;
- f. A link road between Rotary Way and Burtree Lane the precise details of which including development access points, together with a timetable for its implementation, shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site;
- g. Further enhancements to the local road network of Burtree Lane, to include the:
 - i. western connection to the A68; and
 - ii. connectivity over the Bishop Line towards Harrowgate Hill improvements to Burtree Lane, including a new or improved pedestrian and cycleway crossing over the Bishop Line to connect the site to the Harrowgate Hill area, or provide a suitable alternative route.

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

- h. Other necessary infrastructure as required by the Infrastructure Delivery Plan and identified at the time of submitting a planning application;

- i. An integrated transport network focused on sustainable transport modes; including public transport, walking and cycling with strong links to established networks, adjoining communities, employment locations and Darlington town centre;
- j. A network of connected and good quality green and blue infrastructure, the phasing of which is to be agreed with the Council as part of the comprehensive masterplan and infrastructure phasing plan, that:
 - i. retains and enhances the network of safe, attractive and accessible public rights of way, footpaths and cycle routes across the site;
 - ii. provides a pattern of well-integrated and inter-connected green spaces (along with their long term maintenance) across the site providing for the recreational needs of the local community, including nature friendly natural spaces, in accordance with Policies ENV 4, ENV 5 and ENV 9;
 - iii. protects the amenity of existing residential properties (see Policy DC 3);
 - iv. retains and enhances hedgerows and trees (see Policy ENV 7);
 - v. mitigates the impact on biodiversity (see Policy ENV 7);
 - vi. incorporates sustainable drainage systems; and
 - vii. conserves or enhances the setting of the Stockton and Darlington Railway and incorporates improved pedestrian access and interpretation alongside it.

The site design and layout ~~must conserve and enhance the historic Stockton & Darlington Railway in accordance with Policies ENV 1 and ENV 2.~~ will be required to conserve, and where appropriate enhance designated and non-designated heritage assets, within and in the vicinity of the site including their setting in accordance with policies ENV1 and ENV 2 and the recommendations of the Darlington Local Plan Heritage Impact Assessment (2019).

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

Prior to the occupation of the 750th home or development exceeding 24 hectares (net) of employment land, whichever is sooner, the Council and the developers shall undertake a review of all associated infrastructure requirements for the subsequent phases of the development. Any additional infrastructure requirements identified shall be incorporated into an updated infrastructure phasing plan and delivered as part of subsequent phases of the development.

- 6.11.1** Greater Faverdale is a 177.8 hectare site (Site Reference: 185) in the North West of Darlington in the Brinkburn and Faverdale Ward and the Heighington and Coniscliffe Ward. The site is currently in agricultural use and is bordered to the west by the A1(M) and the A68 in the south by Rotary Way, to the north by Burtree Lane and the east by the operational Bishop Line of the Stockton and Darlington Railway rail line. The western part of the site (120 hectares) was allocated in the 1997 Local Plan as an Employment Reserve site.
- 6.11.2** The Greater Faverdale strategic allocation in the North West of Darlington was identified as having potential for mixed use development as part of the Local Plan Issues and Scoping consultation held in August 2016. In November 2016, the Council's Cabinet agreed to engage with the Advisory Team for Large Applications (ATLAS), now part of Homes England, to investigate how this part of the Borough could contribute to meeting the Borough's housing needs in a planned, sustainable way.
- 6.11.3** The Greater Faverdale Strategic allocation is supported by a Masterplan Framework created in January 2018 by the Greater Faverdale Site Group consisting of landowners, developers and consultants. Work on the Masterplanning Framework started in January 2017 and included consultation in September 2017. This work, along with the feedback from consultation, has informed the draft policy requirements for the strategic allocation.
- 6.11.4** The Masterplan Framework suggests a mixed use development of approximately 2,000 housing units and approximately 200,000 square metres employment space. Also it includes indicative access points, green and blue infrastructure, an indicative neighbourhood centre, a movement network, suggested indicative land uses and essential amenities.
- 6.11.5** The following Masterplan Framework illustrates the key principles for development of the Greater Faverdale site emerging from the masterplanning process and reflected in the policy.

- 6.11.6** Further progress of the Masterplan Framework towards a comprehensive masterplan including infrastructure phasing plan with design, scale, suggested mix of uses, indicative phasing and development direction will be required to be prepared in consultation with the community and agreed with the Council in advance of any planning application(s) being submitted for this site ~~support any planning application for this strategic site.~~
- 6.11.7** The comprehensive masterplan should ~~be based on~~ have regard to the strategic design requirements established in the Greater Faverdale Design Code and be based on a strong understanding of the characteristics of the site and its surrounds, and adopt the Healthy New Town approach principles to site design.
- 6.11.8** For this site the balance of residential versus employment space will be dependent on the economic climate and viability assessment of the site.
- 6.11.9** In line with the recommendations of the Heritage Impact Assessment⁽²¹⁾, development proposals should avoid dense development around the Grade II listed manor house ruins and wall south east of Whessoe Grange Farmhouse in order to preserve its original rural landscape context. Opportunities to improve accessibility to and interpretation of the site as part of the development whilst preserving the most significant elements of its setting should be considered. In addition, areas of dense development should be avoided to the immediate south of High Faverdale Farm preserving prominent views of the farmhouse.
- 6.11.10** Development proposals should incorporate the route of the Stockton and Darlington Railway, providing improved access and interpretation, and aim to avoid creating a continuous area of urban development with the permitted development to the east of the rail line ~~in a predominantly rural~~ to conserve and enhance its setting. An appropriate programme of targeted archaeological evaluation and mitigation in advance of groundworks will be necessary, in particular around the site of the posited Whessoe Deserted Medieval Village, Roman Faverdale site and the Stockton and Darlington Railway.
- 6.11.11** Should development progress sooner than indicated in the Local Plan trajectory it will be necessary to undertake a proportionate review of the infrastructure phasing plan to accompany any planning application for accelerated development. This could include evidence from a Transport Assessment for highways infrastructure but should also consider other additional infrastructure requirements where necessary.