

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by describing the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

**MM Part of Plan Main modification**

1	<b>Key Diagram</b> Paragraph 1.28	<b>1.28</b> In order to aid monitoring and discuss issues across an area the size of County Durham, with its many different communities, it is useful to break the county down into geographical areas which have similar characteristics in terms of their housing, economy and history. We have therefore identified nine monitoring areas which will assist in measuring the success of the Plan's policies. In reality, the boundaries between these areas are not distinct and in some cases, issues overlap as they are not physically discrete. The general extent of the monitoring areas <del>is</del> <u>are</u> shown <del>below</del> <u>on Map 1</u> <del>the</del> <u>Map below</u> .

<p>2</p>	<p>Key Diagram</p>	
<p>3</p>	<p><b>Policy 1</b> (Quantity of New Development)</p>	<p><b>a.</b> <del>302</del><u>300</u> hectares of strategic and general employment land for office, industrial and warehousing purposes; and</p>

	Criterion a.									
4	<b>Policy 1</b> (Quantity of New Development)  Criterion b.	<b>b. a net minimum of 24,852 new homes of mixed type, size and tenure over the period 2016 to 2035 (1,308 new homes per year).</b>								
5	<b>Policy 1</b> (Quantity of New Development) Paragraph 4.7.	<b>4.7</b> When comparing the existing supply of employment land to the forecasted need there is a significant oversupply. This oversupply is particularly high in areas where existing market demand is low and forecast expects it to remain so. Therefore following a review of the existing supply of employment land and potential new employment sites, the ELR recommends that County Durham's portfolio of employment land should be circa 260 hectares. To give flexibility and to acknowledge that many of the employment land allocations are within existing employment areas and therefore unsuitable for other uses, the Plan identifies a supply of land of <del>302</del> <u>300</u> hectares.								
6	<b>Policy 1</b> Quantity of New Development) Paragraph 4.8.	<b>4.8</b> The Plan also identifies NETPark, where the land is allocated for a specific type of employment use. It therefore will fall outside of the <del>302</del> <u>300</u> hectares of employment land supply. In addition further land at NETPark and Integra61 is safeguarded beyond the Plan period.								
7	<b>Policy 1</b> (Quantity of New Development)  Paragraphs 4.19 and 4.20 and Table 1	<p>4.19 A <del>significant large</del> proportion of the new houses we need are already committed either on sites under construction or sites not started with planning permission (a total of <del>15,946</del> <u>15,660</u> houses as at <del>30 September 2018</del> <u>1st April 2019</u> and shown in the table below).</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Table 1 Total Commitments by Monitoring Area</th> </tr> <tr> <th style="text-align: center;">Local Plan Monitoring Area</th> <th style="text-align: center;">Total Commitments including sites under construction and those with an outstanding planning permission</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Durham City</td> <td style="text-align: center;"><del>-969</del> <u>915</u></td> </tr> <tr> <td style="text-align: center;">Central Durham</td> <td style="text-align: center;"><del>2,064</del> <u>1,959</u></td> </tr> </tbody> </table>	Table 1 Total Commitments by Monitoring Area		Local Plan Monitoring Area	Total Commitments including sites under construction and those with an outstanding planning permission	Durham City	<del>-969</del> <u>915</u>	Central Durham	<del>2,064</del> <u>1,959</u>
Table 1 Total Commitments by Monitoring Area										
Local Plan Monitoring Area	Total Commitments including sites under construction and those with an outstanding planning permission									
Durham City	<del>-969</del> <u>915</u>									
Central Durham	<del>2,064</del> <u>1,959</u>									

North Durham	<del>-1,497</del> <u>1,433</u>
North West Durham	<del>1,884</del> <u>1,802</u>
Mid Durham	<del>-2,548</del> <u>2,346</u>
South Durham	<del>2,500</del> <u>2,561</u>
South East Durham	<del>572</del> <u>683</u>
East Durham	<del>3,121</del> <u>3,285</u> This includes a figure of <del>560</del> <u>840</u> houses for the recently approved South of Seaham development.
West Durham	<del>791</del> <u>676</u>
Total	<del>-15,946</del> <u>-15,660</u>

4.20 It is possible unlikely that some all of these commitments will not come forward during the Plan period for a variety of reasons such as abnormal costs, including contamination or a lack of house builder interest etc. As the existing commitments make up a large proportion almost two thirds of the housing identified, ~~LHN the effect of~~ non-delivery of some of these developments could affect on the Plan's ability to meet the identified housing need. ~~Plan's LHN has the potential to be significant~~. An assessment of the lapse rate of planning permissions granted in County Durham shows that from 2011/12 to ~~2014/15~~ 2015/16, an average of ~~17~~ 12% of the units granted permission on sites of 12 units or greater, and 53% of units on sites of 11 units or fewer, have lapsed.

4.20a In order to take this evidence into account and ensure we are not hampered in meeting our housing need we have applied a reasonable these discounts (~~of 10%~~ 12% to large sites and 53% to small sites) to sites with planning permission that have not started to account for sites that are likely to could lapse within the Plan period. ~~We have applied a 10% rate rather than the 17% average, as it is noted that there was a spike in 2012/13 where two large sites (243 and 258 units) lapsed equating to 35%, and we recognise that lapse rates this high are rare.~~

4.20b In addition there are a further ~~845~~ 1,725 houses on 11 nine sites with planning permission (~~some started, some not started~~) and 630 houses on the Copelaw housing allocation (H30), which we expect to be delivered beyond the Plan period for various reasons set out in

		<p>the <del>data supporting</del> the housing trajectory (these have already been subtracted from the figures in the table above).</p> <p>4.21 We do not believe a lapse rate is required for the proposed housing allocations in the Plan as the deliverability of these has been assessed, including using viability assessments. This provides confidence that they will deliver the expected number of homes during the Plan period.</p>
8	<p><b>Policy 1</b> (Quantity of New Development)</p> <p>Paragraphs 4.22 and 4.23.</p>	<p><b>Windfalls</b></p> <p><b>4.22</b> Government guidance states that local plans may include allowances for windfall sites (non-allocated sites) which may come forward at some time in the future if there is evidence to justify that allowance. Small <u>scale housing developments (11 houses or fewer) sites under 0.4 hectares (12 houses)</u> have historically made a contribution to past housing delivery (an average of <del>117</del> <u>125</u> houses per annum for the past <del>five</del> <u>8</u> years). However it is expected that with the Plan in place the number of windfalls will reduce, therefore it is considered that an allowance of <del>80</del> <u>100</u> per annum on small sites would be appropriate. This would reflect the contribution small sites can make but does not make future housing delivery over reliant on them. This <u>windfall allowance</u> figure has <del>not</del> been applied, <u>starting from 2021/2022 (year three onwards years after from the base date (30th September 2018 of 1<sup>st</sup> April 2019) in the residual for allocation calculation. for the first three years of the Plan period as this would double count. To also include a windfall allowance within the next/first two-years (2019/20-2020/21) before that point would potentially include some overlap and double counting with those small sites already included in the supply of existing commitments.</u></p> <p><b>4.23</b> Due to the age of the existing local plans in County Durham, large windfalls (<u>12 units or greater</u>) have made a significant contribution to housing delivery in <del>the recent past</del> <u>previous years</u>. However, although it is accepted that some large windfalls may still receive planning permission during the Plan period, it is considered that these should not be relied upon to meet our housing requirement. We therefore consider it inappropriate to include an allowance for large windfall sites as this could undermine the purpose of the local plan in providing certainty on where new housing should go.</p>
9	<b>Policy 1</b>	<b>4.24</b> Bringing empty homes back in to use is a key priority for the council. We also recognise the issues experienced in some areas as a result of concentrations of vacant, underused properties

	<p>(Quantity of New Development) Paragraph 4.24.</p>	<p>and will continue to work with all relevant agencies and in particular Homes England to pursue funding that will allow as many properties as possible to be brought back into use. Past performance shows that on average <u>for the past 5 years</u>, around 34 houses per year have been brought back into use. <del>This gross figure is however offset to some degree by those that move from being short term vacancies to become long term vacancies during the same period.</del> As homes fall in and out of long term vacancy for a whole host of reasons, it is difficult to do anything more than estimate future impact upon housing supply based upon past trends and known future council activity. <del>It therefore seems reasonable to assume a figure of 40 houses per year although this figure will be carefully monitored.</del> <u>Changes in the number of empty homes will continue to be monitored annually and will be factored into annual net completions measured against the annual housing requirement of 1,308 net additional homes.</u></p>												
10	<p><b>Policy 1</b> (Quantity of New Development) Paragraph 4.26.</p>	<p><b>4.26</b> Sometimes where there is little or no demand for houses or they are in such poor condition that they are uninhabitable, it is necessary to demolish them. If they are not council owned, then they may have to be purchased before they can be demolished. Although funding for future demolitions is uncertain it is likely that there will be a degree of further demolitions across the Plan period, particularly in areas of low demand. Although on average, there have been around 35 demolitions per year for the past five years this can only be an estimate of the number of future demolitions. <del>We therefore think it is reasonable to assume a figure of around 40 houses per year although this figure will be carefully monitored.</del> <u>The loss of homes through demolition and conversions to other uses will continue to be monitored annually and will be factored into annual net completions measured against the annual housing requirement of 1,308 net additional homes.</u></p>												
11	<p><b>Policy 1</b> (Quantity of New Development) Table 2</p>	<p><b>Table 2 Number of Houses to be Allocated</b></p> <table border="1" data-bbox="573 1018 2042 1385"> <thead> <tr> <th data-bbox="573 1018 766 1090"></th> <th data-bbox="766 1018 1765 1090">Component</th> <th data-bbox="1765 1018 2042 1090">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="573 1090 766 1155">A</td> <td data-bbox="766 1090 1765 1155">LHN</td> <td data-bbox="1765 1090 2042 1155">24,852</td> </tr> <tr> <td data-bbox="573 1155 766 1289">B</td> <td data-bbox="766 1155 1765 1289">Windfall allowance for <del>sites under small scale housing developments (11 houses or fewer)</del> <u>0.4 hectares (12 houses) (80 100 pa from 2021 onwards)</u></td> <td data-bbox="1765 1155 2042 1289"><del>-1,120</del> <u>-1,400</u></td> </tr> <tr> <td data-bbox="573 1289 766 1385">C</td> <td data-bbox="766 1289 1765 1385">Windfall allowance for sites <del>over 12 units or greater</del> <u>0.4 hectares (12 houses)</u></td> <td data-bbox="1765 1289 2042 1385">0</td> </tr> </tbody> </table>		Component	Total	A	LHN	24,852	B	Windfall allowance for <del>sites under small scale housing developments (11 houses or fewer)</del> <u>0.4 hectares (12 houses) (80 100 pa from 2021 onwards)</u>	<del>-1,120</del> <u>-1,400</u>	C	Windfall allowance for sites <del>over 12 units or greater</del> <u>0.4 hectares (12 houses)</u>	0
	Component	Total												
A	LHN	24,852												
B	Windfall allowance for <del>sites under small scale housing developments (11 houses or fewer)</del> <u>0.4 hectares (12 houses) (80 100 pa from 2021 onwards)</u>	<del>-1,120</del> <u>-1,400</u>												
C	Windfall allowance for sites <del>over 12 units or greater</del> <u>0.4 hectares (12 houses)</u>	0												

County Durham Plan, Appendix to Inspector's Report 17 September 2020: Schedule of Main Modifications

		D	Demolition Allowance (40 pa)	760
		E	Bringing empty homes back into use (40 pa)	-760
		F	Former student units released back into the housing market (0 pa)*	0
		<del>G</del> -D	Commitments as at 1st April 2019 <sup>(1)</sup>	-15,946 <u>-15,660</u>
		<del>H</del> -E	<del>10%</del> 12% lapse rate to large commitments and the 53% lapse rate to small site commitments <del>Discount</del> for non-delivery of commitments which have not yet started	979 <u>1,634</u>
		<del>I</del> -F	<del>Completions 1 April 2016 to 30 September 2018</del> <u>Net Completions 1 April 2016 to 1st April 2019</u>	-3,442 <u>-4,212</u>
		<del>J</del> -G	Residual for allocation	<b>5,323</b> <b>5,214</b>
12	<b>Policy 1</b> (Quantity of New Development)  Table 2 Number of Houses - Table note 1.	<b>1.</b> Includes sites where Section 106 agreements have not been signed. Does not include those units expected to be built beyond the Plan period on sites started. Includes a figure of <del>560</del> <u>840</u> expected within the Plan period at South of Seaham Garden Village.		

<p>13</p>	<p><b>Policy 1</b> (Quantity of New Development),</p> <p>Figure 3 Countywide Housing Trajectory</p>	
<p>14</p>	<p><b>Policy 1</b> (Quantity of New Development)</p>	<p><b>How will the Policy be monitored?</b></p> <p><b>Indicator:</b></p> <ol style="list-style-type: none"> <li>1. Employment Land approved and completed</li> <li>2. Number of houses approved and <u>gross housing completions completed per year</u></li> <li>3. <u>Number of housing demolitions</u></li> <li>4. <u>Number of empty homes brought back into use</u></li> </ol>

	Monitoring Indicators	<p><u>5. Number of homes lost to conversion to other uses (excluding Student accommodation: C4 small HMOs and Sui Generis Larger HMOs)</u></p> <p><u>6. Number of homes gained from conversion from other uses (excluding Student accommodation: C4 small HMOs and Sui Generis Larger HMOs)</u></p> <p><u>7. Number of C3 homes lost to C4 small HMOs and Sui Generis Larger HMOs use</u></p> <p><u>8. Number of C4 small HMOs and Sui Generis Larger HMOs brought back into C3 use</u></p> <p><u>9. Number of PBSA bedrooms completed</u></p> <p>Target:</p> <p>1. Annual employment land delivery target - based on the Employment Trajectory</p> <p>2. 1,308 <u>net homes</u> houses <u>completed</u></p> <p><u>3. No target</u></p> <p><u>4. No target</u></p> <p><u>5. No target</u></p> <p><u>6. No target</u></p> <p><u>7. No target</u></p> <p><u>8. No target</u></p> <p><u>9. No target</u></p>						
15	<p><b>Policy 2</b> (Employment Land)</p> <p>Table 3</p>	<table border="0"> <tr> <td data-bbox="571 849 1178 880">Integra61 (Land South of Bowburn Road</td> <td data-bbox="1301 849 1487 880">44.25 42.64</td> </tr> <tr> <td data-bbox="571 890 651 922">Total</td> <td data-bbox="1301 890 1503 922"><b><del>71.34</del> 69.73</b></td> </tr> <tr> <td data-bbox="571 975 869 1007"><b>COUNTY DURHAM</b></td> <td data-bbox="1301 975 1547 1007"><b><del>301.54</del> 299.93</b></td> </tr> </table>	Integra61 (Land South of Bowburn Road	44.25 42.64	Total	<b><del>71.34</del> 69.73</b>	<b>COUNTY DURHAM</b>	<b><del>301.54</del> 299.93</b>
Integra61 (Land South of Bowburn Road	44.25 42.64							
Total	<b><del>71.34</del> 69.73</b>							
<b>COUNTY DURHAM</b>	<b><del>301.54</del> 299.93</b>							
16	<p><b>Policy 2</b> (Employment Land)</p>	<p><b>Specific Use Employment Sites</b> A site of <del>13.5</del><u>15.84</u> hectares at land north of NETPark, Sedgefield is allocated for uses with use class B1, specifically for Research and Development only.</p> <p><b>Safeguarded Employment Sites</b> An area of <del>17.69</del><u>15.93</u> hectares to the north of NETPark allocation is safeguarded for future expansion beyond the end of the Plan period.</p> <p><b>Project Genesis</b></p>						

		In order to continue to progress the regeneration of Consett the council will support mixed use development on the Project Genesis site, as shown on the policies map, including a site of 10.8 hectares at Hownsgill Industrial Estate for general employment land, provided the development accords with all relevant development plan policies
17	<b>Policy 2</b> (Employment Land)  Criterion a.	a. there is documented evidence of unsuccessful active marketing for employment use with at least one recognised commercial agent at local market levels, over a continuous period of at least 12 months for a change of use of a property, <u>2 years for the redevelopment of a protected site and development of an allocated site below 10ha,</u> and 5 years for the development of <u>a plot of land an allocated site of greater than 10ha;</u> or
18	<b>Policy 2</b> (Employment Land)  Criterion b.	b. the proposed use would <u>not compromise the main use of the site for B class uses and would comply with Policy 9 (Retail Hierarchy and Town Centre Development) where main town centre uses are proposed.</u> <del>support the wider functioning of an employment site and would be ancillary to the main employment use of the site.</del>
19	<b>Policy 2</b> (Employment Land)  Paragraph 4.32.	<b>4.32</b> The County Durham Employment Land Review (ELR) has assessed all employment sites across the county together with sites put forward as part of the 'Call for Sites' for employment land, against a range of criteria. These assessments give an indication of the relative strengths and limitations of these sites and has informed the site allocations detailed above. Many of these are undeveloped plots on existing industrial estates. Schedules for each employment allocation are included in the ELR which identify any constraints. Where a site may impact on a heritage asset, a separate <u>heritage impact assessment has been made. The findings and recommendations of these heritage impact assessments should inform the future development of these employment sites.</u>
20	<b>Policy 2</b> (Employment Land)  Paragraph 4.33.	<b>4.33</b> It is important that a variety of sites are retained for employment purposes to achieve a balanced and sustainable local economy and to provide opportunities for sustainable economic growth. therefore non-employment uses will be resisted unless they meet the criteria detailed within this policy. In some instances, particularly on larger employment sites, facilities such <u>as</u> creches/nurseries, gyms, sandwich shops and cafés can support the wider functioning of the employment site and provide valuable facilities for employees working within these locations. Such uses should however, <del>be ancillary to the main employment use.</del> <u>not compromise</u>

		<u>the wider functioning of the estate and where applicable should accord with other policies within the Plan, notably Policy 9 (Retail Hierarchy and Town Centre Development) where main town centre uses are proposed.</u>
21	<b>Policy 2</b> (Employment Land)  Paragraph 4.37.	<del><b>4.37</b> The Project Genesis Trust was formed in 1994 as a registered charity in order to regenerate the site of the former Consett Steelworks and reinvest the funds from the development in the provision of environmental, recreational and social benefits to local people. Project Genesis prepared a concept masterplan for the site in 2012 to determine the developable zones and the types of uses the site can support. in Consett. The Project Genesis Trust was formed in the late 1980s as a registered charity in order to regenerate the site of the former Consett Steelworks and reinvestment of the funds from the development for the provision of environmental, recreational and social benefits to local people. Approximately 40% of the developable land identified in the Masterplan has now either been completed or is under construction including Alongside a number of new commercial developments principally a supermarket Tesco's Superstore, coffee shop, restaurant, a significant amount of new housing, including affordable housing and housing for older people, and a new building for Derwentside College and a number of new industrial premises and offices for local and international businesses have also been delivered. In addition, 10.8 hectares of land is allocated at Hownsgill as part of the Project Genesis Masterplan The remaining land on Hownsgill will to support further jobs growth and contribute to the ongoing regeneration of the town. The important role of Project Genesis in continuing to bring forward further development in the future is recognised, as are the benefits it has to the community of Consett both socially and economically and in terms of regenerating the built and natural environment.</del>
22	<b>Policy 2</b> (Employment Land)  Paragraph 4.42.	<b>4.42</b> NETPark is a regionally significant centre for research and development (R&D) and plays a vital role in unlocking the research potential of North East universities and colleges. It is important to the continued success of NETPark that future phase of development are allocated and safeguarded for R&D and technology transfer activity linked to the research specialisms of the region's higher and Further education institutions. The Plan therefore allocates  <del>13.5</del> <u>15.84</u> hectares of land within the Plan period and a further <del>17.7</del> <u>15.93</u> hectares is safeguarded as future expansion land beyond 2035. Given its economic importance it is necessary to ensure that the safeguarded land is retained for future phases of development. If the monitoring of the take up of land at NETPark indicates that the safeguarded land is required earlier, this will be addressed in a future review of the Plan.

<p>23</p>	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Criteria b. and f.</p>	<p>b. An area of 1 hectare, currently occupied by the County Hall car park, will be released from the Green Belt in order to provide office floorspace, providing a key gateway frontage into the site. <u>In this area and in any areas bordering the green belt which are developed or redeveloped, the layout and design of development and associated landscaping will provide for the retention or creation of readily recognisable and permanent features delineating the boundary of the Green Belt;</u> and</p> <p>(f) <u>To provide compensatory improvements for the loss of Green Belt, Enhance the land to the east of the site to a will be enhanced to provide a high quality parkland as an integral part of the site's development, retaining its openness and providing an attractive, safe enhanced network of multi-user routes, enhancing the opportunity for tree planting and habitat creation;</u></p> <p>4.56 There is also an informal parkland area that is well used, particularly with dog walkers. As an integral part of the redevelopment of the site <u>and to provide compensatory improvements for the loss of Green Belt</u>, there is an opportunity to improve this area preserving and enhancing existing habitats and creating new habitats. The public access into and around Aykley Heads will be retained and improved, creating more attractive gateways into the site particularly from the railway station and Wharton Park.</p>
<p>24</p>	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Criterion c.</p>	<p><del>Services</del></p> <p><del>c. To ensure the commercial attractiveness of the site, supporting ancillary facilities will be permitted on the site provided that they complement the wider range of facilities in the city centre and satisfy the sequential and impact test as outlined in Policy 10 (Retail Hierarchy and Town Centre Development). Uses which may be appropriate include:</del></p> <p><del>A1 (convenience retail sandwich bar) — A2 (financial and professional services)</del>  <del>A3 (restaurant snack bar café) — A4 (drinking establishments)</del>  <del>C1 (hotels) — D1 and D2 (health facilities crèche gym)</del></p>
<p>25</p>	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Criterion i.</p>	<p>i. Have <u>special</u> regard to views and the significance of the Durham Castle and Cathedral World Heritage Site and the Durham City Conservation Area</p>

26	<p><b>Policy 3</b> (Aykley Heads)</p> <p>New Criterion.</p>	<p>New criterion after criterion (g) <u>The development of Aykley Heads will require a financial contribution to facilitate playing field re-provision in the catchment area.</u></p>
27	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Criteria m. and n.</p>	<p><b>Transport</b></p> <p>m. Bus, pedestrian and cycle routes must be incorporated within, and connecting to, the city centre and other adjoining facilities. A Transport Assessment and Travel Plan will also be required to ensure that reliance on the private car is reduced <del>and to mitigate the impact of increased traffic;</del> and</p> <p>n. Encourage the use of Park and Ride schemes and other forms of sustainable transport <u>and limit the provision of car parking in accordance with Policy 22 (Delivering Sustainable Transport) while providing sufficient parking to major investors and prestige businesses.</u></p>
28	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Paragraph 4.54.</p>	<p><b>4.54</b> On the Aykley Heads site there are two large plots <u>of 6 hectares in total</u>, at the front of the site which will result from the council's relocation away from County Hall. <u>Given that this area is currently in active employment use, it is excluded from the total available land attributed to Aykley Heads in Policy 2 (Table 3).</u> There are further sites available adjacent to the new Police Headquarters on the former bowling greens, utilising the overflow car park and on the site of the former Durham Trinity School. <u>These areas are unused and undeveloped, providing 3 hectares of employment land, as such they are recognised within Policy 2 (Table 3).</u></p>
29	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Paragraph 4.57.</p>	<p><b>4.57</b> Views of the World Heritage Site are a major positive characteristic of the Aykley Heads site <u>but also means that this is a sensitive site. Therefore, the site will require a truly exemplary development which positively responds to the site's various constraints.</u> <del>To ensure this remains the case and to similarly</del> protect sensitive views of the World Heritage Site from locations across the city, the development of the site must have <del>due</del> <u>special</u> regard to these views and the impact buildings, in terms of size, <u>materials</u>, massing <u>and layout</u> would have. <u>Regard will also need to be given to views from the World Heritage Site in terms of the impact of the development.</u> A Heritage Impact Assessment has been carried out for Aykley Heads and this should also inform its future <u>development.</u></p>

30	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Paragraph 4.58.</p>	<p><del>4.58</del> Aykley Heads' location in close proximity to the city's railway and bus stations and on key bus routes, including those used for the Park and Ride, provides excellent access to public transport. New walking and cycle routes will connect the site to surrounding housing, Wharton Park, the railway station and the city centre. <del>It is acknowledged however that access by car and car parking are attractive to private sector employers.</del> In order to ensure that the traffic associated with the new businesses does not have unacceptable impacts on the existing road network <u>we will endeavour to reduce parking provision to the absolute minimum required to serve the proposed development and as a maximum will limit the number of spaces to no more than the current provision of 1281 spaces.</u> <del>highways improvements will be required. The detail of these improvements will be determined as part of a future planning application when the detail of the final proposal is known. It is likely that some of the funding and delivery of these improvements will be linked to the delivery of the site, whilst some others will occur independently.</del></p>
31	<p><b>Policy 3</b> (Aykley Heads)</p> <p>Paragraph 4.59.</p>	<p><del>Possible Future Opportunities</del></p> <p><del>4.59</del> The former police playing fields could provide a longer term opportunity to create a further 19,000sqm of floorspace and around 2,000 more jobs. However this will depend on the success of the existing strategic employment site and will be considered as part of a future review of the Plan.</p>
32	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H1 - Gilesgate School</p>	<p><u>The development of Gilesgate School will require a financial contribution to facilitate playing field re-provision within the catchment area.</u></p>
33	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H4 - Former Police Skid Pan, Aykley Heads</p>	<p>Development of the site will:</p> <p><del>Reinforce existing landscape / woodland edge planting and provide clear and permanent physical boundaries to the edge of the Green Belt.</del></p> <ul style="list-style-type: none"> <li>• <u>Provide a new Green Belt boundary in the form of a native species hedge to the perimeter of the site;</u></li> <li>• <u>Retain the existing tree belt within the middle of the site and provide additional tree planting in gaps within the tree belts to the north, east and south-east of the site</u></li> </ul>

		<ul style="list-style-type: none"> <li>• <u>Provide compensatory improvements to remaining Green Belt in the vicinity including providing new native woodland to consolidate Hopper's Wood to the north and west of the site and developing new and improved footpaths in that area linking to the wider network.</u></li> </ul>
34	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H7 - Cook Avenue</p>	<p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• <del>in addition to the developer contributions for normal infrastructure requirements, and subject to viability, provide an additional contribution to the Western Relief Road.</del></li> </ul>
35	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H8 - Crook Avenue North</p>	<p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• <del>in addition to the developer contributions for normal infrastructure requirements, and subject to viability, provide an additional contribution to the Western Relief Road.</del></li> </ul>
36	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H22 - High West Road</p>	<p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• <del>in addition to the developer contributions for normal infrastructure requirements, and subject to viability, provide an additional contribution to the Western Relief Road.</del></li> </ul>
37	<p><b>Policy 4</b> (Housing Allocations)</p>	<ul style="list-style-type: none"> <li>• Retain a suitable maintenance access to the adjoining playing pitch <u>to be retained for usage by King Street Primary School.</u></li> <li>• <u>The part of Tudhoe Grange Lower School which includes a former school playing field can only be developed subject to an up-to-date PPS identifying a surplus of playing pitches in</u></li> </ul>

	H24 - Former Tudhoe Grange Lower School	<u>the catchment in accordance with SE's playing field policy exception E1, or where the pitch can be re-provided in a suitable location in accordance with SE's playing field policy exception E4.</u>
38	<b>Policy 4</b> (Housing Allocations)  H25 - Former Tudhoe Grange Upper School	<ul style="list-style-type: none"> <li>• <u>The part of Tudhoe Grange Upper School which includes a former school playing field can only be developed subject to an up-to-date PPS identifying a surplus of playing pitches in the catchment in accordance with SE's playing field policy exception E1, or where the pitch can be re-provided in a suitable location in accordance with SE's playing field policy exception E4.</u></li> </ul>
39	<b>Policy 4</b> (Housing Allocations) H26 - Land to East of Ash Drive	<p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• <del>in addition to the developer contributions for normal infrastructure requirements, and subject to viability, provide an additional contribution to the Western Relief Road.</del></li> </ul>
40	<b>Policy 4</b> (Housing Allocations)  H30 - Copela	<p><b>Site Specific Requirements</b></p> <p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• provide a new primary school;</li> <li>• provide community facilities in the form of a local centre incorporating A1, A2, A3 and A5 where viable and in accordance with other Plan policies;</li> <li>• be accessed from a new junction on the A167 and include the redesign of the existing junction at the north end of Newton Aycliffe and Rushyford roundabout;</li> <li>• provide strong pedestrian and cycle links across the A167;</li> <li>• include significant structural planting along the entire perimeter of the site;</li> <li>• incorporate bus, pedestrian and cycle routes within, and connecting to, adjoining facilities;</li> <li>• a further <del>800</del> <u>630</u> units will be completed on the site beyond the Plan period.</li> </ul>

41	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H30 - Copelaw</p>	<p><b>Yield</b>  <del>600</del> <u>770</u></p>
42	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H31 - Eldon Whins</p>	<p>H31 – Eldon Whins</p> <p>Development of the site will:</p> <ul style="list-style-type: none"> <li>• <del>provide significant structural planting (in order of 30 to 50 metres wide) along the western boundary.</del></li> </ul>
43	<p><b>Policy 4</b> (Housing Allocations)</p> <p>H43 - Land off Leazes Lane.</p>	<p>Development of this site will:</p> <ul style="list-style-type: none"> <li>• retain and enhance the existing structural landscaping;</li> <li>• <u>ensure a successful transition of development with the rural landscape beyond the village edge to the north;</u></li> <li>• <u>assimilate the roofscape of any development with that of the established settlement to minimise visual impact from higher ground (including appropriate roof features and materials);</u></li> <li>• <u>ensure the setting of the identified heritage assets and the role this plays in the significance of such assets are fully understood and addressed in the development of detailed proposals for the site.</u></li> <li>• <u>The part of Wolsingham Leazes Lane which includes a former school playing field can only be developed subject to an up-to-date PPS identifying a surplus of playing pitches in the catchment in accordance with SE's playing field policy exception E1, or where the pitch can be re-provided in a suitable location in accordance with SE's playing field policy exception E4.</u></li> </ul>
44	<p><b>Policy 4</b> (Housing Allocations)</p>	<p><b>Total</b> <del>5,390</del> <u>5,470</u></p>

	Table 7 Housing Allocations	
45	<b>Policy 4</b> (Housing Allocations)  Paragraph 4.86	<b>4.86</b> In some cases the site allocations require specific on site improvements such as structural landscaping which are needed to ensure a site does not have an unacceptable adverse impact. These have been identified in the policy and must be addressed when planning applications are submitted for these sites. There may also be infrastructure requirements, as identified within this policy and the Infrastructure Delivery Plan, which may have an impact on the delivery and timing of the sites and will need to be addressed. <del>Whilst, it is acknowledged that some allocations will exacerbate existing network performance issues and will therefore be required to contribute towards a Western Relief Road evidence shows that transport interventions are required to support government projected, business as usual, levels of traffic growth in County Durham, i.e. regardless of the sites selected for allocation.</del>
46	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Criterion b.	b. A new primary school <del>and associated playing pitches</del> will be provided of a scale which will meet the expected requirement for school places generated by the new housing development. The primary school should be readily accessible to public transport, walking and cycling routes. <del>and incorporate mini soccer pitches.</del> <u>The primary school will contain associated playing fields which will replace those lost at the southern end of the site and will be of an equivalent or better quality; equivalent quantity and available for use by both the school and by community teams via a community use agreement.</u>
47	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Criterion f.	f. Any visual association with the Durham Castle and Cathedral World Heritage Site <del>needs to be considered in the detailed design</del> <u>will be given special regard to reflect its significance;</u>
48	<b>Policy 5</b> (Durham City's Sustainable Extensions)	g. As a major benefit to new and adjoining existing residents <del>and as a compensatory improvement to offset the removal of land from the Green Belt,</del> a linear park will be provided in perpetuity through the centre of the site. It will run from <del>the mature woodland at Folly Plantation in the north, through and habitats</del> of the former Cater House Pit to the parklands of Sniperley Hall in

	Criterion g.	<p><del>the south west to Folly Bridge in the east. Within</del> The park will comprise of approximately 25 hectares of public open space, wildlife habitats, playing fields and community woodlands connected by a network of footpaths and cycleways linking housing areas with the local centre, <del>new and improved linkages with</del> the wider countryside and the urban areas to the east. <del>will also be included</del> It will incorporate the mature woodlands and tree groups of Sniperley Park, maintaining the relationship of the Hall with land to the north and with Sniperley Farm, having regard to their setting. It will incorporate the habitats of the former Cater House Pit and Folly Plantation, providing new linkages between them and the wider countryside;</p>
49	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>New criterion.</p>	<p>New criterion after criterion (g). Schemes of compensatory improvements to the environmental quality and accessibility to the remaining Green Belt will be provided:</p> <ol style="list-style-type: none"> <li>1. on land north and south of the A691 to the south of the site to include, the planting of new hedgerows, woodland, parkland trees and hedgerow trees, habitat creation to buffer existing features and new public rights of way linking to the wider footpath network in the Browney Valley to the south; and</li> <li>2. on land north of Potterhouse Lane and south of Little Gill, to the north of the site, to include the planting of new hedgerows and gapping up of existing hedgerows, the planting of new hedgerow trees, the planting of new woodland along Little Gill and on steeper slopes to connect existing woodland with woods to the east, habitat creation to buffer existing features, and new public rights of way providing opportunities for circular walks and linking to the wider footpath network to the north.</li> </ol>
50	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>Criteria k. and l.</p>	<p><del>k. To ensure that there are no unacceptable impacts on highway safety or severe residual cumulative impacts on the wider road network (in terms of capacity and congestion), details of all necessary on- and off-site highway works and improvements, together with a timetable for their implementation, shall be agreed with the Council as part of the comprehensive masterplan and any future planning applications for the Sniperley Park site. These works and improvements shall include, but not be limited to: upgrade and realign Trout's Lane and Potterhouse Lane from the A691 to Pity Me Roundabout, improving access into the site and forming part of the Northern Relief Road, with</del></p> <ul style="list-style-type: none"> <li><del>• a new roundabout provided</del> improvements at the junctions of Trout's Lane, Potterhouse Lane and on the B6532; and forming the northern boundary of the development.</li> <li><del>• a new link between the B6532 and the A167 park and ride roundabout; and</del></li> </ul>

		<ul style="list-style-type: none"> <li>• <u>capacity improvements along the A167 corridor from Neville's Cross to Sniperley, including improvements to Sniperley Roundabout.</u></li> </ul> <p><u>A contribution to delivering sustainable transport in accordance with policies 22 and 23 will also be required.</u></p> <p><del>l. The full build-out of Sniperley Park is reliant on the delivery of the Western Relief Road and it will therefore be required to make a significant contribution to funding the Western Relief Road, together with associated improvements, through the use of Section 106 and/or Section 278 agreements. An agreed Section 106 for the delivery of the Western Relief Road will be required in perpetuity to the full masterplanned site and in advance of any planning permission. A contribution to the implementation of the Durham City Sustainable Transport Delivery Plan will also be required. Three hundred and fifty houses will be permitted before the Western Relief Road is operational.</del></p>
51	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>Criterion n.</p>	<p>n. The design of Sherburn Road will provide a positive gateway for Durham City particularly from the A1 (M) and protect the character and integrity of Bent House Farm. Development <u>should also be kept above the 80 metre contour line to protect the character of Old Durham Beck and Old Durham;</u></p>
52	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>Criterion o.</p>	<p>o. Outward views to the Durham Castle and Cathedral World Heritage Site will be retained and framed with any <del>impacts</del> <u>effects</u> on the inner setting of the World Heritage Site minimised <del>or</del> <u>and harmful impacts avoided;</u></p>
53	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p>	<p>t. The woodland on the boundary with the A1 (M) will be enhanced to ensure appropriate screening and noise attenuation <u>where required</u>. The planting on the <del>80 metre contour</del> <u>southern boundary</u> should be sufficient and at least 20 metres wide, to ensure that the perception of the</p>

	Criterion t.	extension of Durham City is minimised in views from the A1 (M). This area will remain in the Green Belt;
54	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Paragraph 4.98	<b>4.98</b> <u>Compensatory improvements will be made to the environmental quality and accessibility of the remaining Green Belt particularly where opportunities exist to create country parks new or enhanced green infrastructure, woodland planting, landscape and visual enhancements, improvements to biodiversity, habitat connectivity and natural capital, new or enhanced walking and cycling routes, improved access to new, enhanced or existing recreational provision and to deal with any existing environmental issues. which currently exist. Ecological improvements should be sought alongside the protection of species and habitats. Any proposal will need to demonstrate how net gains will be achieved as well as mitigation for any archaeological impacts.</u>
55	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Paragraph 4.103	<b>4.103</b> The new local centre which will include retail, community and other services will be located adjoining the B6532 to ensure access to public transport and provide a focus for the development. One new primary school will also be provided. <del>An upgraded and realigned road linking the A691 and Pity Me roundabout will improve access to the site, from its northern boundary and be part of the Northern Relief Road.</del>
56	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Paragraph 4.104	<b>4.104</b> The site will be an exemplar of design quality and sustainable development and include a strong landscape framework and green infrastructure network that will <del>be provided to</del> capitalise on the site's natural features, ensure integration with the surrounding landscape and provide compensatory benefits to offset the loss of Green Belt. The mature woodland at Folly Plantation and habitats of the former Cater House Pit will be retained within the development as a part of a linear park. The park will be retained in perpetuity and will extend through the centre of the site from the parklands of Sniperley Hall in the <u>south west</u> to Folly Bridge in the <u>north east</u> . <u>Any future planning application(s) will need to provide a proportionate contribution to the linear park based upon the planning application site area relative to the site's total allocation (107.8 Ha), ensuring it is provided across the full site and will extending</u> through the centre of the site from the parklands of Sniperley Hall in the <u>south west</u> to Folly Bridge in the <u>north east</u> and <u>will be retained in perpetuity. Compensatory improvements to the remaining Green Belt land between Potterhouse Lane and Little Gill to the north of the site and south of the A691 to the south of the site will be</u>

		<p><u>required which will enhance the landscape and biodiversity of those areas while improving linkages with the wider countryside and to the urban areas to the east of the site will be provided. This will to ensure beneficial enjoyment of both the area linear park and remaining Green Belt from for the residents of the site and those living nearby. In addition, the wildlife potential of these areas and across and beyond the wider site will be enhanced. and Development will embrace environmental standards to provide an attractive living environment, including opportunities for recreation. Enhanced opportunities for sustainable access to the city centre and surrounding areas for public transport, walking and cycling, will also be created.</u></p>
57	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>Paragraph 4.105</p>	<p><del><b>4.105</b> The southern part of the Sniperley allocation currently contains playing fields with 5 pitches marked. The pitches have no changing facilities associated with them. Like for like or improved alternative playing field provision will be required as part of the Sniperley Park development. The need for a new primary school has been identified for the site which will also provide these replacement playing fields. The Durham City Playing Pitch Action Plan (PPAP) indicates that there is an adequate supply of senior football pitches in the Durham City area even after considering the loss of pitches at Sniperley Park. There is however a requirement to provide additional mini soccer pitches to meet latent demand from teams based within the area should their existing central league venues in Sunderland cease, or change to home and away format. Whilst the PPAP recommends mitigating latent demand by the conversion of surplus senior pitches on specified sites, on a 1:4 ratio, it will be necessary to incorporate some additional mini pitches at the new primary school/s which can will be used both by the school and by community teams via a formal community use agreement. The precise layout and configuration of pitches to be laid out within the school playing fields will be determined by the Playing Pitch Strategy and associated action plans.</del></p>
58	<p><b>Policy 5</b> (Durham City's Sustainable Extensions)</p> <p>Paragraph 4.106</p>	<p><del><b>Relationship with Western Relief Road</b></del></p> <p><del><b>4.106</b> Traffic modelling undertaken to accompany the Plan demonstrates that the build out of Sniperley Park will exacerbate existing traffic issues on the A167 therefore the development of the site will require the additional capacity introduced into the highway network by the Western Relief Road. The Plan therefore requires a significant contribution to the funding of the Western Relief Road. Transport Assessments will be required to show how the build out of the site will relate to the completion of the Western Relief Road. In order to enable the Sniperley site to get underway and because of the relatively small impact in transport terms, 350 houses will be permitted to be</del></p>

		completed before the WRR is in place. This is reflected in Policy 23 (Durham City Sustainable Transport).
59	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Paragraph 4.109	<del>4.109</del> The design will protect the character and integrity of Bent House Farm, Old Durham Beck and Old Durham. In order to protect the character of Old Durham Beck and Old Durham, no housing will be built below the 80 metre contour. The character and integrity of Bent House Farm will also be protected. The development should maximise pedestrian links to Durham City and the River Wear, incorporate Bent House Lane and provide a link to the existing Sherburn Road Estate. The remainder of the site on the southern boundary will then be landscaped and integrated with the compensatory improvements to the remaining area of Green Belt nearby to enhance its enjoyment by residents and the wider community and its value for wildlife.
60	<b>Policy 5</b> (Durham City's Sustainable Extensions)  Monitoring Indicators	<b>Target:</b>  1. Annual Housing Delivery Target - based on the Housing Trajectory ( <del>including no more than 350 units on Sniperley Park before the opening of the Western Relief Road</del> ).
61	<b>Policy 6</b> (Development on Unallocated Sites)	<b>Development on Unallocated Sites in the Built-Up Area</b>  The development of sites <u>which are not allocated in the Plan or in a neighbourhood plan which are either (i) within the built-up area; or (ii) outside the built-up area (except where a settlement boundary has been defined in a neighbourhood plan) but well-related to a settlement, that are not allocated in the Plan or in a neighbourhood plan</u> will be permitted provided the proposal accords with all relevant development plan policies and:  a. is compatible with, and is not prejudicial to, any existing, allocated or permitted use of adjacent land; b. does not contribute to coalescence with neighbouring settlements, <u>would not result in ribbon development, or inappropriate backland development;</u>

		<p>c. does not result in the loss of open land <del>within the settlement</del> that has recreational, ecological or heritage value, or contributes to the character of the locality which cannot be adequately mitigated or compensated for;</p> <p>d. is appropriate in terms of scale, design, layout, and location to the character, function, form and setting of, <del>the settlement and the significance or setting of heritage assets;</del></p> <p>e. will not be prejudicial to highway safety or have a severe residual cumulative impact on network capacity;</p> <p>f. has good access by sustainable modes of transport to relevant services and facilities <u>and reflects the size of the settlement and the level of service provision within that settlement both within the settlement to which it relates and beyond whilst taking into account that opportunities to access sustainable transport will vary in rural areas. In these circumstances, development will be required to exploit any opportunities to make the location more sustainable;</u></p> <p>g. does not result in the loss of a settlement's <u>or neighbourhood's valued facilities or services</u> <del>last community building, or essential service or facility unless it has been demonstrated that it is</del> <u>they are</u> no longer viable;</p> <p>h. minimises vulnerability and provides resilience to impacts arising from climate change, including but not limited to, flooding; <del>and</del></p> <p>i. where applicable <u>relevant, maximises the effective use makes as much use as possible of</u> previously developed (brownfield) land; <del>(providing it is not of high environmental value) and</del></p> <p><u>j. where appropriate, it reflects priorities for urban regeneration.</u></p>
62	<p><b>Policy 6</b> (Development on Unallocated Sites)</p> <p>Paragraphs 4.110 to 4.115 including new paragraphs and new footnote 4.113</p>	<p><b>4.110</b> This policy recognises that in addition to the development of specifically allocated sites, there will be situations where future opportunities arise for additional new development over and above that identified in the development plan for the area. This policy sets out the circumstances where such opportunities will be acceptable. This will include new build housing on suitable previously developed or greenfield sites, as well as conversions to accommodate new uses, the expansion or replacement of existing buildings, along with proposals including for example live/work units, community facilities, leisure, specialist living accommodation, small scale retailing, employment, infrastructure and other economic generating uses.</p> <p><b>4.111</b> This policy applies to new development proposals within existing built-up areas <del>only or</del> <u>outside the built-up area but which is well-related to a settlement</u>. For the purposes of this policy, <del>a site will be considered to be within the built-up area is land that if it is within a settlement</del></p>

	<p><del>boundary that is defined in a Neighbourhood Plan or is contained within the main body of existing built development of any other a settlement or within a settlement boundary defined in a neighbourhood plan. New development proposals falling outside of built up areas will be considered against Policy 10 (Development in Countryside). When assessing whether a site is well-related, the physical and visual relationship of the site to the existing built-up area of the settlement will be a key consideration.</del></p> <p><b>4.112</b> We want to ensure that new development does not detract from the existing form and character of settlements and will not be harmful to their surroundings. Therefore, not all undeveloped land within the built-up area is <u>will be</u> suitable for development. <del>However, in the case of smaller linear settlements the infilling of small gaps within an otherwise built up frontage that have no recreational, historical or amenity value may be permissible.</del> Where buildings already exist on site, their retention will be encouraged where they make a positive contribution to the area or have intrinsic value. In determining whether a site is appropriate for new development, the relationship with adjacent buildings and the surrounding area will be taken into account along with the current use of the site and compatibility of the proposal with neighbouring uses. <u>New development should also not contribute to coalescence with neighbouring settlements, result in ribbon development or inappropriate backland development.</u></p> <p><b>4.1143</b> Under the Localism Act 2011, communities can nominate important local buildings and facilities as 'assets of community value' (e.g. shops, public houses, cultural buildings) for inclusion on a central list held by the council. If the owner of a building on this list wishes to sell it, they must then conform to the Community Right to Bid procedure. This means that if the community are interested in buying the asset they have six months to prepare a bid to buy it before the asset can be sold. Proposals which would result in the loss of a community facility which has been included on that list or is the last remaining facility of that type which is considered essential to the continuing sustainability of the <del>community</del> <u>settlement or neighbourhood</u> will be resisted unless it can be demonstrated that the facility is no longer viable. To demonstrate that such a building or facility is not viable the applicants must be able to evidence that the premises has been advertised as a going concern in the press, online and on-site, at least four times within a six month period and all reasonable offers have been explored. This evidence will be considered on a case by case basis (insert footnote) Neighbourhoods are listed in the Clustering section of the County Durham Settlement Study.</p>
--	---

		<p><b>4.1154</b> New development should seek to minimise the use of resources, including by the recycling of previously developed land. It is also vital to plan buildings and communities that are resilient to potential climate change impacts. Development must therefore be designed to withstand future weather trends as flooding events and heat waves will become a much more regular occurrence. For example, the use of green and brown roofs, and sustainable drainage systems, will be encouraged.</p> <p><b>4.114a</b> <u>Where a neighbourhood plan defines a settlement boundary and is sufficiently advanced to have weight in decision making, development outside of the settlement boundary will be determined in accordance with the relevant policy in the neighbourhood plan.</u></p> <p><b>4.1135</b> In the case of conversions and replacement buildings, proposals should not significantly increase the size or impact of the original building where this would have an adverse effect on the character of the surrounding area or the amenity of neighbouring occupiers. Similarly, the sub-division and intensification of dwellings should not result in concentrations of such dwellings to the detriment of the range and variety of the local housing stock.</p> <p><b>4.115a</b> <u>For with the exception of householder development and minor alterations to existing buildings which do not involve a change of use or increased floor space, Policy 30 (Sustainable Design) should be used rather than this policy.</u></p>
63	<p><b>Policy 6</b> (Development on Unallocated Sites)</p> <p>Monitoring Indicators</p>	<p><b>Indicator:</b></p> <ol style="list-style-type: none"> <li>1. <u>Number Percentage</u> of housing units permitted and completed on unallocated <u>sites on sites of 11 units or fewer.</u></li> <li>2. Number of housing units permitted and completed on unallocated sites on <u>sites of 12 units or greater.</u></li> <li>23. Amount of employment space permitted and completed on unallocated sites.</li> <li>34. Amount of retail floor space permitted beyond a defined town centre.</li> <li>45. Number of <u>valued facilities or services</u> <del>community facilities lost that were the last such essential facility in the by settlement and neighbourhood.</del></li> </ol> <p><b>Target:</b></p> <ol style="list-style-type: none"> <li>1. No Target.</li> </ol>

		<p>2. No Target.                  3. No Target.                  4. No Target.                  5. Zero.</p>
64	<p><b>Policy 7</b>                  (Visitor Attractions)                   Criteria a., b. and c.</p>	<p>The visitor sector is an important and resilient part of the county's economy. In order to raise the quality of the visitor experience, the provision of new visitor attractions, or the expansion of existing attractions will be permitted provided they are:</p> <p>a. <del>it is</del> located in sustainable and accessible locations, or can be made so;                  b. <del>it is</del> appropriate to the site's location in terms of scale, design, layout and materials;                  c. <del>it does not have an unacceptable adverse impact on the county's valuable natural, built or heritage assets and helps to sustain and enhance any affected asset;</del></p>
65	<p><b>Policy 7</b>                  Visitor Attractions                   Criterion i.</p>	<p>i. <del>respect the character of the countryside. relate to an existing tourism asset that is based upon a site-specific natural, built or heritage feature.</del></p>
66	<p><b>Policy 8</b>                  Visitor Accommodation                   Criterion b. and new criterion</p>	<p><del>b. it does not have an unacceptable impact on the county's valuable natural, built or heritage assets;</del> and</p> <p>New criterion under section 2 of the policy after criterion e, to read '<u>it respects the character of the countryside;</u> and'</p>
67	<p><b>Policy 8</b>                  Visitor Accommodation                   Paragraph 5.23.</p>	<p><b>5.23</b> In County Durham there are approximately 589 visitor accommodation businesses with over 14,424 (Durham STEAM report 2017) bed spaces (this includes seasonal university accommodation). A detailed audit of existing accommodation and gaps in provision(43) has been completed and this will help inform the determination of future planning applications, for example if there is an over or under provision of certain types of holiday accommodation, to meet visitor needs, in a given area. Liaison with Visit County Durham is recommended to establish demand</p>

		and the quality of the offer being proposed. <u>Other relevant evidence submitted by an applicant would also be taken into consideration if provided, although this is not required.</u>
68	<b>Policy 8</b> Visitor Accommodation  Paragraph 5.25.	<b>5.25</b> <u>Where criterion 2 (e) applies</u> , there is an expectation from the council that applicants will provide evidence of how development proposals will help to support future business viability. <u>The evidence will need to be proportionate to the scale of development.</u>
69	<b>Policy 9</b> (Retail Hierarchy and Town Centre Development)  Criteria a. and b.	<b>Retail Hierarchy</b> The Plan will look to support new town centre development across all of the county's centres that will improve choice and bring about regeneration and environmental improvements <del>where a proposal will:</del> a. <del>be consistent in scale with the size and function of the centre; and</del> b. <del>be convenient and accessible in order to meet the day to day needs of residents and contribute to social inclusion and sustainable transport.</del>
70	<b>Policy 9</b> (Retail Hierarchy and Town Centre Development)  Town Centre Boundaries and District Centres including new footnote.	<b>Town Centre Boundaries</b>  Proposals for town centre uses, as defined by National Planning Policy Framework (NPPF) not located within a defined centre (insert new footnote), as shown on the policies map, will be required to provide a sequential assessment.  <u>(New footnote) For the Sub Regional, Large Town and Small Town Centres, the sequential test should consider the primary shopping areas as in-centre for shopping development, and within the centre boundary as in-centre for all other main town centre uses.</u>  Proposals for retail, in excess of 1,500 sqm (gross) convenience floorspace or 1,000 sqm (gross) comparison floorspace, <u>proposed outside of a defined centre not located within an in-centre location</u> , and that could impact on a Sub Regional, Large Town or District Centre, will be required to provide an impact assessment in accordance with the guidance within the NPPF and the Planning Practice Guidance (PPG).

		<p>Proposals for retail, as defined by NPPF, in excess of 400 sqm (gross) convenience or comparison floorspace, <del>proposed outside of a defined centre not located within an in-centre location</del>, and that could impact on Small Town or Local Centres, will be required to provide an impact assessment in accordance with the guidance within the NPPF and the Planning Practice Guidance (PPG).</p> <p>For leisure development, the national default threshold of 2,500 sqm is applicable.</p> <p>Where an application fails the sequential test or would have a significant adverse impact on investment or the vitality and viability of a town centre, it <del>will</del> <u>should</u> be refused.</p> <p><b>District Centres</b></p> <p><del>For major development proposals within the defined District Centres, applicants will be required to consider the impact on Durham City Centre where the proposed floorspace is above 2,500 sqm</del></p> <p><u>Additional retail provision within the defined District Centres will need to be assessed to protect and enhance the vitality and viability of other centres within the retail hierarchy. Therefore, proposals for retail, in excess of 1,500 sqm (gross) convenience floorspace or 1,000 sqm (gross) comparison floorspace, within the defined District Centres will be required to consider the impact on Durham City Centre and other centres potentially impacted. For leisure development, the national default threshold of 2,500 sqm is applicable.</u></p> <p><u>Support will be given to other non-retail main town centre uses in order to diversify the offer within these centres.</u></p>
71	<b>Policy 9</b> (Retail Hierarchy and Town Centre Development)	<p><b>5.51</b> Both of the defined District Centres have large mainstream convenience foodstore anchors and also a higher order non-food retail offer which reflects the origins of both centres as out of centre retail park developments. The District Centres do however lack the local service function (banks, professional services etc.) of traditional centres. <del>It is particularly important that the future development of these centres does not undermine the role of other higher order centres and particularly Durham city centre therefore proposals over 2,500 sqm will be required to consider their impact on these centres.</del></p>

	<p>Paragraphs 5.51 and new paragraphs.</p>	<p><b>5.51a</b> <u>The District Centres are highly accessible to their surrounding communities Pity Me, Framwellgate Moor, Newton Hall in the case of the Arnison Centre and Gilesgate, Carrville and the Sherburn Road estate in the case of Dragonville. Both centres are also well served by bus. Evidence within the Retail and Town Centre Study 2018 recognised that they continue to meet the retail needs of residents across the city and beyond, particularly convenience retailing. This is because Durham city centre is unable to accommodate large floorplate stores, due to the heritage constraints associated with a historic city centre.</u></p> <p><b>5.51b</b> <u>Whilst it is recognised that due to the origins of these District Centres, the offer is predominantly retail orientated, support will be given to proposals that will diversify the range of facilities within the centres, providing other main town centre uses, allowing them to evolve over the plan period to increasingly perform a town centre role.</u></p> <p><b>5.51c</b> <u>It is also particularly important that the future development of these centres does not undermine the role of higher order centres and particularly Durham City Centre. Therefore, the impact thresholds of 1500sqm for convenience retail and 1000sqm for comparison retail detailed within the policy will apply to retail development within the Arnison and Sherburn Road/Dragonville District Centre. This will allow the consideration of such proposals to consider the impact on the city centre and other centres potentially affected.</u></p>
72	<p><b>Policy 9</b> (Retail Hierarchy and Town Centre Development) Paragraph 5.56.</p>	<p><b>5.56</b> Applicants proposing retail and town centre uses on edge of centre or out of centre sites will be required to carry out a sequential assessment. In addition, schemes that are proposing food retail developments in edge of centre or out of centre locations with a floorspace greater than 1,500 sqm (gross), which could impact on a Sub Regional, Large Town and/or District Centres, should be accompanied by a retail impact assessment. This threshold will be adjusted to 1,000 sqm (gross) where the proposal is for comparison retailing. <u>Where an application proposes a scheme that would provide a mix of comparison and convenience retailing the 1,500 sqm threshold is applicable.</u></p>
73	<p><b>County Durham's Rural Areas</b> Paragraph 5.67.</p>	<p><b>5.67</b> Ninety percent of the county's population lives east of the A68 in forty percent of the county area, yet rural communities do not only exist within the west of the county. In fact, County Durham's rural areas vary widely in character from remote and sparsely populated areas in the Pennine Dale s, to the larger villages located within the former coalfield communities in the centre and east.</p>

		These areas do not have good access to more urban areas and the services and facilities in those areas including housing and employment. <del>Defra defines our rural areas by lower super output area as shown on the map below.</del>
74	Map 3 Rural Urban Classification Map produced by DEFRA	<i>Delete Map 3 Rural Urban Classification Map.</i>
75	<b>Policy 10</b> (Development in the Countryside)  Paragraph 5.71.  Footnote 55	<b>5.71</b> For the purposes of this policy, land which is not within an existing built-up area, as defined in <del>the glossary by Policy 6 (Development on Unallocated Sites In the Built-Up Area)</del> will be regarded as 'countryside'. As a general principle, the Plan seeks to direct new development to sites within the built-up area, <u>those well-related to a settlement</u> or those specifically allocated for development and which respect the dispersed settlement pattern which characterises much of <del>County Durham</del> . However, it is recognised that in the interests of the rural economy and the sustainability of its communities, they too need to be supported by appropriate new development. Therefore, the circumstances where development relating to both existing and new uses and buildings will be acceptable in the countryside, are set out in this policy alongside other relevant policies in the Plan.  Footnote 55: Relevant policies include: housing allocations; employment land allocations; <u>development on unallocated sites</u> ; visitor attractions and accommodation; equestrian development; rural exceptions; travellers; green infrastructure; rural workers dwellings; low carbon and renewables, all applicable policies relating to minerals and waste development; and transport routes (roads, cycle-ways and rail).
76	<b>Policy 11</b> (Rural Housing and Employment Exception Sites)	<b>Policy 11</b> <b>Rural Housing and Employment Exception Sites</b> New housing and employment related development that is contrary to <u>Policy 6 (Development on Unallocated Sites)</u> and Policy 10 (Development in the Countryside), <del>but is proposed in rural parts of the county shown on Defra's Rural Urban Classification map,</del> will be permitted where the following criteria are met: Where housing is proposed it must be shown that: a. the development is <u>well-related to a settlement</u> <del>immediately adjacent to an existing settlement;</del>

		<p>b. there is an identified local need for affordable <u>or specialist</u> housing sufficient to justify the scale and nature of the development, <del>with accompanying evidence showing this could not reasonably be satisfied in other settlements in the vicinity;</del></p> <p>c. any market housing is only included where it can be robustly demonstrated that this is essential to support the viable delivery of affordable housing. Only the minimum necessary should be included; and</p> <p>d. the affordable housing is made available to the local community identified as being in need, with priority given to occupation by households with a local connection. Where employment related development is proposed it must be shown that:</p> <p>e. it is of a scale and type that is appropriate to its location; and</p> <p>f. it could not be more appropriately situated on an existing or allocated industrial estate, an existing suitable building or other land within other settlements in the vicinity.</p> <p>All proposals must be in scale and keeping with the form and character of any nearby settlements and the local landscape.</p>
77	<p><b>Policy 11</b> (Rural Housing and Employment Exception Sites)  Paragraph 5.77.</p>	<p><del><b>5.77</b> As shown on Defra's Rural Urban Classification map in the introduction to this section, County Durham has substantial rural areas, which are characterised by villages, hamlets and isolated dwellings, particularly in the west. There may be circumstances where affordable and <u>specialist</u> housing and employment related development is needed in these areas but can only be delivered by permitting development in the rural areas defined on this map (which may include Green Belt), either adjacent or close to existing settlements which would normally be contrary to <u>Policy 6 (Development on Unallocated Sites)</u> and <u>Policy 10 (Development in the Countryside)</u>. Such sites are known as exception sites.</del></p>
78	<p><b>Policy 11</b> (Rural Housing and Employment Exception Sites)</p>	<p><b>5.79a</b> <u>The council's Strategic Housing Market Assessment (SHMA) has identified a need for specialist housing in County Durham. Specialist housing schemes can provide specific accommodation for older people, for the disabled or for vulnerable adults. Policy 15 (Addressing Housing Need) sets out a policy approach to support such accommodation, subject to a number of criteria. It is however appropriate to consider specialist housing as an exception where it will serve to meet an identified local need. This approach would serve to provide flexibility within the plan to support the delivery of specialist housing to meet needs.</u></p>

	<p>New paragraph 5.79a and paragraph 5.80.</p>	<p><b>5.80</b> The County Durham Employment Land Review (ELR) suggests that there is only very modest demand for employment land in areas away from the county's key economic market areas and our larger towns. Employment land allocations in the most rural parts of the county are therefore limited. Also, in many cases existing plots on industrial estates do not meet the needs of modern rural based businesses. However, we wish to support economic growth and the expansion of local businesses that are appropriate to the unique circumstances, within rural areas. Therefore, in some specific circumstances it may be appropriate to allow employment uses that would otherwise be contrary to <u>Policy 6 (Development on Unallocated Sites)</u> and Policy 10 (Development in the Countryside). Any proposal would need to demonstrate why it could not reasonably be situated on an existing or allocated industrial estate or an existing suitable building or other available land in a nearby settlement. Any proposal should reflect the character, appearance and landscape setting and should be sympathetic in scale to any nearby settlement.</p>
<p>79</p>	<p><b>Policy 14</b> (Best and Most Versatile Agricultural Land and Soil Resources)</p>	<p><b>Policy 14</b> <b>Best and Most Versatile Agricultural Land and Soil Resources</b> <b>Agricultural Land</b></p> <p>Development of the best and most versatile agricultural land, will <del>only</del> be permitted where it can <del>be is</del> demonstrated that the need <del>benefits</del> of the development, <del>its benefits and/or sustainability considerations outweigh the harm, need to protection of such land of the best and most versatile agricultural land.</del> taking into account the economic and other benefits of the best and most versatile agricultural land.</p> <p><del>Proposals for development on unallocated sites which would individually or cumulatively result in a significant loss of best and most versatile agricultural land will also need to demonstrate that there are no other suitable alternative sites which could accommodate either all or part of the development on either previously developed land, or land within the built up area of existing adjacent or nearby settlements, or on poorer quality (Foot note 52: Poorer quality agricultural land is agricultural land which is not best and most versatile agricultural land) agricultural land.</del></p> <p>Where mineral working is proposed on best and most versatile agricultural land proposals should <del>also</del> seek where practicable to minimise its loss and retain its longer term capability unless the benefits of alternative restoration strategies outweigh its loss.</p>

		<p><b>Soil</b></p> <p>All development proposals <del>relating to previously undeveloped land should</del> <u>must</u> demonstrate that soil resources will be managed and conserved in a viable condition and used sustainably in line with accepted best practice.</p>
80	<p><b>Policy 14</b> (Best and Most Versatile Agricultural Land and Soil Resources)</p> <p>Paragraph 5.93.</p>	<p><del><b>5.93</b> Agriculture is the predominant land use in County Durham. Agricultural land quantity varies from place to place and the Agricultural Land Classification (ALC) system, provides a method for assessing the quality of agricultural land with grades 1, 2 and 3a considered to be the best and most versatile agricultural land. There is no Grade 1 land in County Durham and less than 2% of the county is classified as Grade 2. Approximately 38% of the County is classified as Grade 3 but it is not currently possible to differentiate the amount of grade 3a and grade 3b land as a comprehensive survey of grade 3 land is not available. Where land is identified as grade 3 on the ALC maps and an agricultural land classification statement is not provided, the council will consider the land to be best and most versatile agricultural land unless it is proven otherwise. All proposals over one hectare which would have the potential to involve the loss of best and most versatile agricultural land will be expected to be accompanied by an agricultural land classification statement.</del></p> <p><i>Delete footnotes:</i> Approximately 92% of the county's land surface of 223,094 ha is classified as agricultural land. Source, Provisional Agricultural Land Classification (ALC) Dataset, Natural England. The Agricultural Land Classification grades are: Grade 1 (excellent), Grade 2 (very good), Grade 3a (good), Grade 3b (moderate), Grade 4 (poor) and Grade 5 (very poor). The Agricultural Land Classification Map, North East Region (<a href="http://publications.naturalengland.org.uk/publication/142039?category=5954148537204736">http://publications.naturalengland.org.uk/publication/142039?category=5954148537204736</a>) shows Grades 1-5, but Grade 3 is not subdivided.</p>
81	<p><b>Policy 14</b> (Best and Most Versatile Agricultural</p>	<p><del><b>5.95</b> When considering development proposals which would result in the loss of best and most versatile agricultural land the council will consider the need for the development and the benefits of the proposal and whether they outweigh the need to protect the agricultural land. In addition when considering proposals for development on unallocated sites which would either individually</del></p>

	Land and Soil Resources) Paragraph 5.95.	<del>or cumulatively lead to the loss of a significant quantity of best and most versatile agricultural land, the applicant will need to demonstrate that there are no other more suitable alternative sites that could satisfactorily accommodate either all or part of the proposed development, for example on either previously developed land, or land within the built up area of existing adjacent or nearby settlements, or on poorer quality agricultural land.</del>
82	<b>Policy 15</b> (Addressing Housing Need)	<b>Affordable Housing Provision</b> Affordable housing will be sought on sites of <del>over</del> <u>10 or more</u> units and in line with the percentages set out below. In designated rural areas, schemes of between 6 and <del>10</del> <u>9</u> units will provide a financial contribution towards the delivery of affordable housing.
83	<b>Policy 15</b> (Addressing Housing Need)	<b>Affordable Housing Tenure Mix</b>  <u>On sites with 10 or more units, 10% of the homes provided should be for affordable home ownership (starter homes, discount market sale housing and other affordable routes to home ownership). In line with the requirements in table 8, any contribution above 10% Affordable housing should be provided with a tenure mix of 70% as affordable rented housing for rent to 30% intermediate products.</u>  Where it can be evidenced by the applicant to the council's satisfaction that <del>that</del> this tenure mix would make the required affordable housing contribution unviable, or that alternative affordable housing products are required to meet local needs, then proposals for an alternative tenure mix as proposed by the applicant will be considered.
84	<b>Policy 15</b> (Addressing Housing Need)	<b>Off-Site Provision of Affordable Housing</b>  In certain circumstances where it can be <u>robustly justified by the developer, or it is considered by the council that it is the most appropriate course of action and it would contribute to the objective of creating mixed and balanced communities,</u> we will accept off-site contributions in lieu of on-site provision. <u>This includes, but is not limited to, circumstances where:</u>  a. there would be five or fewer affordable homes on the site; b. there is clear evidence that a greater number of affordable homes could be delivered off-site, in a more suitable location; or

		<p>c. the resulting financial contribution would contribute to specific regeneration activity including bringing viable vacant housing back into use.</p>
<p>85</p>	<p><b>Policy 15</b> (Addressing Housing Need)</p>	<p><b><u>Meeting the Needs of Older People and People with Disabilities</u></b></p> <p><u>To meet the needs of older people and people with disabilities, on sites of 5 units or more, 66% of dwellings must be built to Building Regulations Requirement M4 (2) (accessible and adaptable dwellings) standard.</u></p> <p><u>On sites of 10 units or more, to contribute towards meeting the needs of the county's ageing population, we will require a minimum of 10% of private or intermediate housing on sites of over 10 units or more the total number of dwellings on the site to be of a design and type that will increase the housing options of older people. These properties should be built to M4(2) standard and would contribute to meeting the 66% requirement set out above. They should be situated in the most appropriate location within the site for older people.</u> Appropriate house types considered to meet this requirement include:</p> <ul style="list-style-type: none"> <li>• level access flats;</li> <li>• level access bungalows; or</li> <li>• housing products that can be shown to meet the specific needs of a multi generational family.</li> </ul> <p><del>All of these properties must be built to Building Regulations Requirement M4 (2) (accessible and adaptable dwellings) and situated in the most appropriate location within the site for older people.</del></p> <p><del>Where it can be demonstrated that this requirement would undermine the viability of the scheme, either in terms of financial viability or lack of market demand for these products, then as an alternative we will require at least 10% of the total units on the site to be built to Building Regulation Requirement M4(2) (accessible and adaptable dwellings). Exceptionally, this requirement will not be applied where topographical issues or other physical constraints on sites make this unviable.</del></p> <p><u>Where it can be demonstrated that site specific factors such as vulnerability to flooding, site topography, other circumstances which may make a site less suitable for older persons house</u></p>

		<u>types or properties built to M4(2) (accessible and adaptable standard) or where step free access cannot be achieved or is not viable, then the requirements will not be applied on all or part of the site as appropriate.</u>
86	<b>Policy 15</b> (Addressing Housing Need)  Paragraph 5.100.	<b>5.100</b> In setting targets for affordable housing delivery, it is recognised that new housing development in the highest and high value areas, where prices for new houses are more buoyant, can support the greatest level of provision. The evidence suggests that an opportunity to deliver lower levels of affordable units in medium and low value areas is also possible without compromising the viability of development. The viability areas are shown on Map F in the policies map document. <u>In instances where a site straddles more than one viability area, the affordable housing requirement should reflect the viability area map for the majority of the site.</u>
87	<b>Policy 15</b> (Addressing Housing Need)  Paragraph 5.101.	<b>5.101</b> In designated rural areas, schemes of between 6 and <del>10</del> <u>9</u> units will provide a financial contribution towards the delivery of affordable housing. <u>The</u> <del>Designated</del> rural areas are described under section 157 (1) of the Housing Act 1985 <u>and are set out on Map 3 of the Plan in the policies map (Map I).</u> Financial contributions should be determined in line with the approach for determining off site contributions as set out in the policy.
88	<b>Policy 15</b> (Addressing Housing Need)  Paragraph 5.103 and additional paragraph.	<b>Tenure Mix of Affordable Housing</b> <b>5.103</b> The NPPF provides a definition of affordable housing which is set out in the glossary of the Plan. It is important that a variety of affordable housing options are offered to meet the circumstances of those in need and to cater for the affordable housing needs of specific groups. <del>The SHMA suggests that a tenure mix of affordable housing across the county of 70% affordable rented housing and 30% intermediate housing would be appropriate. Other factors will also need to be taken into account, including the tenure mix in the existing settlement, local housing need, the viability of the site and the availability of related mortgage products.</del> <u>In accordance with the National Planning Policy Framework, 10% of homes provided on sites of 10 units or more should be available for affordable home ownership. In line with the definition in the National Planning Policy Framework, affordable home ownership includes starter homes, discount market sale housing and other affordable routes to home ownership. Any exceptions to this requirement will be considered in line with the considerations set out in the National Planning Policy Framework, or on the basis that alternative affordable housing products are required to meet local needs.</u>

		<p><b>5.103a</b> <u>In line with the requirements in table 8 of the Policy, any contribution above 10% should be provided as affordable housing for rent. This reflects housing needs in County Durham as determined by the SHMA. Applications seeking an exception to this requirement will need to be supported by evidence. Examples of evidence that may be taken into account in this regard would include the tenure mix in the existing settlement, local housing need (which may differ in different parts of the county and at different times), the viability of the site and the availability of related mortgage products.</u></p>
89	<p><b>Policy 15</b> (Addressing Housing Need)</p> <p>New paragraph 5.107.</p>	<p><b>5.107a</b> <u>The Strategic Housing Market Assessment has considered the needs for accessible and adaptable dwellings in County Durham as defined by the Building Regulation M4 (2) 'Category 2 – Accessible and Adaptable Dwellings standard'. This assessment has considered the proportion of M4 (2) dwellings required to meet the needs of occupants with differing needs including some older or disabled people and has considered the need to allow adaptations to properties to meet the changing needs of occupants over time. The assessment concluded that 66% of dwellings should be built to M4 (2) accessible and adaptable standard. In testing the viability of applying the M4 (2) standard, a site of 5 units was considered, therefore it is appropriate to apply this standard to sites of 5 or more houses. In all cases the requirement would be rounded up or down to the nearest whole number.</u></p>
90	<p><b>Policy 15</b> (Addressing Housing Need)</p> <p>Paragraph 5.110.</p>	<p><b>5.110</b> <u>For the purposes of assessing the viability of the requirement for older people's housing, the Local Plan Viability Study has made an assumption that the full 10% of the provision would be provided as bungalows and that they would meet the Building Regulation M4 (2) 'Category 2 – Accessible and Adaptable Dwellings standard. The study has confirmed that it is generally viable for all sites to include 10% of private houses as bungalows. Although the viability assessment has been run based on bungalows, other types of housing including level access flats and housing products that can be shown to meet the specific needs of a multi-generational family would accord with the policy. The provision of homes of a design and type to meet the needs of older persons built to M4 (2) standard, would contribute towards meeting the 66% requirement for M4 (2) properties as set out in the policy. On unallocated sites, we may consider revising requirements for these specified types of houses to purely a requirement for Building Regulations Requirement M4 (2) (accessible and adaptable dwellings) should this be justified by issues related to viability. This will apply in all circumstances except where topographical issues such as very steep levels or vulnerability to flooding make this impractical.</u></p>

<p>91</p>	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>16.1 Durham University Development</p> <p>Criterion f.</p>	<p>f. Parking spaces and electric vehicle charging points are provided <del>in line with</del> <u>having regard to the County Durham Parking and Accessibility Standards policy 22 and the council's adopted Parking and Accessibility Supplementary Planning Document;</u></p>
<p>92</p>	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>16.2 Purpose-Built Student Accommodation</p> <p>Criterion h.</p>	<p>h. <del>the quantity of cycle and car parking is provided is in line with</del> <u>having regard to policy 22 and the council's adopted Parking and Accessibility Supplementary Planning Document Guidelines;</u> and</p> <p><i>Delete paragraph 5.143 and insert:</i></p> <p><u>PBSA proposals will need to have regard to the Parking and Accessibilty Supplementary Planning Document which will take account of the controlled parking zone in the city centre.</u></p>

	Paragraph 5.143	
93	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>16.3 Houses in Multiple Occupation.</p>	<p><b>3. Houses in Multiple Occupation</b> In order to promote create and preserve inclusive, mixed and balanced communities and to protect residential amenity, applications for new build Houses in Multiple Occupation (both Use Class C4 and sui generis), <u>extensions that result in specified or potential additional bedspaces</u> and changes of use from any use to:</p>
94	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>16.3 Houses in Multiple Occupation</p>	<p>d. <del>the quantity of cycle and car parking is provided is in line with</del> <u>having regard to policy 22 and the council's adopted Parking and Accessibility Supplementary Planning Document Guidelines;</u></p>

	Criterion d.	
95	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>16.3 Houses in Multiple Occupation</p> <p>Introductory paragraph for criteria h. and i.</p>	<p>However, new build Houses in Multiple Occupation, <u>extensions that result in specified or potential additional bedspaces</u> or a change of use to a House in Multiple Occupation would not be resisted in the following circumstance:</p>
96	<p><b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in</p>	<p>h. Where an area already has <del>such a high concentration</del> <u>a concentration in excess of 90% of council tax exempt properties (Class N), that this is having an unreasonable impact on current occupiers and that</u> the conversion of remaining C3 dwellings will not cause further detrimental harm to the residential amenity of surrounding occupants; or</p>

	Multiple Occupation)  16.3 Houses in Multiple Occupation  Criterion h.	
97	<b>Policy 16</b> (Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)  New paragraphs.	<i>New paragraphs after paragraph 5.152:</i>  <b>5.152a</b> <u>Where an area already has exceeded the 10% tipping point, it is considered that there is an existing imbalance between HMOs occupied by students and homes occupied by other non student residents. This can be to the detriment of the residential amenity of the non student residents in the area. On this basis it is recognised that an extension to an HMO which results in additional bedspaces and therefore potentially accommodates more students would introduce further students into an area where there are already concerns about the impact of the student population on the residential amenity of non student residents. For this reason, extensions to HMOs to accommodate bedspaces where the 10% tipping point is exceeded will not be supported.</u>  <b>5.152b</b> <u>This policy would apply to extensions to an HMO to provide for additional bedspaces, but also to extensions which result in additional floorspace which means the property could be reconfigured to accommodate additional bedroom space. In this context, even if the extended part of the property is not intended to accommodate a bedroom or bedrooms, if a proposed extension would enable an internal reconfiguration of the property with the result of the creation of additional bedroom or bedrooms then the policy would apply. In determining whether an extension is of a scale such that a property may be reconfigured to accommodate additional bedspaces, the council will have regard to evidence such as the Nationally Described Space Standard which sets out bedroom sizes and which provides a guide to the interpretation of this policy.</u>
98	<b>Policy 16</b>	<b>5.153</b> In order to assess the percentage of student exempt properties, the council will use council tax information consisting of those properties with Class N exemption mapped using the

	<p>(Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation)</p> <p>Paragraph 5.153.</p>	<p>council's GIS mapping system. Council tax data provides an independent, secondary and consistent data set to understand the presence of student properties within general market housing. The council will make use of council tax data relating to the relevant academic year and this will be updated <u>twice</u> annually. An individual's council tax status is a private matter and subject to data protection. Therefore, in line with the policy a percentage figure will be generated for each application, <u>the council will also confirm the number of council tax exempt properties informing this figure however</u>, it is not possible to note the location of these properties as <u>this would constitute sharing personal data</u> <del>or to confirm the number of properties this relates to.</del></p>
<p>99</p>	<p><b>Policy 18</b> (Children's Homes)</p>	<p><b>Policy 18</b> <b>Children's Homes</b></p> <p>In order to promote the creation of sustainable, inclusive and mixed communities, applications for children's care homes, will only be permitted where:</p> <p>a. the applicant is able to demonstrate <u>that the development will address any gaps in service provision</u> <del>a local need</del> to the satisfaction of the Local Planning Authority;</p> <p>b. sites offer a positive and safe environment for the occupants of the premises ensuring that there is appropriate access to local services and community facilities;</p> <p>c. <del>the children's home replicates a family home, normally of no more than three children;</del> <u>the size/scale of the children's home will allow the occupants to be appropriately matched with regard for each child's welfare and taking into account their individual circumstances;</u></p> <p>d. the occupants would not be placed at <del>any</del> risk having regard to the latest crime and safety statistics in the area and that this has been agreed in advance with Durham Constabulary, the council's Children and Young People's Services and other appropriate agencies;</p>

		<p>e. <del>there is no unacceptable, cumulative impact relating from concentrations of similar establishments within the locality through liaison with Durham Constabulary, Children's Services and any other appropriate agencies;</del></p> <p>f. it is unlikely to cause unacceptable individual or cumulative impact on the residential amenity, fear of crime or community cohesion;</p> <p>g. appropriate measures will be in place to ensure access for emergency vehicles and safety measures such as fire escapes; and</p> <p>h. satisfactory outside space, highway access, parking and servicing can be achieved.</p> <p><u>In all instances, a planning application must be supported by a management plan which incorporates a locality risk assessment, information regarding the management of the residential home, together with an assessment to ensure that necessary safeguards are put in place to ensure the welfare of the children. This will include consideration of any crime or safety concerns in the area, for Approval by the Local Planning Authority in consultation with Durham Constabulary, Children and Young People's Services and any other appropriate agencies.</u></p>
100	<p><b>Policy 18</b> (Children's Homes)</p> <p>Paragraphs 5.172 to 5.178.</p>	<p><del>5.172 In 2016 the government set out its ambitions and strategy to reform Children's Social Care. The government's vision is that every child in the country, whatever their background, whatever their age, whatever their ethnicity or gender, should have the opportunity to fulfil their potential. For the around 70,000 children who are looked after, this means that their experience of care should prepare them for a future where they are able to fulfil their potential and ambitions.</del></p> <p><b>5.173</b> The children and young people living in children's homes are among the most vulnerable in society. Whilst children's homes have traditionally been for children under 16, provision for young people beyond the age of 16 years old would also be determined against this policy or Addressing Housing Needs. Many have special educational needs or disabilities, including social, educational and mental health difficulties and many are victims of abuse or neglect. It is therefore vital that <u>we do everything possible to provide consistent high quality sustainable provision for children and young people to improve their experience of being looked after in care, helping them to overcome</u></p>

	<p>their previous experiences, and setting them up for futures which allow them to achieve their potential.</p> <p><b>5.173a</b> <u>We recognise that living in a children's home can be a positive choice for some young people and the best way to meet their specific circumstances. The Independent Review of Children's Residential Care, by Sir Martin Narey, (2016) suggested that whilst location is important when placing a child in residential care, the goal is to have the right homes. The council has a duty, as stated in section 22G of the Children's Act 1989, to take steps to secure, as far as reasonably practicable, sufficient accommodation for looked-after children within their local authority area. The Sufficiency Statutory Guidance on Securing Sufficient Accommodation for Looked After Children (2010) states that local authorities should have embedded plans, as part of their commissioning processes and through partnership working, to meet the duty, enabling children to be close to home and their family.</u></p> <p><b>5.173b</b> <u>The council's Sufficiency Strategy 2019 has identified that there are gaps in service provision. It is important that these gaps in service provision are met, in order to make sustainable provision for the differing requirements of looked-after children and young people.</u></p> <p><b>5.174</b> In order to understand the issues surrounding supply and demand and to get a national picture of the needs of the children placed on welfare grounds, government set up a National Coordination Unit in May 2016. With the data gathered by the unit, the government is developing options for how secure places can be better planned, co-ordinated and joined up at national level, to better meet the needs of young people needing secure accommodation.</p> <p><del><b>5.175</b> A review by Sir Martin Narey suggested that children should be placed within 20 miles from their home. Nationally, 37% of children in children's homes were placed over 20 miles from home and outside their local authority at 31 March 2015.</del></p> <p><b>5.176</b> Within County Durham, there are currently 44 registered providers, 27 of which are registered children's homes, which is the largest number in the north of England (Ofsted data). In order to ensure that any further provision is well managed and the needs of children are being met by offering safe and positive environments, early discussions will be required between Children and Young People's Services, Planning Services and other external agencies as</p>
--	--

		<p>appropriate, including Durham Constabulary. <del>Proposals for new children's homes will be expected to demonstrate that they are meeting an identified local need and the provision best replicates a family home environment, normally of no more than three children.</del></p> <p><b>5.176a</b> <u>The national average size of a children's home is 3-4 bed, this is also the average for the North East Region. Matching children and young people in residential provision, and their individual circumstances, presents an ongoing challenge. There is therefore a greater demand for smaller regulated homes. This is identified in the council's Sufficiency Strategy 2019 which also identifies that there is a significant gap in the market for solo residential provision/smaller residential homes.</u></p> <p><b>5.177</b> In support of any planning application, evidence will need to be provided that the needs of children and young people will be met in terms of access to any services and facilities and to ensure that any necessary safeguards are put in place, including having had regard to any crime or safety concerns of the particular area. <del>A locality risk assessment will be required which is in line with the Care Standards Act and will need to be submitted in support of a planning application.</del> This should be undertaken through consultation with relevant organisations including Durham Constabulary and Children and Young People's Services and will be required to also take into account the cumulative impact of any similar establishments in the locality and the impact this could have on emergency services.</p> <p><b>5.178</b> <del>In addition to the safeguarding and general needs of the children,</del> consideration must also be given to the existing residents in terms of residential amenity. Any proposals must demonstrate that there will be no unacceptable impact on the character of the area and the proposal would not impact on the quality of life or community cohesion by way of fear of crime.</p>
101	<b>Policy 20</b> (Green Belt)	<p><u>Development proposals within the Green Belt will be determined in accordance with national planning policy.</u></p> <p><del>The Green Belt, as shown on the policies map, will be provided with the strongest possible protection. The construction of new buildings will be regarded as inappropriate and will not be</del></p>

		<p><del>permitted unless very special circumstances are demonstrated with substantial weight given to any harm to the Green Belt. The exceptions to this are:</del></p> <ul style="list-style-type: none"> <li><del>a. buildings necessary for the purposes of agriculture or forestry;</del></li> <li><del>b. provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments, as long as the facilities preserves the openness of the Green Belt and do not conflict with the purposes of including land within it;</del></li> <li><del>c. the extension or alteration of a building providing that it does not result in disproportionate additions over and above the size of the original building;</del></li> <li><del>d. replacement of a building, providing it is in the same use and not materially larger than the one it replaces;</del></li> <li><del>e. limited infilling in inset villages;</del></li> <li><del>f. limited affordable housing for local community needs as set out in the exceptions policy;</del></li> </ul> <p><del>limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings) providing the proposal has no greater impact on openness on the Green Belt than the existing development or the purpose of including land within it; or where the development would reuse previously developed land and contribute towards meeting an identified affordable housing need.</del></p> <p><del>Certain other forms of development are also not inappropriate in the Green Belt, providing they preserve its openness and do not conflict with the purposes of including land within it. These are:</del></p> <ul style="list-style-type: none"> <li><del>g. mineral extraction;</del></li> <li><del>h. engineering operations;</del></li> <li><del>i. local transport Infrastructure which can demonstrate a requirement for a Green Belt location;</del></li> <li><del>j. the re-use buildings provided that the buildings are of permanent and substantial construction;</del></li> <li><del>k. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</del></li> <li><del>l. development brought through a Community Right to Build Order or Neighbourhood Development Order.</del></li> </ul> <p><del>Opportunities for increased or enhanced access to the countryside as well as improvements to landscapes, visual amenity and biodiversity will be supported where they will maintain openness and do not harm the purposes of the Green Belt either individually or cumulatively.</del></p>
--	--	---

<p>102</p>	<p><b>Policy 21</b> (Non-Strategic Green Belt Amendments)  Deletion of Policy 21</p>	<p><del><b>Policy 21</b> <b>Non-Strategic Green Belt Amendments</b></del> In order to reaffirm the continued permanence of the Green Belt the following sites are to be removed: a. Former Police Skid Pan, Durham City; b. Lumley Boys School, Great Lumley; and c. Fernhill, Durham City.</p>
<p>103</p>	<p><b>Policy 21</b> (Non-Strategic Green Belt Amendments)  Deletion of Policy 21 supporting text</p>	<p><del>5.198 — Green Belt boundaries are to be permanent in the long term and capable of enduring beyond the Plan period. During the Issues and Options and Preferred Options consultation, representations were received where it was believed that a change to a Green Belt boundary would be justified and that exceptional circumstances warranted that change. All sites were also considered as part of the Green Belt Assessment(66).</del></p> <p><del>Skid Pan, Durham City</del></p> <p><del>5.199 — The skid pan area is a derelict, redundant site which until recently was used by Durham Constabulary as a skid pan and car park as part of the former Police Headquarters on Aykley Heads. The adjoining former police headquarters site has now been demolished and is under construction for a total of 217 houses. However the planning permission does not include the former skid pan or car park site due to these being located in the Green Belt. The site has been assessed within the Green Belt Assessment and it is concluded that it does not perform strongly against the Green Belt purposes and offers the opportunity to create a durable, permanent boundary. The exceptional circumstances identified for the removal of this site from the Green Belt are to ensure that a fully comprehensive, design solution can be found for this area of redundant land which if left would be an unsightly area of derelict land which could attract future anti-social behaviour. The site is previously developed and would be otherwise suitable for housing and is therefore proposed as a housing allocation for 50 dwellings in Policy 5 (Housing Allocations).</del></p> <p><del>Former Lumley Boys School, Great Lumley</del></p>

		<p>5.200 — The proposed development site is set on the western edge of Great Lumley. The site fronts onto Fenton Well Lane, a country road without footpaths, where a stone wall forms the front boundary of the site. It is bounded by agricultural land to the north and west, with Fenton Well Lane lying to the south, and a cluster of residential properties approximately 50 metres to the east. The site is previously developed land with the remnants of a derelict building which is becoming unpleasant in appearance on the edge of the village. The site has been assessed within the Green Belt Assessment and it is concluded that it performs strongly against purpose 3: to assist in safeguarding the countryside from encroachment. There have also been reports of vandalism and anti-social behaviour with the site becoming a target for unwanted behaviour. The previously developed nature of the site provides some opportunity for development. The exceptional circumstances that exist are that this is a previously developed site, close to the village of Great Lumley where the boundary should be amended to ensure the permanence of the Green Belt boundary in the long term. Any development will need to be in accordance with other policies within the Plan to ensure any site specific mitigation.</p> <p>Fernhill, Durham City</p> <p>5.201 — Fernhill is a residential dwelling set within garden land to the south of Club Lane and to the west of the A167 and is an anomaly to the Green Belt. The site forms part of the built up area of Durham City and is bound by mature planting and vegetation. Durham City is the primary settlement within the county and therefore the site offers a high quality development opportunity which would be well screened and would provide for sustainable development opportunities. The site was considered to perform strongly against Purpose 4: to preserve the setting and special character of historic towns and therefore mitigation may be required to limit any harm. The removal of the residential dwelling from the Green Belt would ensure the permanence of the Green Belt boundary in the long term. Any development will need to be in accordance with other policies within the Plan to ensure any site specific mitigation.</p> <p><b>How will the policy be monitored?</b> This policy will be monitored through the monitoring of Non-Strategic Green Belt Amendments.</p>
--	--	--

104	<p><b>Policy 22</b> (Delivering Sustainable Transport)</p> <p>New criterion e.</p>	<p><u>e. Developments in the vicinity of level crossings (both vehicular and pedestrian) will be expected to assess the potential increase in risk at each crossing affected and indicate the appropriate mitigation required to reduce or remove such risks.</u></p>
105	<p><b>Policy 22</b> (Delivering Sustainable Transport)</p> <p>Second paragraph.</p>	<p>All development should have regard to the policies set out in the County Durham's Strategic Cycling and Walking Delivery Plan and, where possible, contribute to the development of a safe strategic cycling and walking network and in particular the routes set out in Local Cycling and Walking Infrastructure Plans. <del>Any new routes should not have an unacceptable adverse impact on environmental or heritage assets.</del></p>
106	<p><b>Policy 22</b> (Delivering Sustainable Transport)</p> <p>Final paragraph.</p>	<p><del>Proposals for new development should comply with the council's Parking and Accessibility Standards and accommodate current and future demand for low emission vehicles. The following principles will be used to determine cycle and parking provision in development:</del></p> <ul style="list-style-type: none"> <li><u>• Cycle parking or secure cycle storage should be provided to facilitate increased cycle ownership and use;</u></li> <li><u>• Car parking at residential developments should ensure that a sufficient level is provided for both occupants and visitors, to minimise potential harm to amenity from footway parking. On street and footway parking should be avoided where it would have an unacceptable impact on highway safety, or a severe impact on the road network.</u></li> <li><u>• Car parking at destinations should be limited to encourage the use of sustainable modes of transport, having regard to the accessibility of the development by walking, cycling, and public transport.</u></li> <li><u>• Appropriate provision for electric vehicle charging, including chargepoints and laying of cables, should be made on both residential and non-residential development where parking is provided.</u></li> </ul>

		<u>The council is preparing a Parking and Accessibility Supplementary Planning Document that reflects the principles set out above. Developments should have regard to the Parking and Accessibility Supplementary Planning Document following adoption by the council.</u>
107	<b>Policy 22</b> (Delivering Sustainable Transport)  New Paragraph	<u><b>5.219a</b> It is important that developments that have the potential to impact upon level crossing safety fully assess the impacts of their proposals upon the safety of the level crossings and its users. Where additional impacts or risk is identified it is appropriate that the developer should provide suitable mitigation to reduce or remove any additional risk imported by the development as proportionate to the level of risk and impacts generated by the development.</u>
108	<b>Policy 22</b> (Delivering Sustainable Transport)  Paragraphs 5.222 and 5.223.	<b><u>Parking and Accessibility Standards Supplementary Planning Document</u></b>  <u><b>5.222</b> All new developments must provide car and cycle parking and the relevant standards are set out in the council's Parking and Accessibility Standards(73). The council is preparing a Parking and Accessibility Supplementary Planning Document (SPD) based on the principles of this policy. These principles do not seek to minimise ensure sufficient residential car parking at origin but rather focus on whilst limiting car parking supply at non-residential destination. They also provide minimum car parking standards that house builders must adhere to when building new housing. On employment sites, the council will still be enforcing maximum parking standards and cycle parking as a means of encouraging more sustainable travel behaviour. The SPD will set out car parking standards for residential development, maximum car parking standards for other forms of development where there is a clear and compelling justification, minimum standards for cycle parking, powered-two wheelers, and disabled persons; and associated design guidance.</u>  <b><u>Alternative Fuel Vehicles and Car Sharing</u></b>  <u><b>5.223</b> It is very important that we plan to enable the adoption of alternative fuel vehicles and also actively discourage the number and frequency of single occupancy car journeys through the provision of charging infrastructure for electric vehicles and car sharing bays. Electric vehicle charging infrastructure and car sharing bays will be will be required in accordance with the Parking</u>

		<p>and Accessibility <u>SPD Standards</u>. We will also support taxi and bus operators to switch to alternative fuel vehicles by identifying and helping with suitable funding opportunities.</p>
109	<p><b>Policy 23</b> (Durham City Sustainable Transport)</p>	<p><b>Policy 23</b>  <b>Durham City Sustainable Transport</b></p> <p>In order to reduce the dominance of car traffic, <del>relieve existing highway network problems, facilitate growth,</del> address air quality and improve the historic environment, the council proposes to deliver the following transport interventions in Durham City:</p> <p><b>Demand Management</b></p> <p>Encourage modal shift to more sustainable modes of transport by promoting and influencing changes in travel behaviour including:</p> <ul style="list-style-type: none"> <li>• marketing and promotion programmes;</li> <li>• employer travel plans;</li> <li>• school travel plans; and</li> <li>• residential travel plans.</li> </ul> <p><del><b>Re-allocation, Sharing and Creation of Highway Space</b></del>  <b><u>Sustainable Transport Improvements</u></b></p> <p>To <del>help reduce</del> <u>displace</u> through-traffic from Durham city centre, <del>highway space will be re-allocated, shared and created to allow more priority for sustainable transport modes</del> <u>will be encouraged</u>, including <u>through</u>:</p> <p>a. <del>a new crossing of the River Wear through the provision of a Northern Relief Road linking the A691 and the A690, including an upgrade of Rotary Way. Two possible routes, as shown on the policies map, have been safeguarded;</del></p> <p>b. improvements to existing city centre transport infrastructure;</p>

		<p>c. walking and cycling improvements linking the University to the city centre;</p> <p>d. walking, cycling and public transport improvements linking Aykley Heads, Sniperley, Framwellgate Moor, Newton Hall and the city centre; and</p> <p>e. walking, cycling and public transport improvements linking Gilesgate, Dragonville, Carrville, Belmont and the city centre.</p> <p><del>Following completion of the Northern Relief Road, the vehicular capacity of Milburngate Bridge will be reduced to provide more space to accommodate pedestrians, cyclists and public transport.</del></p> <p><b><del>Western Relief Road</del></b></p> <p><del>In order to reduce congestion on the western edge of the city around Neville's Cross and the surrounding network and to facilitate development at Sniperley Park, land as shown on the policies map, is allocated for the construction of the Western Relief Road to the west of the A167 which will connect the A691 at Sniperley Park and Ride roundabout at its northern end with the B6302 Broom Lane at its southern end.</del></p>
110	<p><b>Policy 23</b> (Durham City Sustainable Transport)</p> <p>Paragraphs 5.224 to 5.246</p>	<p><b>5.224</b> In order to create a more sustainable transport network in Durham City there is a need for a positive strategy that manages the demand for car use by <del>re-allocating, sharing and</del> creating highway space for sustainable transport modes <u>and re-claiming space for people</u> <del>and correcting the faults in the current highway network</del>. This policy aims to deliver this positive strategy and, in conjunction with the Durham City Air Quality Management Action Plan, seeks to reduce air pollution in the city centre.</p> <p><del><b>5.225</b> Rather than build a ring road in the 1960s, Durham City’s solution to traffic growth was to create a 'through road' through the city centre. This link crosses the River Wear at Milburngate Bridge and now accommodates over 40,000 vehicles per day during the working week and approximately 14 million in total for a year. Furthermore, data from 2015 reveals that 33-36% of trips into the city are by vehicles that have no origin or destination in the city. This through traffic uses up limited highway space in the city and is a major factor in peak hour congestion.</del></p>

	<p><b>5.226</b> The large volumes of slow moving and standing traffic make the city less attractive to visit and has an adverse impact on the environment of the city centre and the setting of the World Heritage Site. The amount of traffic also acts as a barrier to walking and cycling routes, discouraging sustainable travel. It also impacts on the health of local people, with heavy traffic creating local air quality and road safety issues. In particular nitrogen dioxide levels in the city centre have exceeded statutory limits and as a result an Air Quality Management Area (AQMA) has been designated.</p> <p><b>Durham City Sustainable Transport Delivery Plan</b></p> <p><b>5.227</b> The Durham City Sustainable Transport Delivery Plan (DCSTDP) sets out an ambitious and positive vision for the entire transport network across the city and has been developed in partnership with the city's key stakeholders after a series of targeted events and consultations. The DCSTDP sets out how modal shift can be practically achieved in the city by identifying packages of demand management and infrastructure improvements to reduce traffic. Its key proposals are also included in the Infrastructure Delivery Plan (IDP).</p> <p><b>Demand Management</b></p> <p><b>5.228</b> Demand management is about managing the demand for cars by influencing travel behaviour so residents travel in a more sustainable way. It can be delivered more quickly than infrastructure improvements that require greater levels of design and consultation. The DCSTDP sets out four core activities relating to demand management:</p> <ul style="list-style-type: none"> <li>• Marketing and promotion programmes, providing comprehensive information about all sustainable travel options to encourage the uptake of sustainable modes;</li> <li>• Employer travel planning, where major employers set out how they will reduce car use and promote sustainable travel by their employees;</li> <li>• School travel planning, school children are particularly receptive to environmental messages and enthusiastic about sustainable and active travel modes;</li> <li>• Residential travel planning, particularly relating the new developments proposed in the Plan.</li> </ul> <p><del><b>Re-allocation, Sharing and Creation of Highway Space</b></del></p>
--	--

	<p><b><u>Sustainable Transport Improvements</u></b></p> <p><del>5.229</del> To 'lock in' the benefits of demand management measures, sustained programmes of investment in infrastructure are also needed. The DCSTDP finds that because of the shortage of highway space across the city, most transport improvements in the city relate to the re-allocation of the existing highway space or improving transport infrastructure.</p> <p><b>5.230</b> By implementing the proposals set out in the policy a more sustainable transport network in the city can be achieved by re-allocating, sharing and creating space and improving sustainable transport infrastructure. It is important that all users are considered when designing new transport infrastructure. Priority must go to those with mobility impairments, visual impairments and dementia. Further detail on these projects is included in the DCSTDP. It should also be noted that these individual schemes will require more detailed work such as feasibility studies, public and business consultation and the identification of funding, to be completed before they can be fully implemented.</p> <p><b><u>Northern Relief Road</u></b></p> <p><del>5.231</del> The DCSTDP is clear that the long term transport strategy for the city centre is dependent on the ability to provide more space 'for people' travelling on foot, by bike and bus and where there are barriers to direct continuous routes, those barriers need to be removed. This is impossible to achieve without a new crossing of the River Wear which provides an alternative to Milburngate Bridge. A new crossing provides the opportunity to re-prioritise space on Milburngate Bridge bringing significant transport and environmental benefits to the city centre. Specifically, the DCSTDP recommends reducing the number of car lanes on the Bridge, making this route less attractive for through trips and creating more space for pedestrians, cyclists, bus users, those with disabilities and visitors. It will also create significant air quality benefits by removing unnecessary slow moving and standing traffic including heavy goods vehicles from the city addressing the principal cause of the increased nitrogen dioxide levels that resulted in the designation of the Air Quality Management Area. Displacing non-essential car trips away from the city centre will also encourage residents and visitors to use active travel and public transport when travelling into the city at peak hours, rather than taking the car into the city. In order to provide this crossing the Plan therefore proposes a Northern Relief Road</p>
--	--

		<p>(NRR):</p> <p><del><b>5.232</b> The NRR is a longstanding proposal to improve the road network around Durham City. The principle was established in the 1979 County Durham Structure Plan which stated that a Northern link road 'will improve the link between Consett and the A1 (M) at Carrville and together with a Western Relief Road, reduce traffic congestion through the city centre'. The road was also safeguarded in the City of Durham Local Plan 2004.</del></p> <p><del><b>5.233</b> The improvements resulting from the provision of a NRR will have major benefits for the cultural and historic environment of the city, making it a much more pleasant place to work, shop and visit and having direct benefits to the built fabric and public realm of the city including the World Heritage Site. The route of the NRR is located in the Green Belt. Although it will not be removed from the Green Belt, a Landscape Impact Assessment has concluded that there is likely to be some impact on the openness of the Green Belt, it would therefore be considered inappropriate development in the Green Belt. However the council considers that for the reasons set out here and in the supporting evidence, there is no alternative means of achieving the benefits resulting from removing traffic from the city centre and therefore very special circumstances have been demonstrated.</del></p> <p><del><b>5.234</b> The NRR would also improve links between North West County Durham and the A1(M), providing potential regeneration benefits for this area. As well as the strategic improvements in connectivity, the road will also have cross-city benefits improving the entire network and strengthening links between the housing, retail and employment centres on opposite sides of the river, such as between the Arnison Centre and Belmont Industrial Estate.</del></p> <p><del><b>5.235</b> There are currently two possible routes for the NRR from the A690 to the Red House roundabout. One option would require a new bridge over the River Wear whilst the other would utilise the existing Belmont Viaduct. Initial survey work on the Viaduct indicates that it may be suitable as a vehicle carrying structure however more detailed survey work is required to confirm this is the case. Similarly there are two options for crossing the East Coast Mainline, either over or under. Due to the uncertainty over the precise route and the timing of the work needed to determine the preferred route, for the purposes of this Plan both alternative routes are shown as safeguarded on the policies map. Between Red House and Pity Me roundabouts the route would</del></p>
--	--	---

	<p>then utilise Rotary Way. There will be a need to upgrade the junctions on this section to accommodate the additional traffic. The final part of the route to the A691 will be part of the Sniperley housing allocation and form the northern limit of that development.</p> <p><b>5.236</b> Impact studies have been undertaken that assess the NRR's impact on ecology, landscape, heritage and air quality at a relatively broad level. A full Environmental Impact Assessment (EIA) will be required if the road progresses to a full planning application. It is the council's view that the harm identified is outweighed by the public benefit. Detailed design of the schemes will incorporate mitigation measures. Within the safeguarded route of the NRR, development will only be permitted if it does not prejudice the implementation of the road scheme. The road will also be accompanied by a shared use walking and cycling route.</p> <p><b>5.237</b> In order to bring the delivery of the NRR forward and realise its wide ranging benefits, the council is confident that it can secure local, regional and national transport funding through the preparation of a robust business case. However the part of the relief road between the A691 and Pity Me roundabout will be provided by the developer as part of the Sniperley Park development. This could be used as match funding for the remainder of the scheme.</p> <p><b>A167 Congestion</b></p> <p><b>5.238</b> Traffic modelling shows that the A167 is currently <u>one of the most congested parts</u> of the transport network in both the AM and PM peaks. The traffic on the A167 creates a barrier for traffic when entering or leaving the city at peak times with significant bottlenecks especially where the A690 and A691 join the A167 in the west of the city at the Neville's Cross Junction and Sniperley Roundabout. The modelling predicts that congestion on the network will increase both as a result of predicted national increases in traffic and more localised increases as a result of proposed new development. Therefore, <u>To relieve congestion and to enable development to the west and north of the city to come forward a solution is required. This will need to be addressed at the planning application stage for the relevant sites and in particular Sniperley Park.</u></p> <p><b>5.239</b> In order to identify this solution the council therefore commissioned a feasibility study of possible highway improvements to the A167 corridor between Neville's Cross and Sniperley</p>
--	---

		<p>roundabout. The objectives of the study were to try and improve journey times and reduce traffic congestion on the A167 in order to accommodate existing and future traffic.</p> <p><del>5.240</del> The study found that two lanes could be provided in a southbound direction for the entire length between Sniperley roundabout and Nevilles Cross but, due to physical constraints, in a northbound direction only a number of smaller measures to increase capacity were possible. Once these improvements were modelled it showed a reduction in journey times in the AM peak along both the northbound and southbound carriageways. However, in the PM peak, whilst there is a reduction in the journey time on the southbound carriageway, there is a noticeable increase in the journey time on the northbound carriageway. This increase in journey time is due to northbound A167 traffic struggling to exit onto Sniperley roundabout, as traffic from the A691 travelling north-westbound gets an easier exit onto the roundabout. The modelled A167 improvements are estimated to around £6.9 million however the results of the modelling show no overall benefits to traffic movements on the A167.</p> <p><b>Western Relief Road</b></p> <p><del>5.241</del> Given this absence of an effective alternative and the existing and future congestion there is therefore a requirement for the provision of a Western Relief Road (WRR). The relief road will allow traffic from the A690 and A691 to avoid bottlenecks thus reducing congestion for all users. The most significant reductions in traffic take place on the length of the A167 by passed by the proposed WRR. The route of the WRR is also located in the Green Belt. Although it will not be removed from the Green Belt, a Landscape Impact Assessment has concluded that there is likely to be some impact on the openness of the Green Belt, it would therefore be considered inappropriate development in the Green Belt. However the council considers that for the reasons set out here and in the supporting evidence there is no alternative means of addressing the congestion on the A167 and therefore very special circumstances have been demonstrated.</p> <p><del>5.242</del> The route identified is the shortest possible to alleviate the traffic congestion, running parallel to the A167 and crossing the River Browney. Toll House Road will remain open as the proposed WRR will be sensitively bridged over it. Within the allocated route, development will only be permitted if it does not prejudice the implementation of the road scheme.</p>
--	--	--

		<p><b>5.243</b> Due to the significant benefits in reducing journey times that would result, it is anticipated that local, national or regional funding will be the principal means of delivering the WRR (and in fact this proposal has attracted funding previously). However, as the new development at Sniperley Park will add to congestion on the A167 a significant contribution to the total cost of the road will be required, via a Section 106 Obligation, from the developers of the site. This contribution will be calculated taking into account of viability and will be identified as match funding in a future business case for the scheme in order to increase the likelihood of securing additional funding. Progressing the road will be an early priority to ensure future development is not constrained as well as providing certainty to developers. In order to enable the Sniperley site to get underway 350 houses will be allowed to be completed before the WRR is in place. This is reflected in Policy 5 (Durham City's Strategic Urban Extensions).</p> <p><b>5.244</b> Impact studies have been undertaken that assess the WRR's impact on ecology, landscape, heritage and air quality at a relatively broad level. As with the NRR a full Environmental Impact Assessment (EIA) and Flood Risk Assessment (FRA) for the WRR will be required as part of a future planning application which will consider the road's impact, including the new bridge over the River Browney, on the natural and historic environment. The crossing of the River Browney should not increase the risk of flooding and will need to pass a flood risk exception test if any part of the structure is sited within flood zone 3. It is the council's view that the harm identified is outweighed by the public benefit. Detailed design of the schemes will incorporate mitigation measures including a shared use walking and cycling route.</p> <p><b>Durham City Transport Modelling</b></p> <p><b>5.245</b> In addition to the A167 modelling, strategic transport modelling across Durham City has been undertaken to assess the transport interventions required to accommodate projected traffic growth. The modelling included testing changing travel behaviour without any of the proposals included in the Plan. This showed that a reduction in car trips as a result of demand management techniques did not adequately mitigate the projected increase in traffic. The demand management measures were found to provide some benefit but not to address the expected increase in traffic. The conclusion therefore was that demand management measures, improvements which encouraged walking, cycling and public transport together with the Western and Northern Relief</p>
--	--	--

		<p>Roads would be the most effective way to deal with projected increases in traffic and the new development proposed in the Plan.</p> <p><del>5.246</del> The transport modelling indicates that the WRR would address existing congestion and future increases in traffic associated with the forecast growth in traffic and the impact of the new development proposed to the west and north of the city. The modelling also indicates that the delivery of the sustainable transport improvements set out in the DCSTDP together with both relief roads provides the most effective transport solution for the city.</p>
111	<p><b>Policy 23</b> (Durham City Sustainable Transport)</p> <p>Monitoring Indicators</p>	<p><b>How will the Policy be monitored?</b></p> <p><b>Indicator:</b></p> <p><del>5. Western Relief Road progress in accordance with project plan.</del>  <u>5. Level of traffic in Durham City including the amount crossing Milburngate Bridge and using the A167.</u>  <del>6. Northern Relief Road progress in accordance with project plan.</del></p> <p><b>Target:</b></p> <p><del>5. On track in accordance with the project plan.</del>  <u>5. Decreasing trend below baseline figure.</u>  <del>6. On track in accordance with the project plan.</del></p>
112	<p><b>Policy 24</b> (Allocating and Safeguarding Transport Routes and Facilities)</p> <p>Final paragraph</p>	<p>Development that would prevent the future development of the allocated and safeguarded transport routes and facilities will not be permitted. <del>A corridor of interest for a possible future Barnard Castle Relief Road is also identified on the polices map.</del></p>

<p>113</p>	<p><b>Policy 24</b> (Allocating and Safeguarding Transport Routes and Facilities)  Paragraphs 5.257 to 5.258.</p>	<p><del><b>Barnard Castle Relief Road</b></del></p> <p><del><b>5.257</b> Some support for an eastern relief road for Barnard Castle has been expressed in representations made to the Plan. As a result a corridor of interest has been identified within which a possible road would be located, connecting the A688 and A67 with Westwick Road thereby allowing vehicles to cross the River Tees using Abbey Bridge and then join the A66 eastbound. The relief road would help reduce the quantity of through traffic in Barnard Castle and in particular HGVs. The impact of the relief road on general traffic flows is predicted to be relatively modest however the proposed road could be used to divert HGVs travelling through the town in association with an appropriate Traffic Regulation Order, banning vehicles over 18 tonnes. Such a ban could help reduce potential damage to the historic fabric of the town as well as address public concerns regarding safety and amenity.</del></p> <p><del><b>5.258</b> The delivery of the relief road would be dependent on securing funding from the Department for Transport (DfT) which would require a robust business case demonstrating a high benefit to cost ratio. Currently these benefits are usually measured by DfT and other funding sources in terms of reducing journey times and delivering economic benefits rather than heritage preservation factors. Therefore as a result of the projected traffic flows expected on the new road it would be difficult to secure funding for this scheme during the Plan period. Therefore, although the council recognises that there would be some benefits resulting from a relief road the uncertainty over how it would be funded means that we are unable to allocate or safeguard the route. However as the council believe there is some merit to the scheme we have identified a corridor of interest on the polices map. If the position was to change in the future then we would consider the relief road in a future review of the Plan.</del></p>
<p>114</p>	<p><b>Policy 24</b> (Allocating and Safeguarding Transport Routes and Facilities)</p>	<p><b>How will the Policy be monitored?</b></p> <p><b>Indicator:</b></p> <p>3. Number of planning applications approved within the safeguarded areas and corridors of interest which would prevent development of the routes and facilities.</p>

	Monitoring Indicators	
115	<b>Policy 25</b> (Provision of Transport Infrastructure)	<p>New and improved transport infrastructure will be permitted where it <u>meets all of the following criteria:</u></p> <ul style="list-style-type: none"> <li>a. is necessary to improve the existing highway network and/or <del>rail network</del> <u>public transport infrastructure</u>;</li> <li>b. minimises and mitigates any harmful impact upon the built, historic and natural environment and the amenity of local communities including by incorporating green infrastructure; and</li> <li>c. makes safe and proper provision for all users which prioritises the movement of pedestrians, cyclists and public transport.</li> </ul> <p><u>Transport infrastructure proposals should also meet at least one of the following criteria:</u></p> <ul style="list-style-type: none"> <li>d. supports economic growth;</li> <li>e. enhances connectivity either within the county or with other parts of the region; or</li> <li>f. accommodates future development sites.</li> </ul>
116	<b>Policy 26</b> (Developer Contributions)	<p>New development will be approved where any mitigation necessary to make the development acceptable in planning terms is secured through appropriate planning conditions or planning obligations. Such mitigation will relate to the provision, and/or improvement, of physical, social and environmental infrastructure taking into account the nature of the proposal and identified local or strategic needs.</p> <p><b>Planning Conditions</b></p> <p><u>Developers will be required to adhere to specific, fair and reasonably practicable planning conditions as a means of mitigating any adverse effects resulting from a development. Planning conditions will be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.</u></p>

		<p><b>Planning Obligations</b></p> <p>Developers will be required to enter into Planning Obligations which are directly related to the development and fairly and reasonably related in scale and kind to the development, in order to secure the mitigation that is necessary for a development to be acceptable in planning terms.</p> <p><u>Planning applications which do not propose policy compliant levels of affordable housing and/or obligations necessary to mitigate the impact of development will need to be supported by robust viability assessment. Any viability assessment accompanying a planning application should refer back to the assessment that informed the plan and provide evidence of what has changed since then.</u></p> <p>In order to ensure that the mitigation and any associated benefits of a scheme are secured and sustainable development achieved, review mechanisms and/or an overage payment clauses may be built into Planning Obligations to ensure that contributions can be periodically reviewed to reflect any changes in circumstances or market conditions seeking to ensure that where market conditions have improved, the scheme can deliver all requirements in full.</p>
117	<p><b>Policy 26</b> Developer Contributions)  Paragraph 5.266.</p>	<p><b>5.266</b> It is important to ensure that development proposals contribute to improvements in infrastructure capacity to mitigate for the additional demands that new development creates. <del>A planning obligation is a legal agreement between the planning authority, the applicant/developer and anyone else that has an interest in the land when planning permission is granted.</del> By securing financial contributions <u>through planning obligations</u>, developers would help fund the physical, social and environmental infrastructure that is needed to make development acceptable and ensure that the development mitigates its impact upon existing infrastructure. The National Planning Policy Framework (NPPF) makes clear however that any planning obligation must be directly and fairly and reasonably related to the development. In some cases, this may include improvements to infrastructure off-site. To provide certainty, known infrastructure requirements and associated developer contributions will be set out at the pre-application stage and therefore early discussions are encouraged.</p>

<p>118</p>	<p><b>Policy 26</b> (Developer Contributions)  Paragraph 5.268.</p>	<p><b>5.268</b> <del>In the unlikely circumstance</del> Where the viability of a scheme is in question, the developer will be required to demonstrate that this is the case through a site-specific <u>viability appraisal</u>. It is <u>up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage</u>. Where a viability assessment is submitted to accompany a <u>planning application (it will be published alongside other publicly accessible planning application information on the council's website)</u> this should be based upon and refer back to the <u>viability assessment that informed the plan, and it will be for an applicant to demonstrate with appropriate evidence any change in circumstances in the intervening period</u>. Such circumstances could include, for example, where development is proposed on unallocated sites of a wholly different type to those used in viability assessment that informed the plan; where further information on infrastructure or site costs (including higher abnormal costs) is required; where particular types of development are proposed which may significantly vary from standard models of development for sale (for example build to rent or housing for older people); or where a recession or similar significant economic changes have occurred since the plan was brought into force. <del>financial evaluation which will be made available in the interests of transparency, undertaken to the council's satisfaction at the earliest possible stage. Where a scheme is agreed to be unviable, we will review the timing or phasing of payments to assist the financial viability of the scheme. In such circumstances or when the planning application is likely to have a build out rate spanning more than two years, a review mechanism and/or an overage payment clause will be included in any planning obligation. This will ensure that obligations can be periodically reviewed and updated to reflect any changes in circumstances or market conditions.</del></p> <p><b>5.268a</b> <u>Where it is established on the basis of the viability appraisal that policy requirements are not able to be met when an application is decided, the council will require an upwards only review mechanism to be applied to ensure that the benefits of any subsequent uplift in values or reduction in costs are reflected in affordable housing provision and/or financial contributions. The detailed wording and timing of these review mechanisms will be determined on a case by case basis.</u></p> <p><b>5.268b</b> <u>It is proposed to produce a Supplementary Planning Document relating to "development viability, affordable housing and financial contributions". The guidance will set out the council's requirements for the submission of site-specific viability appraisals, and the information and</u></p>
------------	---	---

		<u>evidence needed to support them, as well as details of the council's policy in relation to infrastructure requirements and associated financial contributions necessary to deliver such infrastructure and mitigate the impact of development.</u>
119	<b>Policy 26</b> (Developer Contributions)  Paragraph 5.269.	<b>5.269</b> There should be no instances where <u>essential</u> site specific infrastructure and mitigation cannot be secured because of viability concerns. However, in these situations where the infrastructure is an essential prerequisite to enable the site to be developed, a scheme will be deemed unacceptable in planning terms.
120	<b>Policy 26</b> (Developer Contributions)  Paragraph 5.270.	<b><del>Removal of Pooling Restrictions</del></b>  <del><b>5270</b> Regulation 123 of the Community Infrastructure Levy (CIL) regulations currently prevents local authorities from using more than five planning obligations to fund a single infrastructure project. The purpose of the pooling restriction was to incentivise local authorities to introduce CIL in order to collect a fixed contribution towards infrastructure from a large number of developments. However, the government recently published its response to a consultation relating to 'Supporting housing delivery through developer contributions' which proposes removing the pooling restrictions in all areas. It is considered that this would remove barriers to development, and could in some circumstances give local planning authorities the ability to secure more funding through planning obligations to deliver the infrastructure needed to support development.</del>
121	<b>Policy 27</b> (Green Infrastructure)	<b>Loss of provision</b> Development proposals will not be permitted that would result in the loss of open space or harm to green infrastructure assets unless the benefits of the development clearly outweigh that loss or harm <u>and an assessment has been undertaken which has clearly shown the open space or land to be surplus to requirements.</u> Where valued open spaces or assets are affected, proposals must incorporate suitable mitigation and make appropriate provision of equivalent or greater value <u>in a suitable location on-site or within the locality.</u> Where appropriate there will be engagement with the local community.

122	<p><b>Policy 27</b> (Green Infrastructure)  5th paragraph.</p>	<p>Proposals for new residential development will be required to <u>make provision for open space to meet the needs of future residents having regard to the standards of open space provision set out in the Open Space Needs Assessment (OSNA)</u>. Where it is determined that on-site provision is not appropriate, the council will require financial contributions secured through planning obligations towards the provision of new open space, or the improvement of existing open space elsewhere in the locality.</p>
123	<p><b>Policy 27</b> (Green Infrastructure)  Paragraph 5.273.</p>	<p><b>5.273</b> Green Infrastructure (GI) is the network of green <u>and blue</u> spaces and corridors that exist within and between cities, town and villages.</p>
124	<p><b>Policy 28</b> (Utilities, Telecommunications and Other Broadcast Infrastructure)</p>	<p><b>Broadband Connectivity</b> The council will require developers to ensure that all New residential and commercial development <u>should be served by a high speed broadband connection</u>. This will need to be directly accessed from the nearest exchange and threaded through resistant tubing to enable easy access to the cable for future repair, replacement and upgrading. <u>Where it can be demonstrated that this is not appropriate, practical or economically viable, developers will be encouraged to provide appropriate infrastructure to enable future installation.</u></p>
125	<p><b>Policy 28</b> (Utilities, Telecommunications and Other Broadcast Infrastructure)  Paragraph 5.287.</p>	<p><b>5.287</b> Full fibre access is the most future-proof option and the council will require <del>developers</del> <u>developments</u> to include this provision to new residential or commercial development, including major site renovations. <del>Exceptions may be made to this and alternative fibre optic broadband solutions to full fibre may be considered.</del> <u>Developers will be encouraged to consult with a range of infrastructure providers to ensure competition and choice on new developments.</u> Therefore, applicants must show, through consultation with broadband infrastructure providers, that full fibre access would not be possible, appropriate, practical or economically viable. Evidence of this must be clearly demonstrated to the council to show that <u>this is the case.</u> <u>Applicants will be encouraged to consult with a range of infrastructure providers to ensure competition and choice on new developments.</u> <u>Exceptions to full fibre provision, such as alternative fibre optic broadband solutions may be considered where applicants clearly</u></p>

		<u>demonstrate, through consultation with broadband infrastructure providers, that full fibre access would not be possible, appropriate, practical or economically viable.</u>
126	<b>Policy 30</b> (Sustainable Design)	<b>Sustainable Design</b> All development proposals will be required to achieve well designed buildings and places in accordance with <u>having regard to supplementary planning documents and other local guidance documents where relevant appropriate</u> , and:
127	<b>Policy 30</b> (Sustainable Design)	<b>Buildings</b> All new residential development will be required to comply with the Nationally Described Spaces Standards (NDSS). <u>In order to allow for an appropriate transition period, the NDSS will only be applied to outline or full applications approved one year after the Plan is adopted.</u> In addition all major new residential development will be required to:
128	<b>Policy 30</b> (Sustainable Design)	(Footnote 100) The BfL review process covers all <del>major</del> residential-led schemes of 50 or more units or <u>of 1.5 hectares or more</u> , as well as any smaller schemes in particularly sensitive locations.
129	<b>Policy 30</b> (Sustainable Design)  Criterion o. and footnote.	o. achieve reductions in CO2 emissions of 10% below the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on current Building Regulations ( <i>insert footnote</i> ). <u>The policy would not apply in the event that the relevant Building Regulations were enhanced;</u> and  <i>New footnote: 2013 edition of the 2010 Building Regulations.</i>
130	<b>Policy 30</b> (Sustainable Design)  Criterion p.	p. be built to at least 30 dwellings per hectare (dph) <u>net</u> in and around town centres and locations where there is good access to facilities and frequent public transport services. Lower densities may be acceptable in other locations or where it is necessary to:
131	<b>Policy 30</b>	r. <del>Adverts and signage are not-</del> <u>1. detrimental to visual amenity or highway safety; and</u>

	(Sustainable Design)  Criterion r.	<del>2. sited in inappropriate locations-</del> <u>r. adverts are not detrimental to visual amenity or public highway safety.</u>
132	<b>Policy 30</b> (Sustainable Design)  Paragraph 5.314.	<b>5.314</b> The council has chosen to require higher standards and major new build residential development will be expected to achieve reductions in CO2 emissions of 10% below the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on <u>the 2013 edition of the 2010 Building Regulations (Part L)current building regulations (104)</u> ; <u>the policy would not apply in the event that the relevant Building Regulations were changed.</u> This can be achieved entirely through energy efficiency measures, for example through enhanced insulation, glazing, 'airtightness' and high efficiency heating, Solar PV and hot water heat recovery. Major residential schemes will also be encouraged to adopt the Home Quality Mark accreditation scheme to ensure that wider sustainability measures are incorporated. This would help house builders to promote high quality homes and at the same time give householders the confidence that their new home is well designed and built and cost effective to run. Major non-residential schemes can also contribute to achieving reductions in emissions and should achieve a BREEAM rating of 'Very Good' as a minimum. A Sustainability Assessment will be required setting down how schemes meet these requirements.
133	<b>Policy 30</b> (Sustainable Design)  Paragraphs 5.316 and 5.317	<b>5.316</b> The council has incorporated the BfL Standards into a design review process which has been operating since 2016. This process has now been formalised within the council's Building for Life Supplementary Planning Document <del>which is out for final consultation alongside the Plan.</del> Applicants will need to provide evidence of how their development performs against each question to enable a conversation about the design of new schemes between the applicant and the local planning authority. <u>While the BfL principles are of benefit for most development proposals, the council's design review process specifically applies to schemes of 50 or more units, or of 1.5 hectares or more. Smaller schemes that are located in particularly sensitive locations, such as conservation areas, may also be reviewed using the BfL process.</u>  <b>5.317</b> The process uses the BfL traffic light system (green, amber, red) to assess quality. Schemes should secure as many 'greens' as possible, whilst minimising the number of 'ambers' and avoiding 'reds'. A red gives warning that a particular aspect of a development needs to be reconsidered. Applicants at the pre-application stage should address any 'reds' before progressing

		<p>to formal planning. Where schemes score 'ambers' and 'reds' at the formal application stage the council will provide advice on amending the proposal. If an applicant cannot demonstrate that they have done enough to address improvements in line with review findings, then the scheme will not be supported. Schemes with one or more red will not be acceptable and will be refused planning permission unless there are significant overriding reasons. <u>An example may be where an otherwise acceptable proposal is in a location which has poor public transport provision (SPD Criteria 3). The applicant must demonstrate to the satisfaction of the LPA that they have explored all options to mitigate for this. Where there are no viable opportunities to address the matter then the scheme may be supported providing it performs well in all other regards.</u></p>
134	<p><b>Policy 30</b> (Sustainable Design)</p> <p>Paragraph 5.320 and new footnote.</p>	<p><b>5.320</b> The amount of space in a home influences how people live, impacting on their health and wellbeing. Providing homes of sufficient size to allow residents 'room to grow' is a critical part of delivering sustainable communities. The government has set Nationally Described Space Standard (NDSS) (<i>insert new footnote</i>) which reflect the need for sufficient indoor space to ensure homes meet typical day to day needs at a given level of occupation. These standards address internal space within new dwellings across all tenures, including both market and affordable. They also cover minimum floor areas and room widths for bedrooms, minimum floor to ceiling heights and minimum floor areas for storage. Evidence shows that many new homes across the country are being built below the recommended NDSS minimum size standards. Our own evidence also shows that many new homes in the county are being built below NDSS having an impact on the quality of life of residents. As a result of this evidence the council has therefore determined that it is necessary to introduce the NDSS in County Durham. All housing schemes will therefore be expected to apply the standards unless they can demonstrate to the council that they would render the scheme unviable. <u>In order to allow for an appropriate transition period, the standards will only be applied to outline or full applications approved one year after the Plan is adopted. This would represent a reasonable transition period during which data for monitoring purposes could also be gathered. The standards will not be applied retrospectively to those applications for reserved matters where the outline permission has been determined or is subject to a resolution to grant permission (including subject to planning obligations) before the policy comes into effect.</u></p> <p><i>New footnote: Technical housing standards – nationally described space standard, March 2015.</i></p>

135	<p><b>Policy 31</b> (Hot Food Takeaways (A5 Uses))</p>	<p><b>Hot Food Takeaways (A5 Uses)</b></p> <p>Within sub-regional, large town, small town and district centres (as defined in Policy <del>10</del> <u>9</u> (Retail Hierarchy and Town Centre Development) and as shown on the policies map), in order to minimise the <del>potential detrimental impacts of an over concentration</del> of hot food takeaways, planning applications for A5 uses will <u>be carefully considered. only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use. Where a proposal would lead to more than 5% of premises in A5 use, or where the A5 levels are currently above 5% and a proposal would further increase this, applicants will be required to demonstrate that the proposal would not detract from a centre's vitality and viability. In assessing such applications regard will be had to:</u></p> <p><u>a. The existing levels of vacancies within the centre;</u>  <u>b. The design of the frontage. In particular, the avoidance of roller shutters will be encouraged;</u>  <u>and</u>  <u>c. The nature of the proposed use in terms of opening hours and avoiding a blank frontage during daytime hours.</u></p>
136	<p><b>Policy 31</b> (Hot Food Takeaways (A5 Uses))</p>	<p>In order to promote healthy lifestyles in young people, proposals for A5 uses outside of defined centres but within 400 metres of an <u>entry point</u> of an existing or proposed school or <u>further education</u> college will not be permitted.</p>
137	<p><b>Policy 31</b> (Hot Food Takeaways (A5 Uses))</p> <p>Paragraph 5.331 and new footnote.</p>	<p><b>5.331</b> An assessment (2019) has been carried out of the numbers of A5 units within our town centres. This has identified that some have relatively high existing numbers of A5 uses within them ranging from 1.6% in Peterlee to 8.4% in Shildon. <del>It is considered that a threshold of 5% is appropriate to ensure a diverse mix of uses within our centres. If a proposal would exceed this threshold, in terms of number of units, it will not be permitted, this will include units that are vacant but have planning permission for A5. Seven centres (Consett, Ferryhill, Crook, Newton Aycliffe, Seaham Spennymoor and Shildon) already have more than 5% of units as hot food takeaways, therefore no further A5 uses would be permitted in these centres. It is therefore important to consider the potential impact that increasing numbers of A5 uses is having on the vitality and viability of these centres. Where a proposed A5 use would lead to more than 5% of</del></p>

		<p><u>premises in A5 use within a centre, or where levels of A5 uses within that centre are already above 5% (insert new footnote) it will be necessary for the applicant to demonstrate that a proposed A5 unit would not detract from the vitality and viability of the centre. In assessing such applications regard will be had to the existing levels of vacant units within the centre. In particular, where vacancy rates are above the national average, weight will be given to the contribution that the proposal will make to reducing this. In addition, the frontage will be required to be of good design avoiding the use of roller shutters where possible. Encouragement will also be given to uses that are a not solely to support the night time economy.</u></p> <p><i>New footnote: This will include units that are vacant but have planning permission for an A5 use.</i></p>
138	<p><b>Policy 31</b> (Hot Food Takeaways (A5 Uses))</p> <p>Paragraph 5.333</p>	<p><b>5.333</b> The council has carried out an assessment of Fast Food and its Impact on Health(110) which looks at the density of fast food outlets in County Durham. This provides evidence of a correlation between the density of fast foods outlets and obesity levels amongst children within locations in the county. As the promotion of healthy eating amongst young people is a key national and local priority it is reasonable to limit the number of hot food takeaways close to schools and colleges. Therefore , proposals for A5 uses outside of retail centres but within a five to ten minute walking distance of the school <u>or college, equating to a 400 metre radius walking route from a school or further education college entry point,</u> will not be permitted.</p>
139	<p><b>Policy 31</b> (Hot Food Takeaways (A5 Uses))</p> <p>Paragraph 5.334.</p>	<p><b>5.334</b> It should be noted that this policy <u>applies to the development of A5 use class developments only, and not sui generis or mixed use developments. does not apply to proposals where a hot food takeaway use would be ancillary to the main use proposed.</u></p>
140	<p><b>Policy 35</b> (Wind Turbine Development)</p>	<p>d. There would be unacceptable harm individually or cumulatively to <del>important species or habitats</del> <u>priority habitats or species.</u></p>

	Criterion d. and footnote.	(Footnote 117) <del>For some species, this may include functionally linked land.</del> <u>As defined by NPPF: 'Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.'</u>
141	<b>Policy 35</b> (Wind Turbine Development)	<b>Extensions and Alterations to Existing Wind Turbine Development</b> Extensions to existing wind farms will be supported provided that the proposals are in keeping with the character of existing development and meet the <del>other provisions of this policy</del> <u>provisions of criteria a. to i.</u>  Proposals to re-commission <u>existing wind turbines</u> , or to re-power wind turbine developments, <u>replacing existing turbines with newer and/or larger turbines</u> , will be supported provided that the development meets the other provisions of this policy, taking full account of the effects of the extended timescale.
142	<b>Policy 35</b> (Wind Turbine Development)	<b>Wind Turbine Development Affecting the North Pennines Area of Outstanding Natural Beauty (AONB)</b> <del>Small scale wind turbine development (119)</del> <u>of micro and small turbines</u> within the AONB will be permitted in the suitable areas identified on the policies map for its benefits to the economy, rural communities and wider environment provided that it meets the other provisions of this policy.
143	<b>Policy 35</b> (Wind Turbine Development)  Paragraph 5.385	<b>5.385</b> As tall moving structures wind turbines inevitably dominate their immediate visual environment and can be prominent features in wider views. Where wind farms or scattered single turbines are developed in proximity to each other they can create more extensive tracts of what are sometimes described as 'wind farm landscapes'. The potential cumulative effect of existing and new wind turbines on the character of the landscape has informed the selection of Suitable Areas. The approach taken has been to seek to avoid the further extension or coalescence of existing wind farm landscapes and to avoid a substantial intensification of development in those areas. It is nevertheless likely to be the case that areas where development has taken place in the past will be the best places to locate development in future should the need arise. <u>Re-commissioning wind turbines, i.e. extending the life of existing machines, can help maintain current capacity. Re-powering wind developments, i.e. replacing turbines with newer, often larger and more efficient machines, can increase operational capacity.</u> Where carefully considered,

		<p>extensions to, <u>or re-commissioning or re-powering</u> of existing wind farms <del>can</del> <u>should be able to be</u> done without unacceptable additional effects. <del>Is, and</del> <u>In the case of proposals involving more than one wind development, this has been demonstrated as part of a master-planning exercise will be required to demonstrate that there would be no unacceptable effects, this should be supported.</u></p> <p>Wind development is a temporary use of land and its impacts are assessed on that basis. The decommissioning of wind turbines and the restoration of the site are generally secured by condition. In determining whether to extend the life of development through <u>re-commissioning or re-powering</u>, care will need to be taken to ensure that the effects of the extended timescale are fully considered.</p>
144	<b>Policy 38</b> (Durham Heritage Coast and Wider Coastal Zone)	<p>Other types of development within, or within the setting of, the Durham Heritage Coast or wider Coastal Zone will only be permitted where they meet criteria (a) to (e) above and it can be clearly demonstrated that there are overriding social, environmental and/or economic benefits which will be derived from that particular proposal and that it cannot be accommodated outside of the <u>wider</u> coastal zone. Major development within the defined Durham Heritage Coast is unlikely to be appropriate, unless it is compatible with its special character.</p>
145	<b>Policy 39</b> (North Pennines Area of Outstanding Natural Beauty)	<p>Any development should be designed and managed to the highest environmental standards and to have regard to the conservation priorities and desired outcomes of the North Pennines AONB Management Plan, and to the guidance given in the North Pennines AONB Planning Guidelines, <del>and</del> the North Pennines AONB Building Design Guide <u>and the North Pennines AONB Moorland Tracks and Access Roads Planning Guidance Note</u> as material considerations.</p>
146	<b>Policy 40</b> (Landscape)  Third paragraph.	<p>Development affecting <del>valued landscapes, defined as</del> Areas of Higher Landscape Value <del>and shown</del> <u>defined</u> on Map H, will only be permitted where it conserves, and where appropriate enhances, the special qualities of the landscape, unless the benefits of development in that location clearly outweigh the harm.</p>
147	<b>Policy 41</b> (Trees, Woodlands and Hedges)	<p><b>Trees</b> Proposals for new development will not be permitted that would result in the loss of, or damage to, trees of high landscape, amenity or biodiversity value unless the <del>need for, and</del> <u>benefits</u> of the proposal clearly outweigh the harm.</p> <p><b>Hedges</b></p>

		<p>Proposals for new development will not be permitted that would result in the loss of hedges of high landscape, heritage, amenity or biodiversity value unless the <del>need for, and</del> <u>benefits</u> of the proposal clearly outweigh the harm.</p>
<p>148</p>	<p><b>Policy 45</b> (Historic Environment)</p> <p>Designated and Non-Designated Assets</p>	<p><b>Historic Environment</b> Development will be expected to sustain the significance of designated and non-designated heritage assets, including any contribution made by their setting. Development proposals should contribute positively to the built and historic environment, and should seek opportunities to enhance and, <u>where appropriate</u>, better reveal the significance and understanding of heritage assets whilst improving access where appropriate.</p> <p><b>Designated Assets</b> <del>Protection</del> <u>Great weight</u> will be given to <u>the conservation of</u> all designated assets and their settings (and non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments). Such assets should be conserved in a manner appropriate <del>and proportionate</del> to their significance, <u>irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.</u> <del>Substantial harm or total loss to the significance of a designated heritage asset will be permitted only in exceptional circumstances. In the case of designated heritage assets of the highest significance substantial harm to or total loss of the significance will only be permitted in wholly exceptional circumstances. Less than substantial harm will be weighed against the public benefits of the proposal. Development which leads to less than substantial harm to a designated heritage asset will be weighed against the public benefits of the proposal.</del></p> <p><u>Development which leads to substantial harm to (or total loss of significance of) a designated heritage asset will only be deemed acceptable where it can be demonstrated that it is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:</u></p> <ul style="list-style-type: none"> <li>• <u>The nature of the heritage asset prevents all reasonable uses of the site;</u></li> </ul>

		<ul style="list-style-type: none"> <li>• <u>No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;</u></li> <li>• <u>Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and</u></li> <li>• <u>The harm or loss is outweighed by the benefit of bringing the site back into use.</u></li> </ul> <p><b>Non-designated Assets</b> A balanced judgement will be applied where development impacts upon the significance and setting of non-designated heritage assets.</p> <p><del>In the case of non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, these will be considered subject to the same criteria as those for designated heritage assets.</del></p>
149	<p><b>Policy 46</b> (Durham Castle and Cathedral World Heritage Site)</p> <p>Paragraph 5.483.</p>	<p><b>5.483</b> The impacts of development proposals which fall within the WHS boundary, or potentially impact upon its setting, should be addressed within supporting evidence including Design and Access and Heritage Statements.</p> <p>Considered use of evidence based documents (such as the Durham City Conservation Area Character Appraisal, the Durham Castle and Cathedral WHS Management Plan, and, the ICOMOS Guidance on Heritage Impact Assessments) should be demonstrated within proposals. This includes how proposals need to demonstrate the relative qualitative impacts upon characteristics and attributes of the WHS and its setting, especially those relating to its unique OU V. <u>The current WHS Management Plan recommends an enlargement of the site, with the new boundary drawn along the rim of the outer bank between, and including, Elvet and Framwellgate Bridges. The extension has been accepted in principle as a 'minor modification' by UNESCO. This Policy will therefore apply to the enlarged site if and when it is officially registered.</u></p>
150	<p><b>Policy 47</b> (Stockton and Darlington Railway)</p> <p>Criteria b., c. and d.</p>	<p>b. safeguards and enhances access <u>(including walking and cycling)</u> to, and alongside, the route, branch lines and associated structures, archaeological remains and their setting;</p> <p>c. does not encroach upon or result in the loss of the original historic route(s), damage the trackbed excepting archaeological or preservation works, or, prejudice the significance of the asset; and</p> <p>d. does not prejudice the development of the S&amp;DR as a visitor attraction <u>or education resource.</u></p>

151	<p><b>Policy 47</b> (Stockton and Darlington Railway)</p> <p>Paragraph 5.486.</p>	<p><b>5.486</b> By linking populated areas and attracting additional businesses and industries, the S&amp;DR resulted in population growth and increased movement. It was also designed from the outset to have branch lines as well as the main line, these include the Black Boy, Haggerleases and <del>Simpastures</del> <u>Surtees</u> lines. Of the main branch lines the Black Boy and Haggerleases lines are of particular relevance to delivering the long term aims and objectives of the Stockton and Darlington Railway Heritage Action Zone. The Railway dating from 1831 was used for passenger traffic and linked up with the main S&amp;DR line at New Shildon. It is marked by a popular path as far as Daniel Adamson's Coach House on Main Street, Shildon, a significant early railway building. The route of the 1825 line is shown on the policies map, however further mapping work is in progress as part of the Heritage Action Zone project. This will identify a more accurate and comprehensive set of information for mapping purposes, which will be reflected in the Plan at the earliest opportunity following publication.</p>
152	<p><b>Policy 47</b> (Stockton and Darlington Railway)</p> <p>Paragraph 5.489.</p>	<p><b>5.489</b> The S&amp;DR Historic Environment Audit identifies the historical importance and significance of the railway. The Audit was jointly commissioned by Durham County Council, Darlington Borough Council and Stockton-on-Tees Borough Council. The Audit also provides an action plan and makes recommendations for the conservation, interpretation and management of the route and its component parts. Delivering appropriate improvements to facilitate access for walking and cycling is also highlighted as a major opportunity. <u>For example, it is a long-term aspiration to create a walking and cycling route along the full 26 mile route of the Stockton and Darlington Railway, along with providing associated interpretation, opening up the route for leisure and tourist visits, and as an education resource.</u> <del>however a</del> All such improvements must be balanced with the significance of the heritage asset and its conservation. Development affecting the setting of the S&amp;DR must also accord with <del>P</del> <u>policy 340</u> Sustainable Design in the Built Environment.</p>
153	<p><b>Policy 47</b> (Stockton and Darlington Railway)</p> <p>Paragraph 5.490.</p>	<p><b>5.490</b> Any proposal for development of a S&amp;DR-related <u>designated or non-designated heritage asset</u> associated with the route must be informed by the S&amp;DR Historic Environment Audit, the research outcomes published as part of the Heritage Action Zone, the current aims and <del>objectives</del> <u>objectives</u> of the Rail Heritage Board (<u>or successor body</u>) and any subsequent planning documents adopted by the council, to demonstrate that appropriate regard has been had to the route, <del>the significance of</del> <u>and</u> its component parts and the requirements of the Plan.</p>
154	<p><b>Policy 49</b></p>	<p><i>New paragraph after criterion (e).</i></p>

	(Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites)  New paragraph.	<u>All Non-exempt proposals within or adjacent to a Minerals and Waste Site Safeguarding Zone will be required to prepare a Minerals and/or Waste Infrastructure Assessment.</u>
155	<b>Policy 49</b> (Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites)  Paragraph 5.508.	<b>5.508</b> The starting point for the identification of the minerals and waste site safeguarding zones has been a 250 metre zone around all mineral sites (unless blasting is likely to take place, in such instances the zone has been set at 500 metres), 100 metres around all mineral processing infrastructure and 250 metres around all landfill sites. It is considered that these distances are a starting point for consideration and reflect a balance between ensuring that the potential for unacceptable adverse impacts arising is allowed for, whilst limiting the extent to which consultation for safeguarding purposes is required. However, it is recognised that not all development may be inappropriate within a mineral and waste site safeguarding zone and for this reason a schedule of exempt development has been prepared (see Appendix C - <u>C3 Minerals and/or Waste Infrastructure Assessment</u> ).
156	<b>Policy 51</b> (Locational Approach to the Future Supply of Primary Aggregates)  Criterion d and new footnote.	d. Sand and Gravel - In considering non-strategic sites in the Minerals and Waste Policies and Allocations document, proposals for basal permian sand extraction from beneath the floor of existing magnesian limestone quarries will be prioritised, followed by the lateral extension of existing magnesian limestone quarries, followed by new sand and gravel quarries outside of environmentally important areas ( <i>insert new footnote</i> ). In considering both non-strategic allocations and planning applications, if further basal permian sand working is proposed, new or extended workings on prominent escarpment slopes will be resisted in order to avoid unacceptable landscape and visual effects.

		<i>New Footnote: The locational approach to sand and gravel working and in particular basal permian sand is intended to apply to the consideration of any proposed non-strategic allocations in the Minerals and Waste Policies and Allocations document.</i>
157	<b>Policy 52</b> (Meeting Future Aggregate Requirements)  Non-allocated Sites.  Criterion a.	a. <del>taking into account forecast need over the plan period</del> that the need for the proposed additional mineral working can be adequately <u>demonstrated taking into account the council's most up to date published Local Aggregate Assessment</u> ; and
158	<b>Policy 52</b> (Meeting Future Aggregate Requirements)  Improving the Evidence base for Future Decision Making.	<del><b>Improving the Evidence Base for Future Decision Making</b> All new planning permissions and reviews of existing permissions under the Environment Act 1995 (or any statutory modification to or re-enactment of that Act) will be conditioned to require the annual submission of information detailing the extent of remaining permitted reserves and sales.</del>
159	<b>Policy 52</b> (Meeting Future Aggregate Requirements)	<b>5.531</b> In accordance with government guidance when considering future planning applications for aggregates working the starting point will always be to consider whether the future need for the mineral can be adequately demonstrated taking into account key matters such as forecast need, <del>over the plan period,</del> and the capability of existing permitted reserves and of existing allocations to meet forecast need, <u>having regard to the latest information available, as set out in the council's</u>

	Paragraph 5.531 and Paragraph 5.534.	<p><u>most recent published Local Aggregate Assessment. If appropriate, other relevant information will be taken into account in assessing need.</u></p> <p><b>5.534</b> We will always consider whether the proposal accords with the locational approach to the future supply of aggregates and whether it can be demonstrated that there will be no unacceptable adverse impacts upon either the environment, human health, or the amenity of local communities. However, where existing permitted reserves are more than sufficient to meet longer term needs, unless explicit provision is recognised as being needed in this plan or identified within the <del>Joint LAA</del> <u>the council's most recent published Local Aggregate Assessment</u>, applicants seeking <u>planning permission for new or extended aggregate workings will always need to provide robust reasons as to why further working is necessary.</u> In making any determination we will also <u>consider</u> <del>and</del> the capability of existing sites <del>is more than sufficient to meet the scale of working which is required to meet the annual demand requirement set out in the council's most recent published</del> <u>within the council's most recent published Local Aggregate Assessment</u>, <del>applicants seeking planning permission for new or extended aggregate workings will always need to provide robust reasons as to why further working is necessary.</del></p>
160	<p><b>Policy 52</b> (Meeting Future Aggregate Requirements)</p> <p>Paragraph 5.537.</p>	<p><b>5.537</b> The maintenance of landbanks for the Plan period and beyond will depend on the availability of consistent, reliable and, where necessary, publicly available information of sufficient detail to enable the council to come to a considered judgement on the adequacy of the landbank. <del>In order to ensure a robust and credible evidence base for future decision making, all new planning permissions and reviews of existing permissions under the Environment Act 1995 (or any statutory modification to or re-enactment of that Act) will be conditioned to require the annual submission of information detailing the extent of remaining permitted reserves and sales.</del></p>
161	<p><b>Policy 54</b> (Surface Mined Coal and Fireclay)</p> <p>Paragraph 5.545 and</p>	<p><b>5.545</b> Unlike other minerals such as aggregates where quantitative targets have been provided, <del>it is not the role of past government guidance (199) has been clear that it is not for the</del> planning system to set limits on the scale of production. Instead, for new surface mined coal working, <del>it is</del> <u>has been</u> for individual operators to determine the level of output they wish to aim for, <del>in light of market conditions,</del> and for <u>the</u> councils to determine the acceptability of individual projects through the development management process, <del>and indeed this is still considered to be the right approach.</del></p>

	deleted footnote.	<del>199 Minerals Planning Guidance Note 3 (MPG3) 'Coal Mining and Colliery Disposal', March 1999.</del>
162	<b>Policy 55</b> (Natural Building and Roofing Stone)  Final paragraph.	<del>All new planning permissions and reviews of existing permissions under the Environment Act 1995 will be conditioned to require the annual submission of information detailing the extent of remaining permitted reserves and sales.</del>
163	<b>Policy 57</b> (Safeguarding Mineral Resources)  Paragraph 5.569 to paragraph 5.570 and new paragraphs.	<p><b>5.569</b> In order to determine planning applications for non-minerals development within a MSA it will be necessary for sufficient information to be submitted by the applicant to allow a decision to be made. Other than for development viewed as exempt, all other planning applications for non-minerals development within MSAs will need to be accompanied by a mineral assessment of the effect of the proposed development on the mineral resource beneath or adjacent to the site of the proposed development. <u>The mineral assessment will enable the council to determine whether the safeguarded mineral resource is no longer of any current or potential value, based upon a detailed site-specific assessment. Where an economic resource is present, it will also enable the consideration of prior extraction. Prior extraction could provide the opportunity for mineral resources which would otherwise be sterilised to be extracted for use in the proposed development itself or off site. Depending on the nature of the proposed prior extraction, a standalone planning application for mineral extraction may be required which is not linked to a built development proposal. However, for some types of non-mineral development, it is recognised that the sterilising effect is negligible. Accordingly, exemption criteria have been identified where a mineral assessment will not be required, (please see Appendix C).</u></p> <p><b>5.570</b> The prior extraction of safeguarded minerals will be encouraged in MSAs where it is necessary for non-mineral development to occur. However, whether prior extraction will be possible will be dependent upon a number of factors including whether this can be done without unacceptable adverse impact on the environment, human health or the amenity of local communities and whether extraction is achievable within an acceptable timescale. In instances where planning permission is granted for prior extraction, planning conditions or obligations will always be imposed to ensure that the mineral resource can be adequately worked and the site</p>

		<p>restored to a satisfactory after-use should the following development be delayed or not implemented.</p> <p><b>5.570a</b> <u>Some types of development may be of a temporary nature and of short duration. Such development may be permissible overlying or adjacent to a MSA provided that it does not inhibit minerals extraction within the timescales that the mineral is likely to be required i.e. it can cease and be removed prior to the mineral extraction proceeding, thereby not permanently sterilising the mineral resource. However, it is recognised that some temporary development, such as wind turbines, wind farms or solar farms, which are required by planning conditions to be decommissioned, removed and the land reinstated, may nevertheless be of a long duration. Careful consideration will therefore need to be given to the siting of such development, to avoid mineral site allocations and to ensure that the possibility of extensions to existing mineral sites are not unnecessarily impeded, or economically important mineral resources sterilised.</u></p> <p><b>5.570b</b> <u>There may be circumstances where it is appropriate to allow non-minerals development to proceed, if there is an overriding need for it which outweighs the need to safeguard the mineral resource. Careful consideration of the importance of the mineral resource and the significance of the non-minerals development will always be required. The council will also take into account the availability of alternative locations for the supply of the mineral and alternative locations for the non-mineral development being proposed. Where an overriding need can be demonstrated, the prior extraction of the mineral, ahead of the proposed development, should always be considered.</u></p> <p><b>5.570c</b> <u>Criterion (e) of Policy 57 recognises that some forms of non-mineral development can be undertaken without sterilising mineral resources. However, for some types of non-mineral development, it is recognised that the sterilising effect is negligible. Accordingly, exemption criteria have been identified where a mineral assessment will not be required, (please see Appendix C).</u></p>
164	<b>Policy 61</b> (Waste Management Provision)	<p>Proposals for the provision of new or enhanced waste management capacity will be permitted where they <u>can demonstrate that they:</u></p> <p>a. <del>can demonstrate that they</del> contribute to driving the management of waste up the waste hierarchy and do not prejudice the movement of waste up the waste hierarchy; and</p>

		<p><del>b. can demonstrate that they assist in moving the management of waste in County Durham towards net self-sufficiency and/or make an appropriate contribution to regional net self-sufficiency by managing waste streams as near as possible to their production; and</del>  <del>c. assist in meeting the identified need, set out within this Plan, for new waste management capacity to manage specific waste streams over the Plan period; or can demonstrate an additional need which cannot be met by existing operational facilities within County Durham or the North East.</del>  <del>d. can demonstrate an additional need for new waste management capacity to manage specific waste streams over and above that set out within this Plan and which cannot be met by existing operational facilities within County Durham or the North East."</del></p>
165	<p><b>Policy 61</b>  (Waste Management Provision)   Paragraph 5.590.</p>	<p><b>5.590</b> <del>The Non-hazardous waste stream includes LACW and Commercial and Industrial Waste. Non-hazardous waste has been subdivided into three components. Dry recyclate includes materials such as plastics, metals, glass, paper/card which can be recycled in a Non-Hazardous Waste Transfer Stations and or sent to Material Recycling Facilities. Organic waste is biodegradable waste from gardening and landscaping activities, as well as domestic and commercial food waste. Such organic waste is increasingly managed in composting and anaerobic digestion plants and it is expected that there will be an increase in the requirements of such facilities in the future if local authorities are required to collect food waste. Residual waste is the quantity of waste remaining to be managed after materials for re-use, recycling and composting have been removed but may still include organic waste if such waste has not been separated. A small proportion of agricultural waste mainly comprises organic material and is typically managed on-site. A small proportion of agricultural waste consists of plastics and metals which would be managed through commercial and industrial waste streams. Given that this is the component that gives rise to management facilities, any capacity requirements are addressed through commercial and industrial waste streams.</del></p> <p><i>New Paragraph to follow 5.590:</i>  <u>Agricultural waste mainly comprises organic material and is typically managed on site. A small proportion of agricultural waste consists of plastics and metals which would be managed through commercial and industrial waste streams. Given that this is the component that gives rise to</u></p>

		<u>management facilities, any capacity requirements are addressed through commercial and industrial waste streams.</u>
166	<b>Policy 61</b> (Waste Management Provision)  New paragraph after 5.593.	<b>5.593a</b> <u>Waste Water Treatment Waste is sludge produced by Northumbrian Water through its network of waste water treatment plants in County Durham. This waste is managed through Northumbrian Water's existing network of Sludge Handling Centres and Sludge Treatment Centres in Tyne and Wear and the Tees Valley.</u>
167	<b>Policy 61</b> (Waste Management Provision)  Paragraph 5.596.	<b><u>Meeting Future Waste Arisings and Waste Management Capacity Needs</u></b>  <b>5.596</b> <del>An assessment of future waste capacity needs has been undertaken over the plan period. Subject to other considerations, the plan will seek to permit development in line with future needs. Needs have been identified in line with waste stream and are set out in the table below. As part of developing future capacity needs, consideration has been given to different future scenarios which would impact upon waste arisings and management. This includes, recycling and recovery statutory targets, landfill diversion targets and trends in waste management. Forecasts of waste arisings for key waste types over the plan period from 2016 to 2035 have been produced for Non-Hazardous, Hazardous and Inert/Construction, Demolition and Excavation Waste, using predominantly Environment Agency data derived from 2016 permit returns and Waste Data Flow for LACW.</del>
168	<b>Policy 61</b> (Waste Management Provision)  Paragraph 5.597.	<b>5.597</b> <u>In terms of the other waste types which the PPG advises that planning authorities should plan for, forecasts of waste water treatment sludge arisings from within County Durham have been omitted from the table. This is because Northumbrian Water do not consider that any further facilities are required to manage this waste stream in County Durham. Forecast To Note arisings of Low Level Radioactive Waste in the region are likely to be relatively low so projected growth is omitted from the table below. In relation to this waste type, there are also no nuclear installations in the county and there is sufficient commercial capacity in other areas to manage waste generated in County Durham and the North East to at least 2029. This will be subject to</u>

		<p>monitoring over the plan period in discussion with neighbouring authorities as part of the duty to cooperate. <u>Forecast arisings of agricultural waste are also not included, as waste which is not managed on farm will be addressed through commercial and industrial waste streams.</u></p>
<p>169</p>	<p><b>Policy 61</b> (Waste Management Provision)</p> <p>Paragraphs 5.599 to 5.601 and new paragraphs and two new footnotes.</p>	<p><del>5.599 The table above indicates that there is therefore no significant need to identify new waste management sites in the Plan area. In respect of hazardous waste transfer the forecasting has evidenced that there would be a capacity gap at the end of the Plan period, however, in the context of understanding how future waste is managed within County Durham, as previously noted the council has a contract to export its Local Authority Collected Waste to the Suez energy from waste plant in the Tees Valley. This contract currently runs until 2025. If a shortfall in capacity exists towards the end of the Plan period, proposals for the management of either all or some of this LACW at a site within County Durham, in accordance with the higher levels of the waste hierarchy will be looked upon favourably where the proposal is acceptable in all other respects taking into account all relevant Plan policies.</del></p> <p><del>5.600 In respect of inert wastes, the county currently has a key role in the North East region with approximately three quarters of the inert void space at the end of 2016 being in three landfill sites within County Durham. In this regard the forecasting has suggested that based on current landfill capacity and the closure dates of existing sites, due to current consents expiring during the Plan period, capacity would be exhausted by 2032 (as reflected as a capacity gap the table above). However, the situation is recognised to be very complex and much will depend upon how the county's landfill sites are operated, the quantity of inert waste which requires disposal and the ongoing availability of void space elsewhere in the North East.</del></p> <p><del>5.601 In order to inform decision making and future plan preparation and review the council will use EA information to seek to monitor landfill capacity and deposits within the county and across the North East as a whole. Over the plan period the council will also seek to ensure that landfill void space remains available to accommodate waste which can not be recycled. However, proposals for the use of inert waste as a disposal operation which creates further landfill capacity or as a recovery operation as part of mineral site restoration will be looked at most carefully taking into account all relevant plan policies.</del></p> <p><b><u>Need</u></b> <b><u>5.599</u></b> <u>Table 14 sets out the forecast waste management capacity gap by waste facility type over the plan period to 2035. It indicates that for most waste facility types there is no significant need to identify new waste management sites in the Plan area as there is already significant capacity</u></p>

		<p><u>within existing waste management sites in County Durham (insert new footnote). However, for a number of waste facility types the forecasting does evidence a capacity gap.</u></p> <p><u><i>New footnote:</i> In addition, it should be noted that further capacity has been consented since the table above was prepared. Since the beginning of 2017 planning permission has been granted for one Material Recycling Facility to process plastic waste with a capacity of 37,000 tonnes per annum, two Anaerobic Digestion facilities with a combined capacity of 143,435 tonnes per annum, one green waste composting facility with a capacity of 25,000 tonnes per annum, one Inert Waste Transfer Station which includes recycling with a capacity of 25,000 tonnes per annum and one end of life vehicle site.</u></p> <p><u><b>5.600</b> In respect of Hazardous Waste Transfer a small capacity gap has been identified, to meet the identified need, the council will consider positively applications for further Hazardous Waste Transfer capacity and proposals will be looked upon favourably where the proposal is acceptable in all other respects taking into account all relevant Plan policies.</u></p> <p><u><b>5.601</b> In respect of the forecast Non-Hazardous residual waste treatment/disposal capacity gap it is understood that the identified capacity gap reflects the pattern of final management for LACW, whereby waste which cannot be composted or recycled is managed by incineration at the Suez Energy from Waste (EfW) plant at Haverton Hill in the Tees Valley. The council's contract with Suez runs until 2021 with options to extend to 2025. The council's evidence base has also identified that a significant quantity of Non-Hazardous residual waste treatment capacity is in the planning pipeline across the North East and may come on stream in future years depending on the waste management industries ability to deliver the proposed schemes. Nonetheless, the council will consider positively planning applications to provide additional treatment capacity. It is recognised that such facilities could assist in managing waste towards the top of the waste hierarchy and could contribute both to net and regional self-sufficiency. Such proposals will be looked upon favourably where the proposal is acceptable in all other respects taking into account all relevant Plan policies.</u></p> <p><u><b>5.601a</b> In terms of Non-Hazardous residual waste disposal, County Durham's only Non-Hazardous landfill site at Joint Stocks near Coxhoe has now closed and is under restoration with inert</u></p>
--	--	--

	<p><u>material. However, it is expected that the Non-Hazardous Landfill (with a Stable Non-Reactive Hazardous Waste (SNRHW) cell) at Aycliffe East Quarry will continue in operation throughout the plan period providing all non-hazardous landfill requirements over the plan period. In respect of inert wastes, County Durham has a key role in the North East region with approximately three quarters of the inert void space at the end of 2016 being in three landfill sites within County Durham. In this regard the forecasting has suggested that based on current landfill capacity and the closure dates of existing sites, due to current consents expiring during the Plan period, capacity would be exhausted by 2032 (as reflected as a capacity gap the table above). However, the situation is recognised to be very complex and much will depend upon how the county's landfill sites are operated, the quantity of inert waste which requires disposal and the ongoing availability of void space elsewhere in the North East. Furthermore, it is now also recognised that further inert void space at Bishop Middleham Quarry will in fact become available providing an estimated 4 million cubic metres of void space once mineral extraction has ceased in 2029. It is also recognised that the continued movement of waste up the Waste Hierarchy may mean that landfill sites take longer to reach their full capacity, meaning an extension of time limits may be needed in some circumstances. However, proposals for the use of inert waste as a disposal operation which creates further landfill capacity or as a recovery operation will be looked at most carefully taking into account the waste hierarchy and degree of restraint outlined in paragraph 5.585 and all other relevant plan policies. <i>(insert new footnote)</i></u></p> <p><u><i>New Footnote: Policies relating to the future disposal and 'other' recovery of inert wastes (including inert construction/demolition/excavation waste) to land and mineral site restoration and after use will be included within the council's Minerals and Waste Policies and Allocations document. These policies will reflect relevant national policy and will consider, amongst other matters, the objectives of the proposed waste operations and the nature and significance of any resulting benefits.</i></u></p> <p><b>5.601b</b> <u>While there is no identified capacity gap for a number of waste facility types such as mixed material recovery facilities, anaerobic digestion facilities, composting facilities, non-hazardous and inert and waste transfer, and vehicle depollution facilities it is recognised that such facilities could assist in managing waste towards the top of the waste hierarchy, could contribute both to net and regional self-sufficiency, and reduce disposal requirements. Such proposals will be</u></p>
--	--

		<p><u>looked upon favourably where the proposal is acceptable in all other respects taking into account all relevant Plan policies.</u></p> <p><b><u>Monitoring</u></b>  <b><u>5.601c</u></b> <u>To ensure that sufficient information is available to consider proposals for new waste management facilities the council will use all relevant information to monitor waste arisings and waste management capacity within County Durham. In addition to monitoring the position in County Durham, the council will continue to work with other authorities in the North East to monitor waste arisings and capacity within the region as a whole. A revised capacity gap for County Durham will be calculated periodically together with a position statement identifying the need for additional waste management facilities. This information will be reported in the council's Annual Monitoring Report.</u></p>
170	<p><b>Policy 62</b>                      (Location of New Waste Facilities)</p> <p>Criterion e.</p>	<p>e. can be satisfactorily located on suitable land identified for employment use, or on suitable previously developed land in the larger towns and villages where the site can serve a local or larger catchment except where:</p> <ol style="list-style-type: none"> <li>1. they are located on a strategic or specific use employment site. Such sites are generally not considered to be appropriate for new waste management facilities unless it can be demonstrated that the proposal will not cause unacceptable adverse impact on the strategic or specific use employment site's principal use;</li> <li>2. they are <del>small-scale</del> waste management facilities that genuinely require a rural or outdoor location and that do not locationally conflict with the provisions of criterion (a) or (b) and other relevant policies in the Plan. In such circumstances proposals will be permitted where they can be satisfactorily located either:                             <ol style="list-style-type: none"> <li>i. within either existing redundant rural agricultural or forestry buildings and their curtilages as part of farm diversification activities;</li> <li>ii. within small scale new build adjacent to existing farm buildings or extensions to existing farm buildings as part of farm diversification proposals; or</li> <li>iii. using existing areas of hard-standing for outdoor composting operations.</li> </ol> </li> </ol>
171	<b>Policy 62</b>	<p>All proposals for farm based waste management facilities will be required to demonstrate that the management of waste is <del>ancillary</del> and appropriate in scale to the existing primary use of the site and that the waste to be managed arises either on site or within the local area.</p>

	(Location of New Waste Facilities)  2nd paragraph.																													
172	<b>Policy 62</b> (Location of New Waste Facilities)  Paragraph 5.607	<b>5.607</b> Other exceptions to this approach include where it can be clearly demonstrated that any unacceptable adverse environmental impacts associated with waste management can be mitigated by alternative means, or where a waste management process genuinely requires an outdoor location for example <del>landfill, landraise or</del> outdoor composting and where a waste management operation can be suitably located within a rural area as part of a genuine farm diversification proposal. As a general principle, the Plan seeks to prevent development that would have an unacceptable adverse impact on the countryside. However, this policy recognises that there may be specific circumstances where new small scale waste management facilities may be appropriate within rural areas in specific limited circumstances where the proposed development can be satisfactorily located.																												
173		<table border="1"> <tr><td>Policy 1</td><td>Quantity of Development</td></tr> <tr><td>Policy 2</td><td>Employment Land</td></tr> <tr><td>Policy 3</td><td>Aykley Heads</td></tr> <tr><td>Policy 4</td><td>Housing Allocations</td></tr> <tr><td>Policy 5</td><td>Durham City's Sustainable Urban Extensions</td></tr> <tr><td>Policy 6</td><td>Development on Unallocated Sites in the Built Up Area</td></tr> <tr><td>Policy 7</td><td><del>Visitor Attractions</del></td></tr> <tr><td>Policy 8</td><td><del>Visitor Accommodation</del></td></tr> <tr><td>Policy 9</td><td>Retail Hierarchy and Town Centre Development</td></tr> <tr><td>Policy 10</td><td>Development in the Countryside</td></tr> <tr><td>Policy 11</td><td>Rural Housing and Employment Exception Sites</td></tr> <tr><td>Policy 12</td><td>Permanent Rural Workers' Dwellings</td></tr> <tr><td>Policy 13</td><td><del>Equestrian Development</del></td></tr> <tr><td>Policy 14</td><td><del>Best and Most Versatile Agricultural Land and Soil Resources</del></td></tr> </table>	Policy 1	Quantity of Development	Policy 2	Employment Land	Policy 3	Aykley Heads	Policy 4	Housing Allocations	Policy 5	Durham City's Sustainable Urban Extensions	Policy 6	Development on Unallocated Sites in the Built Up Area	Policy 7	<del>Visitor Attractions</del>	Policy 8	<del>Visitor Accommodation</del>	Policy 9	Retail Hierarchy and Town Centre Development	Policy 10	Development in the Countryside	Policy 11	Rural Housing and Employment Exception Sites	Policy 12	Permanent Rural Workers' Dwellings	Policy 13	<del>Equestrian Development</del>	Policy 14	<del>Best and Most Versatile Agricultural Land and Soil Resources</del>
Policy 1	Quantity of Development																													
Policy 2	Employment Land																													
Policy 3	Aykley Heads																													
Policy 4	Housing Allocations																													
Policy 5	Durham City's Sustainable Urban Extensions																													
Policy 6	Development on Unallocated Sites in the Built Up Area																													
Policy 7	<del>Visitor Attractions</del>																													
Policy 8	<del>Visitor Accommodation</del>																													
Policy 9	Retail Hierarchy and Town Centre Development																													
Policy 10	Development in the Countryside																													
Policy 11	Rural Housing and Employment Exception Sites																													
Policy 12	Permanent Rural Workers' Dwellings																													
Policy 13	<del>Equestrian Development</del>																													
Policy 14	<del>Best and Most Versatile Agricultural Land and Soil Resources</del>																													

	Policy 15	Addressing Housing Need
	Policy 16	Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation
	Policy 17	Sites for Travellers
	Policy 18	Children's Homes
	Policy 19	Type and Mix of Housing
	Policy 20	Green Belt
	Policy 21	Non-Strategic Green Belt Amendments
	Policy 22	Delivering Sustainable Transport
	Policy 23	Durham City Sustainable Transport
	Policy 24	Allocating and Safeguarding Transport Routes and Facilities
	Policy 25	Provision of Transport Infrastructure
	Policy 26	Developer Contributions
	Policy 27	Green Infrastructure
	Policy 28	Utilities, Telecommunications and Other Broadcast Infrastructure
	Policy 29	Safeguarded Areas
	Policy 30	Sustainable Design
	Policy 31	Hot Food Takeaways (A5 Uses)
	Policy 32	Amenity and Pollution
	Policy 33	Despoiled, Degraded, derelict, Contaminated and Unstable Land
	Policy 34	Renewable and Low Carbon Energy
	Policy 35	Wind Turbine Development
	Policy 36	Water Management
	Policy 37	Water Infrastructure
	Policy 38	Durham Heritage Coast and Wider Coastal Zone
	Policy 39	North Pennines Area of Outstanding Natural Beauty

		Policy 40	Landscape	
		Policy 41	<del>Trees, Woodlands and Hedges</del>	
		Policy 42	Biodiversity and Geodiversity	
		Policy 43	Internationally Designated Sites	
		Policy 44	Protected Species and Nationally and Locally Protected Sites	
		Policy 45	Historic Environment	
		Policy 46	Durham Castle and Cathedral World Heritage Site	
		Policy 47	Stockton and Darlington Railway	
		Policy 48	Sustainable Minerals and Waste Resource Management	
		Policy 49	Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites	
		Policy 50	Primary Aggregates Provision	
		Policy 51	Locational approach to the future supply of primary aggregates	
		Policy 52	Meeting Future Aggregates Requirements	
		Policy 53	Brick Making Raw Materials	
		Policy 54	Surface Mined Coal and Fireclay	
		Policy 55	Natural Building and Roofing Stone	
		Policy 56	<del>Reopening of Relic Building Stone Quarries for Heritage Projects</del>	
		Policy 57	Safeguarding Mineral Resources	
		Policy 58	The Conservation and Use of High Grade Dolomite	
		Policy 59	Preferred Areas for Future Carboniferous Limestone Working	
		Policy 60	Strategic Area of Search to the South of Todhills Brickworks	
		Policy 61	Waste Management Provision	
		Policy 62	Location of New Waste Facilities	
174	Appendix C	<b><u>C Coal Mining Risk Assessments, and Minerals Assessments and Minerals and/or Waste Infrastructure Assessment</u></b>		

		<p><b><u>C1</u> Coal Mining Risk Assessments (CMRA)</b></p> <p><b>Policy drivers</b></p> <p>Addressing unstable land is required by the National Planning Policy Framework and Policy 34 <u>33</u>(Despoiled, Degraded, Derelict, Contaminated and Unstable Land) of the Plan.</p> <p><b>Types of Application that require this information</b></p> <p>All planning applications unless exempt (Footnote 213 - Exempt development includes householder developments, heritage consents (Listed Buildings and Conservation Areas), Advertisement Consent, Lawful Development Certificates, Prior Notification (any type), hazardous substances consent, trees or hedgerow works. This list is not exhaustive, the council will be able to advise you on whether a Coal Mining Risk Assessment is required.) which fall within the Coal Mining High Risk Area as defined by the Coal Authority. The council has been provided with maps identifying the extent of High Risk Areas and Low Risk Areas (please refer to the Plan policies map).</p> <p><b>Scope of the Coal Mining Risk Assessment</b></p> <p>The Coal Mining Risk Assessment should be prepared by a suitably qualified and competent person. The report should:</p> <ul style="list-style-type: none"> <li>• present a desk-based review of all available information on the coal mining issues which are relevant to the application site. For example, site specific coal mining information (including past/present/future underground mining, shallow coal workings, mine entries (shafts or adits), mine gas, whether it is within an area which has a current licence to extract coal, geological features, any recorded surface hazards, or whether it is within a former or present surface mining [old opencast] area);</li> <li>• use that information to identify and assess what risks these coal mining issues, including cumulative effects, pose to the proposed development;</li> </ul>
--	--	---

		<ul style="list-style-type: none"> <li>• set out appropriate mitigation measures to address the coal mining legacy issues affecting the site, including any necessary remedial work and/or demonstrate how coal mining issues have influenced the proposed development; and</li> <li>• demonstrate to the Local Planning Authority that the application site is, or can be made, safe and stable to meet the requirements of national and local policy with regard to development on unstable land.</li> </ul> <p>Any development that involves intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or mine entries will require the prior written permission of The Coal Authority. Note - if an Environmental Statement is required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as amended, it is suggested that the Coal Mining High Risk Areas is included as a subject within the Environmental Statement.</p> <p>Developers are advised that an up-to-date Coal Mining Report or Ground Stability Report can be ordered on the <a href="http://www.groundstability.com">www.groundstability.com</a> website provides the coal mining information required to inform a Coal Mining Risk Assessment.</p> <p><b>Where to look for further assistance:</b> The National Planning Policy Framework (NPPF) can be found on the MHCLG website: <a href="http://www.direct.gov.uk">www.direct.gov.uk</a></p> <p><b>Organisations that can assist:</b> For information on coal unstable land and derived from the legacy of coal mining: The Coal Authority Planning and Local Authority Liaison Department 200 Lichfield Lane Berry Hill Mansfield Nottinghamshire NG18 4RG. Telephone: 01623 637 119</p>
--	--	---

		<p>Website: <a href="http://www.coal.gov.uk/services/planning">www.coal.gov.uk/services/planning</a>  Email: <a href="mailto:planningconsultation@coal.gov.uk">planningconsultation@coal.gov.uk</a></p> <p><b>For further information on contaminated land in County Durham :</b>  Land Quality Inspection Programme  Durham County Council  Environment, Health and Consumer Protection  Annand House  John Street North  Meadowfield  County Durham DH7 8RS  Telephone: (03000) 261 152  Email: <a href="mailto:landqualitysurvey@durham.gov.uk">landqualitysurvey@durham.gov.uk</a></p> <p><b><del>C-1</del> C2 Mineral Assessments</b></p> <p><b>Policy Drivers</b>  The safeguarding of mineral resources and prevention of unnecessary sterilisation of minerals is required by the NPPF and Policy 56Z (Safeguarding Mineral Resources) of the Plan.</p> <p><b>Types of application that require this information</b></p> <p>All planning applications which occur within a Mineral Safeguarding Area as shown on the policies map should be accompanied by a mineral assessment, except the following:</p> <ul style="list-style-type: none"> <li>• Infilling in an otherwise built up frontage within a settlement;</li> <li>• Householder planning applications within the curtilage of a property;</li> <li>• Alterations and extensions to existing buildings including applications for new or improved accesses;</li> <li>• Change of use of existing buildings;</li> <li>• 'Minor' works such as gates, walls and fences;</li> <li>• Agricultural buildings adjacent to existing farmsteads;</li> <li>• Advertisement consent;</li> </ul>
--	--	--

		<ul style="list-style-type: none"> <li>• Reserved matters applications following the grant of outline planning permission;</li> <li>• Listed Buildings Consent and Conservation Area Consent;</li> <li>• Applications to remove or amend a condition attached to an existing planning permission;</li> <li>• Prior notifications for telecommunications development, forestry and demolition;</li> <li>• Works to trees or removal of hedgerows;</li> <li>• Outside storage;</li> <li>• Open space (although not outdoor recreation facilities such as golf courses) and allotments;</li> <li>• Certificates of Lawfulness of Existing Use of Development (CLEUD); and</li> <li>• Certificates of Lawfulness of Proposed Use or Development (CLOPUD).</li> </ul> <p><b>What information is required</b></p> <p>Information should be relevant, necessary and material to the application in question. All applicants are encouraged to undertake pre-application discussions on any planning application. The requirement for a Mineral Assessment will be considered in this process. Following pre-application discussions, the council will decide what level of Mineral Assessment is required, if any. The council will also take into consideration the sterilisation potential of the development proposed and the mineral resource being considered.</p> <p>The two levels of Mineral Assessment are:-</p> <ol style="list-style-type: none"> <li>1. a site specific desk based assessment of the existing surface and solid geological and mineral resource information. This will comprise information on the mining and quarrying history, mineral assessments and market appraisals, boreholes, site investigations, geological memoirs, technical reports, mining plans and thickness of superficial geological deposits.</li> <li>2. analysis of the site specific information derived from level 1 including:-             <ol style="list-style-type: none"> <li>a. an estimate of the economic value (for example quantity and quality) of the mineral resource;</li> </ol> </li> </ol>
--	--	--

		<p><del>b. its potential for use in the forthcoming development and an assessment of whether it is feasible and possible to extract the mineral resource ahead of the development to prevent unnecessary sterilisation;</del></p> <p><del>c. where prior extraction can be undertaken, an explanation of how this will be carried out as part of the overall development scheme.</del></p> <p><u>Basic information on a site can be provided through desk-based appraisal of existing information including reference to existing geological maps, borehole data and previous site investigations. Similarly, key constraints on extraction from the site can be obtained through consideration of the Local Plan Policies Map and through site walk-over. This may be sufficient where it can be demonstrated that the site would be unlikely to ever be suitable for minerals extraction or sterilisation would be minimal. In such circumstances it is unlikely that additional information will be required.</u></p> <p><u>Where there is a potential that a site may be suitable for mineral extraction and sterilisation would not be minimal, additional information should be obtained through site ground investigations sampling of the underlying mineral through boreholes and/or trial pits. This would enable quantification of the amount of mineral to be sterilised and through assessing its quality, estimate the value of the mineral. In such instances the Mineral Resource Assessment needs to set out clear conclusions as to the viability of extraction of mineral from the proposed development site, taking account of the presence or absence of constraints, the amount (tonnage) and economic value of the mineral that will be sterilised. It must be borne in mind that safeguarding is about the long-term conservation of finite resources, and so current economic value and viability is only one consideration.</u></p> <p><u>Where prior extraction is feasible a ‘Minerals Recovery Plan’ may be a useful means of setting out the quantity of material to be extracted, proportion proposed for on-site use, and timescale over which extraction will take place. The maximum amount of extraction should be encouraged to minimise the amount of resource sterilised. Where any working of minerals is considered incidental to that of the main non-minerals development, extraction should be considered by the Local Planning Authority as part of the main application.</u></p> <p><b>Table 15A - Mineral Assessment Components</b></p>
--	--	---

			<u>Information requirements &amp; sources</u>	
		<u>Site location, boundaries and area</u>	<ul style="list-style-type: none"> <li>· <u>Red line area in relation to Mineral Safeguarding Area</u></li> <li>· <u>Description of development including layout &amp; phasing</u></li> <li>· <u>Timescale for development</u></li> </ul>	
		<u>Mineral Resource potentially affected by sterilisation</u>	<ul style="list-style-type: none"> <li>· <u>Type of mineral</u></li> <li>· <u>Existing geological and mineral exploration data (e.g. previous boreholes in area)</u></li> <li>· <u>Results of further intrusive investigation if undertaken</u></li> <li>· <u>Extent of mineral – depth &amp; variability</u></li> <li>· <u>Overburden – depth &amp; variability, overburden: mineral ratio</u></li> <li>· <u>Mineral quality – including silt %/content (where relevant)</u></li> <li>· <u>Estimated tonnage of resource potentially affected</u></li> <li>· <u>Estimated economic/market value of resource affected</u></li> </ul>	
		<u>Potential constraints on mineral extraction at location</u>	<ul style="list-style-type: none"> <li>· <u>Site location, proximate receptors, infrastructure/utilities, accessibility</u></li> <li>· <u>Landscape, biodiversity &amp; heritage designations</u></li> </ul>	

		<p><u>Potential opportunities for mineral extraction at location</u></p>	<ul style="list-style-type: none"> <li>· <u>Proximity to existing mineral sites or processing plant</u></li> <li>· <u>Previous consideration of site or adjacent land in preparation of Local Plan</u></li> <li>· <u>Context of site and mineral within wider resource area</u></li> <li>· <u>Proximity to viable transport links for mineral haulage</u></li> <li>· <u>Potential benefits through mineral restoration e.g. land reclamation, landscape enhancement</u></li> </ul>	
		<p><u>Conclusions</u></p>	<ul style="list-style-type: none"> <li>· <u>Amount of mineral at risk of sterilisation</u></li> <li>· <u>Current and future economic or heritage importance of mineral</u></li> <li>· <u>Viability of extraction from Site, taking account of existing reserves and potential resources elsewhere</u></li> <li>· <u>Importance of the proposed non-minerals development</u></li> </ul>	
		<p><u>Prior Extraction</u></p>		
		<p><u>Commercial &amp; market considerations</u></p>	<ul style="list-style-type: none"> <li>· <u>Interested operators/local market demand</u></li> <li>· <u>Processing needs</u></li> <li>· <u>Proximity to processor or market</u></li> </ul>	

		<ul style="list-style-type: none"> <li>• <u>Potential for on-site use of some or all of the mineral</u></li> <li>• <u>Accessibility</u></li> </ul> <p><u>Practicability &amp; acceptability</u></p> <ul style="list-style-type: none"> <li>• <u>Effect on viability of non-minerals development including through delays and changes to landform and character</u></li> <li>• <u>Site location, setting &amp; proximity to receptors</u></li> <li>• <u>Accessibility/transport</u></li> <li>• <u>Hydrology/hydrogeology/drainage</u></li> <li>• <u>Effect on designations or interests</u></li> </ul>	
<p>level 2 <u>The Minerals Resource Assessment should be prepared by a suitably qualified and competent person and must be to a standard acceptable to the council.</u> Should an applicant believe that some or all of the information is not necessary, advice should be sought from the council.</p> <p><b>Where to look for further assistance</b></p> <p>The National Planning Policy Framework can be found on the MHCLG website:  <a href="http://www.direct.gov.uk">www.direct.gov.uk</a></p> <p><b>Organisations that can assist</b></p> <p>For information on mineral resources and mineral resource datasets:</p>			

		<p>British Geological Survey                  Keyworth                  Nottingham                  NG12 5GG                  Tel: +44(0115) 936 3143                  Fax: +44(0)115 936 3276                  Email: <a href="mailto:enquiries@bgs.ac.uk">enquiries@bgs.ac.uk</a></p> <p>For information on coal resources and coal datasets:</p> <p>The Coal Authority Planning and Local Authority Liaison Department                  200 Lichfield Lane                  Berry Hill                  Mansfield                  Nottinghamshire                  NG18 4RG.                  Telephone: 01623 637 119                  Website: <a href="https://www2.groundstability.com/">https://www2.groundstability.com/</a>                  Email: <a href="mailto:planningconsultation@coal.gov.uk">planningconsultation@coal.gov.uk</a></p> <p><b>C3 Minerals and/or Waste Infrastructure Assessment</b></p> <p><b>Policy Driver</b></p> <p><u>The safeguarding of specific minerals and waste related infrastructure is required by the NPPF and NPPW and Policy 49 (Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites) of the Plan. Policy 49 seeks to safeguard these sites and existing mineral sites which are considered important for future mineral supply from encroaching proximal development.</u></p> <p><b>Types of application which require this information</b></p>
--	--	---

		<p><u>All planning applications which occur within or directly adjacent to a Minerals and Waste Site Safeguarding Zone as shown on the policies map should be accompanied by Minerals and/or Waste Infrastructure Assessment, except the following:</u></p> <ul style="list-style-type: none"> <li>•<u>Infilling in an otherwise built up frontage within a settlement;</u></li> <li>•<u>Householder planning applications within the curtilage of a property;</u></li> <li>•<u>Alterations and extensions to existing buildings including applications for new or improved accesses; 'Minor' works such as gates, walls and fences;</u></li> <li>•<u>Agricultural buildings adjacent to existing farmsteads;</u></li> <li>•<u>Advertisement consent;</u></li> <li>•<u>Reserved matters applications following the grant of outline planning permission;</u></li> <li>•<u>Listed Buildings Consent and Conservation Area Consent;</u></li> <li>•<u>Applications to remove or amend a condition attached to an existing planning permission;</u></li> <li>•<u>Prior notifications for telecommunications development, forestry and demolition;</u></li> <li>•<u>Works to trees or removal of hedgerows;</u></li> <li>•<u>Outside storage;</u></li> <li>•<u>Proposals necessary for coastal management;</u></li> <li>•<u>Certificates of Lawfulness of Existing Use of Development (CLEUD);</u></li> <li>•<u>Certificates of Lawfulness of Proposed Use or Development (CLOPUD).</u></li> <li>•<u>Open space (although not outdoor recreation facilities such as golf courses) and allotments; and</u></li> <li>•<u>Change of use of existing buildings.</u></li> </ul> <p><b>What information is required?</b></p> <p><u>Information should be relevant, necessary and material to the application in question. All applicants are encouraged to undertake pre-application discussions on any planning application. The requirement for a Minerals and/or Waste Infrastructure Assessment will be considered in this process. Following pre-application discussions, the council will decide what level of Mineral Assessment is required, if any.</u></p> <p><b>Table 15B - Minerals and/or Waste Infrastructure Components</b></p>
--	--	---

		<u>Information Requirements &amp; Sources</u>	
	<u>Site location, boundaries and area</u>	<ul style="list-style-type: none"> <li>· <u>Red line area of planning application site in relation to safeguarded site</u></li> <li>· <u>Description of proposed development</u></li> <li>· <u>Timescale for proposed development</u></li> </ul>	
	<u>Description of minerals and/or waste facility potentially affected</u>	<ul style="list-style-type: none"> <li>· <u>Type of site, infrastructure or waste management facility</u></li> <li>· <u>Type of mineral extracted, handled or processed and/or waste managed</u></li> <li>· <u>Throughput/capacity of site</u></li> </ul>	
	<u>Assessment of potential sensitivity of proposed non-mineral and/or non-waste development to operation of existing/allocated minerals and/or waste site</u>	<ul style="list-style-type: none"> <li>· <u>Noise</u></li> <li>· <u>Dust</u></li> <li>· <u>Traffic</u></li> <li>· <u>Visual</u></li> <li>· <u>Light</u></li> </ul>	
	<u>Assessment of impact of non-minerals and/or non-waste development on safeguarded site/infrastructure</u>	<ul style="list-style-type: none"> <li>· <u>Loss of capacity – none, partial, total</u></li> <li>· <u>Potential constraint on facility – none or partial</u></li> </ul>	

		<p><u>Assessment of proposed measures to mitigate potential impacts of operation of infrastructure on non-minerals and/or non-waste development</u></p> <p><u>Conclusions</u></p>	<ul style="list-style-type: none"> <li>· <u>External and internal design and orientation e.g. landscaping; living and sleeping areas facing away from safeguarded site/infrastructure</u></li> <li>· <u>Fabric and features e.g. acoustic screening &amp; insulation; non-opening windows; active ventilation.</u></li> <li>· <u>Safeguarded site, infrastructure or waste management facility will not be lost</u></li> <li>· <u>Sensitivity of proposed development to effects of operation of safeguarded site, infrastructure or waste management can be mitigated satisfactorily; or</u></li> <li>· <u>If loss of site or capacity, or constraints on operation, evidence it is not required or can be re-located or provided elsewhere.</u></li> </ul>	
175	Appendix D Paragraph D.1	<p><b><u>Where to look for further assistance?</u></b></p> <p><u>For information on specific safeguarded mineral site, mineral infrastructure or waste management facility please contact Durham County Council.</u></p> <p>This appendix supports Policy 49 (Safeguarding Minerals Related Infrastructure and Waste Management Sites), Policy 57 (Safeguarding Mineral Resources) and Policy 58 (The Conservation and use of High Grade Dolomite). It provides information on our approach to the preventing the sterilisation and the safeguarding of minerals resources of local and national importance and also identifies which mineral transportation facilities, mineral processing and secondary aggre</p>		

		<p>gate recycling facilities and waste sites are to be safeguarded. In addition this appendix also provides information on what development will be viewed as exempt development which would not be viewed as sterilising development within a Mineral Safeguarding Area (Policy 56) or be viewed as inappropriate development within a Minerals and Waste Safeguarding Zone (Policy 50).</p>
176	<p>Appendix D Paragraphs D.2 and D.3</p>	<p><del><b>Exempt Development within Mineral Safeguarding Areas and Minerals and Waste Safeguarding Zones</b></del></p> <p><del>D.2 The following types of development will be viewed as exempt development and will not be considered as sterilising development within a Mineral Safeguarding Area (Policy 49) or be viewed as inappropriate development within a Minerals and Waste Safeguarding Zone (Policy 49):</del></p> <ul style="list-style-type: none"> <li><del>• Infilling in an otherwise built up frontage within a settlement;</del></li> <li><del>• Householder planning applications within the curtilage of a property;</del></li> <li><del>• Alterations and extensions to existing buildings including applications for new or improved accesses;</del></li> <li><del>• 'Minor' works such as gates, walls and fences;</del></li> <li><del>• Agricultural buildings adjacent to existing farmsteads;</del></li> <li><del>• Advertisement consent;</del></li> <li><del>• Reserved matters applications following the grant of outline planning permission;</del></li> <li><del>• Listed Buildings Consent and Conservation Area Consent;</del></li> <li><del>• Applications to remove or amend a condition attached to an existing planning permission;</del></li> <li><del>• Prior notifications for telecommunications development, forestry and demolition;</del></li> <li><del>• Works to trees or removal of hedgerows;</del></li> <li><del>• Outside storage;</del></li> <li><del>• Proposals necessary for coastal management;</del></li> <li><del>• Certificates of Lawfulness of Existing Use of Development (CLEUD); and</del></li> <li><del>• Certificates of Lawfulness of Proposed Use or Development (CLOPUD).</del></li> </ul> <p><del>D.3 In addition to the above the following types of development will be viewed as exempt development and will not be considered as sterilising development within a Mineral Safeguarding Area (Policy 49):</del></p> <ul style="list-style-type: none"> <li><del>• Open space (although not outdoor recreation facilities such as golf courses) and allotments; and</del></li> <li><del>• Change of use of existing buildings.</del></li> </ul>

177	Primary and secondary frontages definition	<del><b>Primary and secondary frontages:</b> Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.</del>
178	Green Infrastructure definition	<b>Green Infrastructure:</b> A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. <u>Green Infrastructure also encompasses water-based environments such as rivers and smaller watercourse systems, coastal environments, reservoirs, wetlands, ponds and urban Sustainable Drainage systems.</u> These are sometimes known as blue infrastructure or blue spaces.