

COUNCIL RESPONSE TO IN16 - ACTION POINTS FOLLOWING ADDITIONAL HEARING SESSION

Housing supply

AP61. Council to amend the proposed modification to the reasoned justification for the housing land supply identified in the Plan set out in DBC23 to:

- **Delete “of 8,440 dwellings and a target” in the first sentence of paragraph 6.2.2.**

Modifications proposed to para 6.2.2.

There is the need to allocate sufficient land to accommodate a minimum of ~~8,440 dwellings and a target~~ of 9,840 dwellings within the plan period.

The Council would also like to highlight that paragraphs 6.1.9 and 6.2.4 also refer to a housing requirement range and would therefore require modification if this approach is not taken.

- **Add to the end of paragraph 6.2.6 “...5.3 year housing land supply, based on the type of evidence relating to deliverable sites required by national policy”, or similar.**

Modifications proposed to para 6.2.6

The five year housing land supply on 1st April 2021 was 2920 dwellings. Table 6.4. below provides a break down of the categories of sites in the five year supply. At this point in time the Council could demonstrate a 5.3 year housing land supply, based on the type of evidence relating to deliverable sites required by national policy.

- **Add text after the third sentence of paragraph 6.2.13 to explain that the figure of 3,119 homes on commitments is the total capacity of those sites based on the planning permissions as at 1 April 2021; that historically lapse rates in the Borough have been around 14%; and that if a similar lapse rate were applied to existing commitments this would reduce the overall supply summarised in Table 6.6 by around 440 dwellings.**
- **Add a sentence at the end of 6.2.13: “Furthermore, no allowance is made for windfalls over one hectare, and the small site allowance of 25 dwellings per year is below the historic average of 37 dwellings per year on such sites”, or similar.**

Modifications proposed to para 6.2.13

The policy above indicates that the allocations are capable of accommodating around ~~6,709~~ 5,764 homes in the Borough throughout the plan period. ~~An additional 5,545 homes are anticipated to be delivered post 2036.~~ The housing requirement will also be met by existing commitments (table 6.7), some of which are currently being built out, net completions since 1st April 2016 and a small sites allowance of 25 dwellings per annum. The table below provides a summary of the overall housing supply expected in the period 2016 to 2036, highlighting that the total supply ensures that the housing requirement will be met and exceeded. The figure of 3,119 homes on commitments is the total capacity of those sites based on the planning permissions as at 1st April 2021. Historically lapse rates in the Borough have been around 14% and if a similar lapse rate were applied to existing commitments this would reduce the overall supply summarised in table 6.6 by around 440 dwellings. It is important to note that extra capacity exists on a number of sites and they are assumed to be delivered after 2036. This includes site 68 West Park Garden Village a housing commitment and six

of the housing allocations, which total 5,614 beyond 2036. Furthermore, no allowance is made for windfalls over one hectare, and the small site allowance of 25 dwellings per year is below the historic average of 37 dwellings per year on such sites.

Policy H4: Housing Mix

AP62. Council to amend the proposed modification to policy H4 set out in DBC19.2 so that it refers to a requirement for 45% (rather than 47%) of homes to meet the Building Regulations M4(2) standard for accessible and adaptable homes.

Alteration to policy H4 Housing Mix

~~80~~45% of all new dwellings will meet category 2 requirements (accessible and adaptable dwellings).

AP63. Council to prepare a main modification to the reasoned justification to policy H4 so that it refers to the evidence for the policy H4 requirements for accessible and adaptable, and wheelchair adaptable, homes, and sets out the number of such homes that are needed and explains how this relates to the overall housing requirement set out in the Plan.

Additional para to be inserted after 6.4.5

The evidence to support the percentage requirements for accessible and adaptable homes is set out in the SHMA 2020. Modelling work was undertaken in the assessment which utilised national and local data on housing, long term illness and disability, to estimate the number of households likely to require adaptations or needing to move to a more suitable home in the housing market area. The assessment indicated that at least 4,948 households will require adapted homes by 2036. This represents 54% of the overall housing need for Darlington between 2016 and 2036. More detailed analysis of the data also indicated that at least 790 wheelchair adapted homes will be required over the plan period which results in 9% of overall housing need for Darlington needing to be M4(3) standard. Subsequently this implies a need for 45% of all new homes to be M4(2) standard (54% minus 9%).

Policy H10: Skerningham allocation

AP64. Council to amend the proposed modification to policy H10 and reasoned justification set out in DBC19.2 to:

- **Delete references to “land to the east/west of the allocation boundary” and instead refer to the “eastern/western part of the allocation”, or similar.**

References to west/east of the allocation boundary have been updated as requested in paragraph 1, part g and paragraph 6.10.5 to refer to eastern/western part of the allocation. These proposed modifications are set out in the revised H10 policy wording in appendix a.

- **Amend the last sentence of 6.10.3 to clarify that the design code will be prepared within around six months of the Plan being adopted, and that it will be a supplementary planning document.**

The last sentence of paragraph 6.10.3 has been amended as requested and can be viewed in appendix a.

- **Clarify that improvements will need to be made to Barmpton Lane, including the junction with Whinbush Way, to serve initial phases of development on the eastern part of the site.**

A modification is proposed to part f of Policy H10 to refer to an additional scheme which is Barmpton Lane upgrade works including its junction with Whinbush Way. The amended policy can be viewed at appendix a.

- **Clarify the types of physical, social/community and environmental infrastructure that the “infrastructure phasing plan” will be required to include. Further consideration should also be given to clarifying in the Plan the timing of the “neighbourhood centre” (and its various components) and “other local community facilities” referred to in parts (b) and (c) in relation to the phases / amounts of residential development.**

Additional sentences are proposed to be added within paragraph 6.10.3 of the Policy H10 supporting text to clarify that the infrastructure phasing plan is required to set out in further detail the appropriate phases of the development that the infrastructure requirements set out in parts a-i of Policy H10 will be provided by. It also broadly sets out the types of infrastructure that should be included in the infrastructure phasing plan which are community and social facilities such as the neighbourhood centre, health hub, schools and other community facilities as well as green infrastructure and transport network including sustainable transport.

Modifications are proposed to the references to strategic and local infrastructure within paragraph three of Policy H10 to make clear and effective that this includes social and community facilities as well. Modifications are also proposed to parts b, c and e of Policy H10 to ensure the policy is effective in making clear that the neighbourhood centre including health hub, other local community facilities and integrated transport network including public transport, walking and cycling should be provided at appropriate phases of the development which are identified within the infrastructure phasing plan. This modification is considered to ensure that a specific phase/ amount of the development trigger or requirement to determine this within the infrastructure phasing plan is now in place for all the infrastructure requirements established for the Skerningham allocation within parts a-l of Policy H10.

It is not considered possible or effective at this stage to provide a more specific phase or amount of residential development by when the neighbourhood centre and its various components (part b) or the other community facilities (part c) are required by as the exact type and nature of some facilities (other community facilities) still need to be identified through the comprehensive masterplan when the detailed layout of the development is established and also circumstances may change regarding the need/capacity of existing provision for some types of infrastructure/facilities such as GPs/Dentists which planning has limited influence over which can also relate to retail and food and drink facilities where provision is led by the market in response to demand.

- **Clarify how the “review of all infrastructure requirements” (to be undertaken prior to the occupation of the 1,650th dwelling) relates to a future review of the Plan, having regard to NPPF footnote 37 and PPG ID: 61-060.**

The Council has considered the original drafting of the infrastructure review mechanism and to ensure consistency with national policy and guidance is proposing to modify this to make clear that as the development is expected to extend beyond the plan period the infrastructure requirements and infrastructure phasing plan for the Skerningham allocation will be kept under review. It also

proposes to clarify that should a proposal come forward that exceeds the 1650 homes, which is the total currently planned for during the plan period, prior to a plan review being undertaken or subsequent plan being prepared that a review all infrastructure requirements would need to be carried out and should significant additional infrastructure be required over and above that identified in Policy H10 and the infrastructure phasing plan the Council will undertake a review of the plan

The full proposed modification to the Policy H10 wording can be viewed at appendix a.

AP65. Council to prepare an alternative version of the Skertingham Masterplan Framework (Figure 6.1) that would apply if the Darlington Golf Club were not to be relocated.

An alternative version of the Skertingham Masterplan Framework should the golf course remain in its current location has been prepared and is available to view at Appendix b.

The changes the retention of the golf course in its current location necessitates to the masterplan framework are:

- Removal of indicative development areas on the existing golf course;
- Relocation of the proposed neighbourhood centre and proposed primary school location to the north east;
- Relocation of the proposed pedestrian/cycle route previously running north-east/south west across the golf course area further west alongside the western edge of the golf course;
- Relocation of the proposed pedestrian/cycle route previously running north west/south east along the northern boundary of the golf course to run centrally through the indicative development area cell to the north;
- Removal of the indicative strategic and local green infrastructure on the golf course area although this would remain entirely as strategic green infrastructure as a golf course;
- Removal of the indicative golf club location symbol.

Policy H11: Greater Faverdale allocation

A track changed version of Policy H11 and reasoned justification is available in APPENDIX C covering the points raised in AP66.

AP66. Council to amend the proposed modification to policy H11 and reasoned justification set out in DBC19.2 to:

- **Amend paragraph 6.11.6 to delete the reference to the comprehensive masterplan and infrastructure phasing plan being approved by the Council in advance of any planning application being submitted.**

In relation to this point a further modification is suggested to ensure consistency to the Monitoring Framework for Policy H11 to replace the wording 'Masterplan agreed by council' to 'Masterplan received and agreed by planning committee'.

- **Clarify the types of physical, social/community and environmental infrastructure that the "infrastructure phasing plan" will be required to include. Further consideration should also be given to clarifying in the Plan the timing of the "neighbourhood centre" (and its various components) referred to in part (c) in relation to the phases / amounts of residential and employment development.**

Clarity has been provided in the policy wording and paragraph 6.11.6 that the infrastructure phasing plan will include social and community facilities. It is not considered appropriate to provide an extensive list of what this would include within the plan as circumstances may change and delivery of some infrastructure is dependent on processes planning has limited influence over (such as the establishment of a new GP practice or other health facilities). It is however intended the types of infrastructure to be covered to include:

- Highway and Transport Infrastructure
 - Sustainable Transport Infrastructure (inc. bus network improvements, footpaths, cycleways etc.)
 - Green Infrastructure (Inc. Habitats and Biodiversity)
 - Sustainable Drainage Infrastructure
 - Utilities and Services
 - Education Facilities
 - Neighbourhood centre/Community Facilities
- **Clarify the requirements relating to the Stockton and Darlington Railway / other designated and non-designated heritage assets (in the last part of (j) and the following paragraph) and ensure consistency with policy ENV1 and ENV2.**

It has been proposed to remove the previous modification to include criteria j (vii) relating to the Stockton and Darlington Railway as it is acknowledged it overlaps with aspects of Policies ENV1 and ENV2.

- **Clarify how the “review of all infrastructure requirements” would be triggered by the occupation of the 750th home and/or development of 24 hectares of employment land, and how it relates to a future review of the Plan, having regard to NPPF footnote 37 and PPG ID: 61-060.**

Suggested revised wording is detailed in Appendix C.

Policy ENV3(A): Rural Gaps

AP67. Council to consider whether further changes are needed to the Policies Map to ensure that the Rural Gap between Great Burdon and housing site ref 20 is justified, and that policy ENV3(A) and requirements for site ref 20 can be effectively applied.

The Council has considered that a minor change to the policies map is necessary to slightly extend the Great Burdon rural gap to amend a previous cartographical error to ensure it accurately aligns with the pipeline easement in this location. The proposed amendment to the Great Burdon rural gap and map 7 of the policies maps is provided at Appendix D.

The Council considers the requirements for the rural gap established in policy ENV3(A) and in site ref 20 namely those in part o can be effectively applied. In relation to part o it is acknowledged that the rural gap is not adjoining with the rural gap along all of the north western part of the site but it is in part so the phrasing proposed is still considered effective.

Policy IN1: Priorities for the road network

AP68. Council to amend the proposed modification in DBC19.2 so that the list of road schemes in policy IN1 part (C)(vi) is consistent with the proposed modification to paragraph 10.5.11.

The list of road schemes detailed in Policy IN1 part (C)(vi) be reordered as follows to be consistent with the list provided in paragraph 10.5.11.

- Coniscliffe Park - link road connecting A67 to Staindrop Road;
- Stag House Farm - link road connecting Newton Lane to Staindrop Road;
- West Park Garden Village - link road connecting Edward Pease Way to Newton Lane;
- Faverdale link road - connecting Rotary Way to Burtree Lane;
- Berrymede Farm – connecting Burtree Lane to the A167;
- Skertingham access roads – including local distributor road between the A167 and A1150 close to the Little Burdon roundabout in the broad location identified in the Skertingham Masterplan Framework;
- Burdon Hill - link road connecting A1150 to B6279 Tornado Way and new link road to Red Hall;
- Link 66 / Symmetry Park - link road connecting the B6279 Tornado Way to B6280 Yarm Road.

Policy IN2: Improving access and accessibility

AP69. Council to amend the proposed modification to policy IN2 part (d) in DBC19.2 to clarify the requirement for 80% of dwellings to be within 400 metres walking distance of a bus stop.

All new major development should be accessible by public transport. It is therefore expected that 80% or more of dwellings on a site being within a 400 metre walking distance of a bus stop served by a regular daytime service (every 30 minutes). Where appropriate, financial contributions to provide a supported or extended bus service for up to 5 years, and bus stop infrastructure will be sought where sites are not currently served by regular services.

Policy IN4: Cycle parking and storage

AP70. Council to prepare a modification to paragraph 10.8.3 to clarify that the requirements for cycle parking and storage in the Tees Valley Highway Design Guide are due to be reviewed in 2021/2022 and in the meantime nationally defined standards will be applied in the Borough.

A main modification is proposed to delete paragraph 10.8.3 and replace with the following:

~~There are already local parking standards for new development and changes of use in place, set out in the Tees Valley Highway Design Guide, and further advice on integrating parking within new development is included in the Council's Design of New Development SPD. Development should also include appropriate provision for disabled parking and secure motorcycle parking.~~

Local parking standards for new development and changes of use will be set out in the Tees Valley Highway Design Guide (due to be updated 2021/22), in the meantime nationally defined parking standards will be applied in the Borough.

Appendix A – Revised Version of Policy H10 – Skerningham Site Allocation

Modifications proposed in response to Inspectors Action Points (IN16) following September hearing session shown **underlined in bold**. Modifications shown are changes compared to the versions detailed in DBC19.2 / DBC22.1 (not in relation to the submitted plan).

Policy H 10

Skerningham - Site Allocation (Strategic Policy)

An 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 of which 600 dwellings are to be delivered on land adjacent to the A167 and west of the East Coast Mainline **on the eastern part of the allocation**; and 1,050 dwellings to be delivered on land to the east of the **east coast mainline on the eastern part of the allocation boundary with initial phases located on land adjoining Barmpton Lane**.

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

A comprehensive masterplan including an infrastructure phasing plan shall be prepared in consultation with the community prior to the submission of any planning application relating to this site, that informs the mix of uses, layout, scale, design, provision of local and strategic infrastructure **including social and community facilities** and phasing of the proposed development. The masterplan shall be led by the applicant(s) and should be based on the design approach and principles established in the Council's Design Code, a strong understanding of the characteristics of the site and its surrounds and incorporate the key principles for the development as set out in points a to j below. To ensure that a cohesive development is delivered at Skerningham, the Council will only approve planning applications that adhere with the comprehensive masterplan and the Council's design code and deliver the necessary local and strategic infrastructure **including social and community facilities** at the appropriate phase of the development identified in the infrastructure phasing plan to support the coordinated provision of infrastructure and housing development.

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:

- 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 neighbourhood centres;
- 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, 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 **and shall be delivered in accordance with the infrastructure phasing plan**. Policies TC1, **TC4** and TC5 will not apply to proposals in accordance with these requirements;
- c Other local community facilities to serve residential areas as required, closely related to public transport, walking and cycling facilities, **and shall be delivered in accordance with the infrastructure phasing plan**;

- d **Two** primary schools, associated nursery provision (a total of 5.6 hectares) and a reserved space for a secondary school (5 hectares), with the first primary school being delivered on land to the east of the East Coast Mainline before the occupation of the 450th dwelling on land to the east of the East Coast Mainline subject to available capacity within existing or other newly created local schools (see Policy IN 10) and the phasing requirements established in the infrastructure phasing plan. The timescales for the delivery of the additional primary school and secondary school would be identified in the infrastructure phasing plan and/or through the review of infrastructure requirements prior to the occupation of the 1,650th dwelling where the education requirements and capacity levels will be considered;
- 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, **shall be delivered in accordance with the infrastructure phasing plan;**
- 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 plan period. This shall include, but not be limited to, the following schemes from the Infrastructure Delivery Plan, exact details to be identified as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site:
 - i A66/Little Burdon Circulatory Upgrade
 - ii A1150/ Thompson Street East Roundabout Improvements
 - iii A167/Burtree Lane Junction Improvements
 - iv **Barmpton Lane upgrade works including its junction with Whinbush Way**
- 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 and roundabout junction on the A1150. This will be achieved through the following;
 - i Prior to the occupation of the first dwelling on land ~~to on~~ **the western part** 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.
 - ii Prior to the completion of the development ~~to on~~ **the western part** 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.
 - iii Development of the initial phases of development ~~at on~~ **the eastern side part** 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 eastern part** of the allocation ~~boundary~~ the section of the local distributor road between Barmpton Lane and Bishopton Lane shall be delivered.
 - iv Prior to the occupation of between the 900th and 1500th dwelling the local distributor road between the A167 and the A1150 shall be completed in its entirety.

Precise details of the road and development access points, together with a timetable for its implementation, shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site;

- h Other necessary infrastructure as required by the Infrastructure Delivery Plan and identified at the time of submitting a planning application;
- i A network of green and blue infrastructure, the phasing of which is to be agreed with the Council as part of the 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 protects and enhances the River Skerne, its valley setting (see Policy ENV 7), and the strategic and local green corridors (see Policy ENV3). Where infrastructure crosses these corridors mitigation measures should be provided;
 - iii delivers a net gain in the area of publicly accessible community woodland on the site;
 - iv provides a pattern of well-integrated and inter-connected green spaces (along with provision for their long term maintenance) across the site providing for the green infrastructure needs of the local community, including wildlife friendly natural spaces, sport and recreation facilities and allotments in accordance with Policies ENV 4, ENV 5 and ENV 9;
 - 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 potential relocation of Darlington Golf Club to a suitable location within the allocation boundary;
 - viii mitigates the impact on biodiversity (see Policy ENV 7);
 - ix incorporates sustainable drainage systems; and
 - x retains the openness and separation of the rural gaps between Darlington and the villages of Great Burdon and Barmpton (see Policy ENV3);

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.

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.

As the development is expected to extend beyond the plan period, in line with national policy and guidance, infrastructure requirements and the infrastructure phasing plan will be kept under review. Any proposal in advance of a plan review or preparation of a subsequent plan, which exceeds 1650 dwellings, would need to carry out a review of all associated infrastructure requirements. If significant additional infrastructure is required, the Council will seek to update the policy as part of any subsequent review of the plan. 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. Those

~~identified infrastructure requirements shall be incorporated into an updated infrastructure phasing plan and delivered as part of subsequent phases of the development.~~

- 6.10.1** The Skerningham strategic allocation is a 487 hectare site bordered by the Skerne River and Barmpton village to the north, the A167 to the west, Darlington's urban edge and the A66 to the south and agricultural land to the east, and is bisected by the East Coast mainline. Most of the site is situated within the Sadberge and Middleton St George Ward, with the remainder located in the wards of Harrogate Hill and Whinfield. The majority of the site is currently in agricultural use, but the site also includes Darlington Golf Club, areas of recreational open space, Skerningham Community Woodland and a network of formal and permissive Public Rights of Way.
- 6.10.2** The Skerningham area to the North East of Darlington, was identified as having potential for housing 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.
- 6.10.3** Working with the Council, the sites promoters and major landowners started a masterplanning exercise for the site in 2017. The emerging masterplan is being prepared with a focus on the landscape and biodiversity context of the site, its heritage assets, and its relationship with existing communities, adopting the Healthy New Town principles to its layout and design (see Policy DC 3). The masterplanning process has been informed by a number of studies to identify the opportunities and constraints of the area including landscape, ecology, ground conditions, historic assets, transportation and accessibility as well as establishing the infrastructure and community facilities that will be required to support a sustainable community, integrated with the existing urban area. A draft masterplan was also the subject of public consultation organised by the sites promoters during the Autumn of 2017. This work, along with the feedback from consultation, has in turn informed the illustrative Masterplan Framework and draft policy requirements for the strategic allocation. The finalised comprehensive masterplan including infrastructure phasing plan is to be prepared by the applicant(s) in consultation with the community and is to be agreed with the Council in advance of any planning application being submitted for the Skerningham strategic allocation site, either as a whole or in part. **The infrastructure phasing plan is required to set out in further detail the appropriate phases of the development that the infrastructure requirements set out in parts a-i of Policy H10 will be provided. This includes community and social facilities including neighbourhood centre, health hub, schools and other community facilities; green infrastructure and transport network including sustainable transport.** A design code will be developed for the site, in consultation with the community, **within around six months of the Local Plan being adopted.** ~~that~~ The Council will adopt **the design code as a Supplementary Planning Document** and expect the comprehensive masterplan and planning applications to **reflect and adhere to have regard to it.**
- 6.10.4** The following Masterplan Framework illustrates the key principles for development of the Skerningham site emerging from the masterplan process and reflected in the policy.

<Masterplan Framework Plan>

- 6.10.5** The Skerningham site will deliver a high quality, sustainable development of up to 4,500 new homes on the north side of Darlington. Due to the scale and complexity of this site, and the level of supporting community and physical infrastructure required to support the development, in the order of 1,650 homes are expected to be delivered on this site during the plan period (as set out in the Housing Trajectory at APPENDIX A). This is not regarded as the maximum number of homes that the site could deliver during the plan period, additional homes could be provided subject to a review being undertaken by the Council and developers of all associated infrastructure requirements to ensure the delivery and appropriate phasing of required supporting infrastructure (see Policy H 2). The site has been allocated as a whole to ensure that it is planned as a single cohesive sustainable development, fully supported by necessary infrastructure provision and with appropriate mitigation measures, as required, delivered in a coordinated phased manner alongside development. It is expected that 600 homes delivered during the plan period will be located on the land adjacent to the A167 and west of the East Coast Mainline with the remaining 1,050 homes delivered during the plan period located on the land to the east of the allocation boundary with initial phases located on land adjoining Barmpton Lane.
- 6.10.6** The Masterplan Framework shows the potential location of a new neighbourhood centre to serve both new and existing communities in the area through the co-location of community services, local scale retail, food and drink (excluding hot food takeaways) and employment facilities, schools and a health hub for GPs and Dentists. The neighbourhood centre is to be located to coincide with sustainable transport routes and the green infrastructure network. A number of smaller centres providing local community facilities to meet the needs of residential areas will also be provided where required, located along walking, cycling and public transport routes.
- 6.10.7** An assessment of the likely education requirements for this site by the Council has indicated that the site should make provision for land to accommodate two 525 place primary schools, each with a 52 place nursery school, a combined total land requirement of 5.6 hectares. This level of provision would allow sufficient flexibility for future demand. It will also be necessary to reserve 5 hectares of land for a 600 place secondary school. The first primary school is expected to be delivered on land to the east of the East Coast Mainline before the occupation of the 450th dwelling on land to the east of the East Coast Mainline subject to available capacity within existing or other newly created local schools and any further phasing requirements established through the infrastructure phasing plan at the comprehensive masterplanning stage. The timescales for the phasing of the remaining education provision will be established through the infrastructure phasing plan and/or the review of infrastructure requirements prior to the occupation of the 1,650th dwelling.
- 6.10.8** The site promoters have indicated that the site has the potential to provide between 15-30 hectares of employment land on the south eastern corner of the site close to the A66 Little Burdon roundabout. However, this land was not assessed as part of the most recent Employment Land Review process and the Plan already makes sufficient provision for the employment needs of the District over the Plan period on existing employment sites and new allocations, such as Central Park, Ingenium Parc and Greater Faverdale. The need to release this part of the Skerningham site for employment uses will be considered when the Local Plan is next reviewed, and as part of any future update/review of the Council's employment land evidence base.
- 6.10.9** Development should seek to reduce the use of car based travel through thoughtful layout, including the provision of a network of convenient, safe and attractive walking and cycling routes, integrated into and aligned with the green infrastructure network and existing

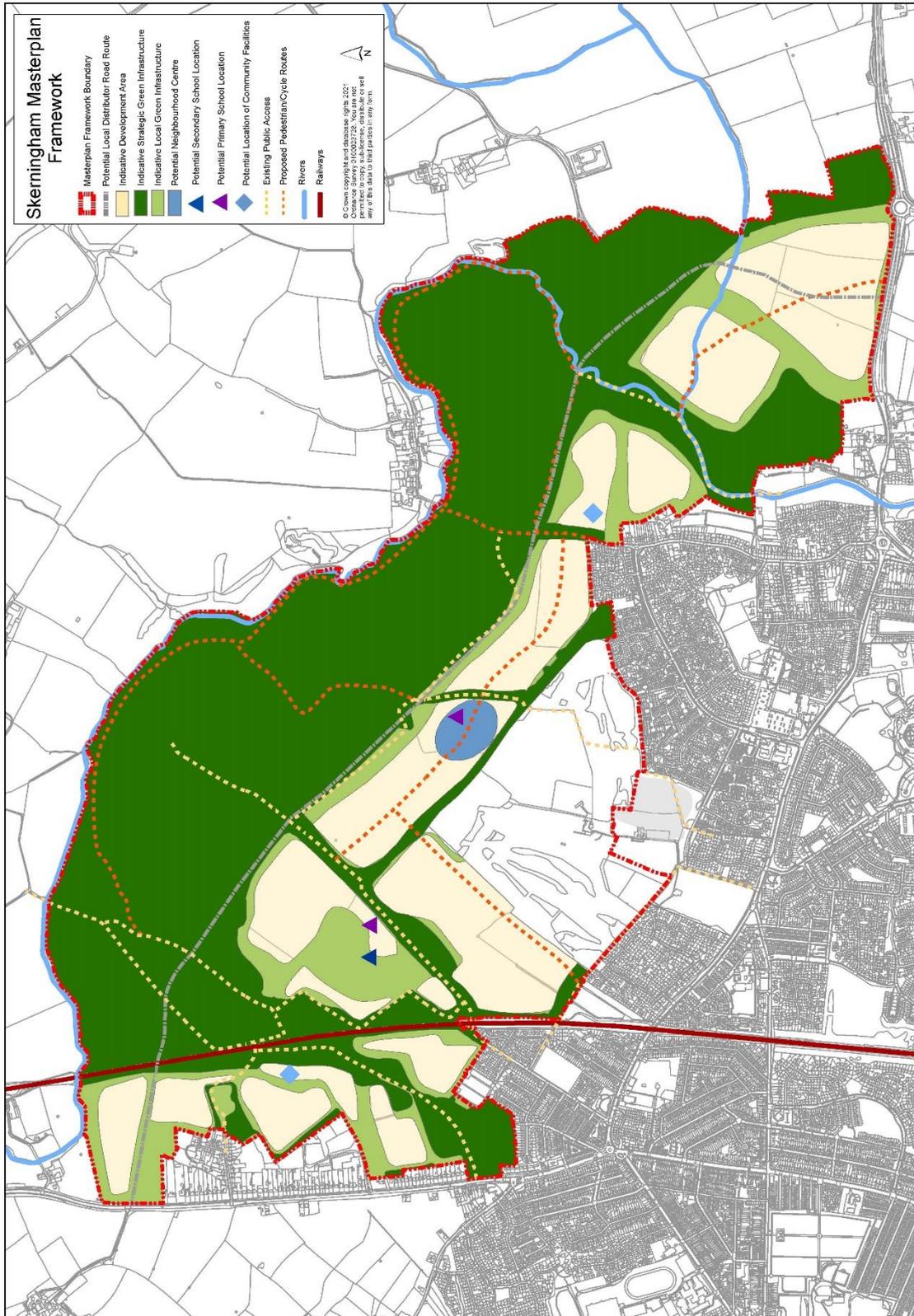
Public Rights of Way, with links to adjacent residential areas and community facilities both on and off the site. The development should also fully explore the potential to extend existing bus services into the site, or provide a new service to serve the site, routed through the proposed neighbourhood centre. Appropriate primary and secondary vehicular access points and routes should be provided that are suitable to accommodate evidence based traffic flows to, from and through the site.

- 6.10.10** The site will require the delivery of a new local distributor road between the A167 north of Beaumont Hill and the A1150 close to the Little Burdon roundabout. The specification of this road will be determined by the Transport Assessment submitted with a planning application for the site. Whilst the precise details and timetable for implementation of the local distributor road are to be agreed with the Council through the comprehensive masterplan, infrastructure phasing plan and planning applications stages it is expected, based on the modelling undertaken to date that the internal distributor road will need to be fully operational prior to the occupation of between the 900th and 1500th dwelling.
- 6.10.11** The masterplan must deliver a high quality, landscape led design that responds to, respects, and enhances its landscape and biodiversity context and builds upon the existing local green infrastructure assets in the area providing an attractive green edge to the town. Around 45% of the site area is expected to be retained and enhanced as accessible green infrastructure, managed agricultural land and the relocated golf club, as part of a wide green corridor on the south side of the River Skerne forming the river valley, and along the East Coast Mainline. In addition, further green space will be provided within the remainder of the site, creating an extensive network of green infrastructure connecting residential areas and community facilities, delivered in line with Policy ENV 4.
- 6.10.12** The River Skerne that runs along the northern boundary of the Skerningham site is identified in Darlington's Green Infrastructure Strategy as part of an existing and proposed strategic green corridor. Development will be expected to improve the value and ecological mix of the River Skerne corridor in line with the measures set out in Policy ENV 7, and must follow the sequence of actions laid out in Policy ENV 8 to identify how impacts of development on biodiversity can be avoided, or failing that adequately mitigated. The River Skerne must be protected and enhanced, with the provision of habitat buffers as part of any development alongside the river to the north east and west. The site is expected to deliver an increase in the area of woodland adjacent to the river, to offset any loss resulting from the potential relocation of Darlington Golf Course, and to help meet the sites wider green infrastructure needs. This will take the form of non-farmed areas incorporating habitat creation measures at least 50 metres in depth in order to create viable ecological corridors, providing movement corridors for wildlife within the landscape.
- 6.10.13** The site contains the Grade II Listed Skerningham Farmhouse, which was the home of the noted cattle breeder Charles Colling, and Low Skerningham cottage and stable. The site is adjacent to the Ketton Bridge Scheduled Monument, and close to heritage assets in and around the villages of Great Burdon and Barmpton. It is therefore necessary that the design and layout of development on the site conserves and enhances the significance of these assets and the contribution their rural settings makes to their significance in line with Policy ENV 1 and national policy. Also present on the site is the potential location of the deserted medieval village of Skerningham (indicated on Figure C.1: Area of High Archaeological Potential) and a burial site. Historic field boundaries should also, wherever possible, be maintained.
- 6.10.14** Development should retain and incorporate the World War II pillbox in the southwest area of the site, as well as preserve some, if not all, of its original intended views within the

landscape. Improving interpretation and accessibility to this historic asset could increase its overall communal value and significance.

6.10.15 Under the provisions of Policy ENV 1, development proposals on the Skerningham Strategic Allocation must be accompanied by an archaeological evaluation report. Development proposals will need to consider an appropriate programme of targeted archaeological evaluation and mitigation, in particular around the site of the posited Skerningham Deserted Medieval Village, previously demolished historic buildings, and other earthworks as identified in the Historic Environment Record.

Appendix B – Skertingham Masterplan Framework With Golf Course Remaining In Situ



Appendix C – Revised Version of Policy H11 - Greater Faverdale Site Allocation

Modifications proposed in response to Inspectors Action Points (IN16) following September hearing session shown **underlined in bold**. Modifications shown are changes compared to the versions detailed in DBC19.2 / DBC22.1 (not in relation to the submitted plan).

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. The western part of the site (120 hectares) was allocated in the 1997 Local Plan as an Employment Reserve site.

Policy H 11 Greater Faverdale - Site Allocation (Strategic Policy)

A site allocation is identified at Greater Faverdale (Site Reference: 185) to support a 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 that informs the mix of uses, layout, scale, design, provision of local and strategic infrastructure **including social and community facilities** and phasing of the proposed development, and which incorporates the key principles for the development as set out in points a-j below, shall be prepared prior to the submission of the first 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.

To ensure that a cohesive development is delivered at Greater Faverdale, the Council will only approve planning applications that adhere 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 **including social and community facilities** 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 for 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 **and should be provided at appropriate phases of the development identified in the infrastructure phasing plan.** Policies TC1, **TC4** and TC5 will not apply to proposals in accordance with these requirements. The requirement and timetable for the provision of the primary school shall be agreed with the Council as part of the comprehensive masterplan, infrastructure phasing plan and any future planning applications for the site subject to the capacity of existing local schools (see Policy IN10);
- 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. improvements to Burtree Lane, including a new or improved pedestrian and cycleway 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, **which should be provided at the appropriate phases of the development identified in the infrastructure phasing plan;**
- 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 **the Stockton and Darlington Railway (see Policy ENV2)it.**

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

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.**~~

As the development is expected to extend beyond the plan period, in line with national policy infrastructure requirements the infrastructure phasing plan will be kept under review. Any proposal, in advance of a plan review, which exceeds 750 dwellings or 24 hectares (net) of employment land would need to carry out a review of all associated infrastructure requirements. If significant additional infrastructure is required the council will seek to update the policy as part of a review of the plan.

- 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.

<Masterplan Framework Plan>

- 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~~ the first planning application(s) being submitted for this site. **The infrastructure phasing plan shall set out in further detail the appropriate phases of the development that the community and social facilities; green infrastructure and transport network requirements shall be provided.**
- 6.11.7 The comprehensive masterplan should 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 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, 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 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 above the 750 dwellings or 24 hectares in the local plan to 2036~~ it will be necessary to undertake a proportionate review of the infrastructure phasing plan to accompany any planning application for accelerated development. This could include evidence from a Transport Assessment for highways infrastructure but should also consider other additional infrastructure requirements where necessary. **Significant additional infrastructure requirements for development not considered in this plan may necessitate the need for a plan or policy review.**

Appendix D – Revised Great Burdon Rural Gap

