

County Durham Plan

Sherburn Road

Draft Supplementary Planning Document July 2012

Altogether better



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1.1 This draft Supplementary Planning Document (SPD) has been prepared in the context of the ongoing preparation of the County Durham Plan and relates to the proposed allocation of land at Sherburn Road, Durham. Preferred Options Policy 7 sets the framework against which this SPD conforms.

1.2 Preparation of the County Durham Plan began in 2009, starting with the collection of a comprehensive evidence base across the many communities of County Durham. This draft SPD will be published for consultation alongside the Preferred Options Plan. Once the consultation period is complete, the comments received will be assessed and, where appropriate changes will be made to the SPD. The SPD will be adopted at the same time as the County Durham Plan in 2014.

Sherburn Road

1.3 Land at Sherburn Road, Durham has been considered as part of the Green Belt review because of its location in a popular part of the City close to existing social housing, retail services, schools and employment opportunities. The site is bounded on two sides by built development and to the east by the A1M leaving only one boundary open to the countryside, making it a logical "infill" site.

The County Durham Plan

1.4 The County Durham Plan will set out a spatial vision and objectives for County Durham to 2030 and contain policies that guide development and change in the County for the next twenty years.

1.5 The preferred Spatial Vision and Objectives and Spatial Strategy recognise the role of Durham City as a distinct driving force of economic growth for the County and the need to realise its potential. The City is to be a strong focus for new employment opportunities, accompanied by complementary new housing and retail development. New infrastructure required to support this growth is to be directly linked to the delivery of new development.

1.6 To reflect and facilitate the realisation of the preferred Spatial Strategy, a significant proportion of new employment and housing development is to be accommodated within and around Durham City.

1.7 The scale of housing development in Durham City and its surrounds associated with meeting the preferred Spatial Strategy cannot be accommodated wholly within the existing City boundaries and therefore necessitates Green Belt release.

1.8 We have undertaken a Durham City Green Belt review, with the aim of identifying the most appropriate locations and sites for accommodating housing development. The Durham City Green Belt Site Assessment (Phase 2) was published for consultation in December 2010, which identified five main housing areas including the Sherburn Road site.

1.9 Further assessment was undertaken of the identified sites (and others proposed during consultation) during 2011 and early 2012. This further assessment identified the following Green Belt sites considered to be the most appropriate to meet the strategic housing needs of Durham City over the Plan period:

- Sherburn Road (East of Durham City);
- Sniperley Park (North West of Durham City);
- North of the Arnison Centre (North of Durham City).

1.10 As part of this further assessment, the appropriate boundaries to the sites were considered and public consultation undertaken through a series of manned exhibitions.

1.11 Phase 3 of the Durham City Green Belt Site Assessment has been completed and informs the selection of the preferred sites identified in the Preferred Options of the County Durham Plan. The Phase 3 report is published for consultation alongside the County Durham Plan Preferred Option.

1.12 The 2004 City of Durham Local Plan included the Sherburn Road site within the Green Belt and also identified the southern edge of the site as being part of a wider Area of High Landscape Value which is focused on the River Valley. Bent House Lane to the west of the site was identified in the Local Plan as a cycle route.

1.13 When the Local Plan was considered at Public Inquiry in 2000 the site was promoted by its owner for housing development. In conclusion, the Inspector saw merits of the site but his reluctance to see any reduction in the quantity of Green Belt land meant that he was not prepared to remove the site from the Green Belt. The overall position regarding the need for changes to the Green Belt has now changed and so the Inspector's comments weigh in favour of selecting this site for development. Durham County Council's review process has consistently identified this site as being suitable for release from the Green Belt.

1.14 It is our view that the evidence base work, and consultation undertaken to date, support the release of the Sherburn Road site from the Green Belt to deliver the strategic growth required in Durham City.

1.15 It is our intention to allocate the 23.4 hectare site south of Sherburn Road site for residential development within the Plan period. A draft allocation for the site is therefore included in the emerging Local Plan Preferred Options DPD and this SPD will ultimately be adopted in line with that policy.

Purpose and Objectives of the SPD

1.16 This document forms part of the evidence base for the County Durham Plan, to support the release of 23.4 hectares of land south of Sherburn Road from the Green Belt to meet part of the housing needs of Durham City and the Plan's objectives.

1.17 It is envisaged that this will be a working document, evolving as we benefit from the input from consultation responses in the local community and from other stakeholders. It will become a Supplementary Planning Document supporting the Durham Plan and informing future planning applications.

Structure

1.18 The remainder of the SPD is structured as follows:

- Section 2: Site and Context
- Section 3: Vision and Objectives
- Section 4: Masterplan Principles and Parameters
- Section 5: Delivery

Question on Sherburn Road Supplementary Planning Document

Question 1

This is our preferred approach to the development of land at Sherburn Road.

Do you agree or disagree with our approach?

How to Comment

1.19 We have posed one question for you to answer. You can make your comments known to us in a number of ways, but we would encourage you to submit your views online, via the County Durham Plan consultation pages at: <http://durhamcc-consult.limehouse.co.uk/portal/planning/>

1.20 To use our interactive website, and to make your views known to us, if not already registered, you will need to register your details and then log in using the user name you register with and the password which will be sent to you by email. This method should save you time and it will allow us to process and consider your comments more quickly. We hope that you will find the website quick and easy to use and will use it as your preferred way to access and comment on documents in the future. Once your comments have been submitted they will be checked and added to the interactive website where you will also be able to see what comments have been made by others. To protect your privacy, all other information you provide when registering with us will not be open to public view.

1.21 You can also send us your comments by e-mail to: CDPconsultation@durham.gov.uk

1.22 Alternatively you can send us your comments to our special freepost address (all you need to do is write this one line on an envelope - no other address details are needed):

FREEPOST Spatial Policy

1.23 As well as being available on our website this document is also available to view at all local libraries and Customer Access Points across County Durham. For enquiries and to request copies of the document, including in an alternative format such as large print, Braille, audio cassette or an alternative language, please call: **0300 123 7070**. You can also download an electronic copy of this report and learn more about the County Durham Plan from our main website: <http://www.durham.gov.uk/cdp>

1.24 All comments and completed response forms should be received by: **Friday 2nd November 2012**.

Location

2.1 The site is located on the eastern edge of Durham City in the Gilesgate area (see Maps 1 & 2). The A181 Sherburn Road forms the northern boundary of the site. This serves as a significant artery for the city accessing the eastern villages and beyond to Teesside and the A19. Although the A1M forms the eastern boundary of the site it is not directly accessible, the nearest point of access being Junction 62 some 2km to the north.

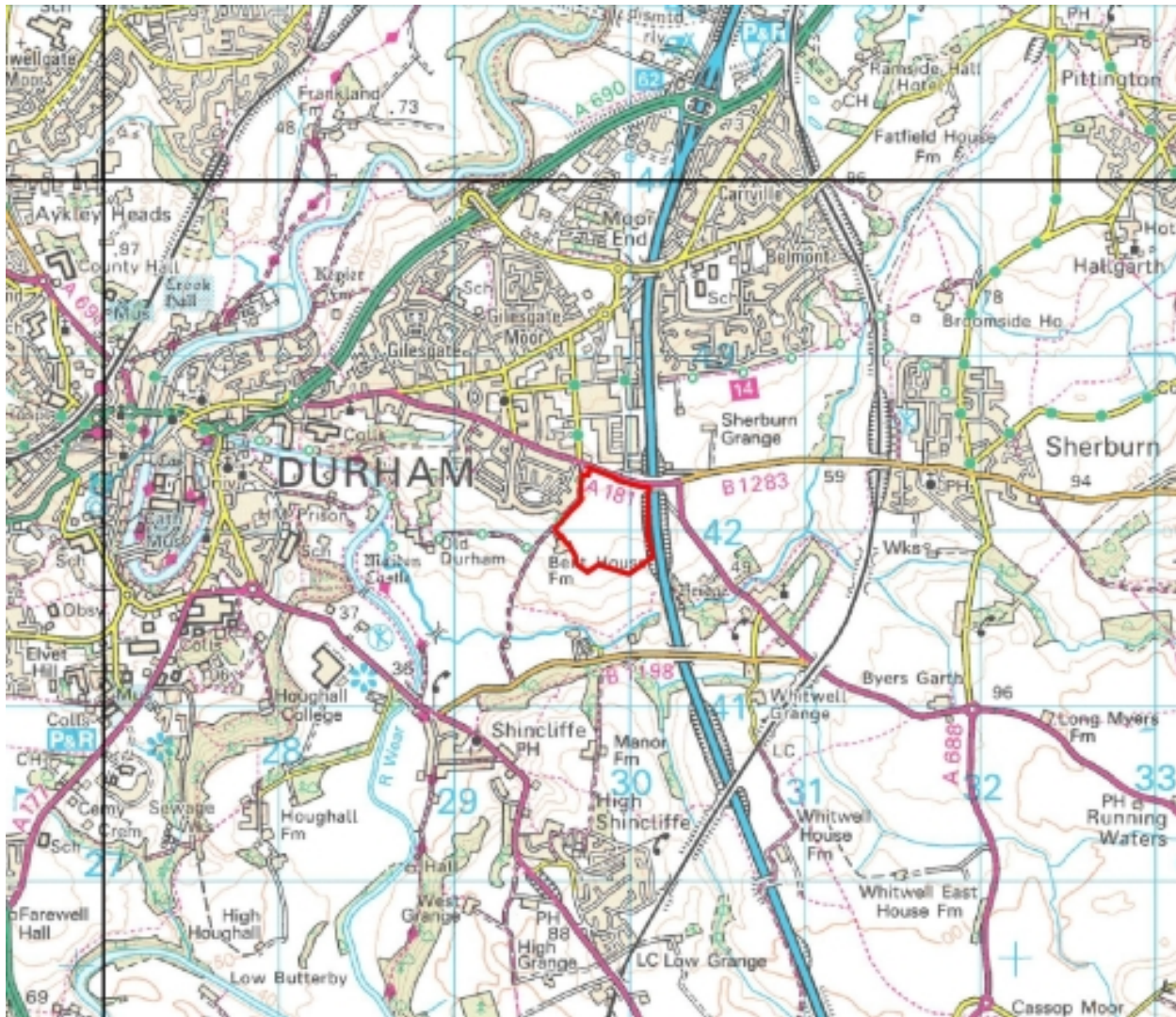


Figure 1 Site Location

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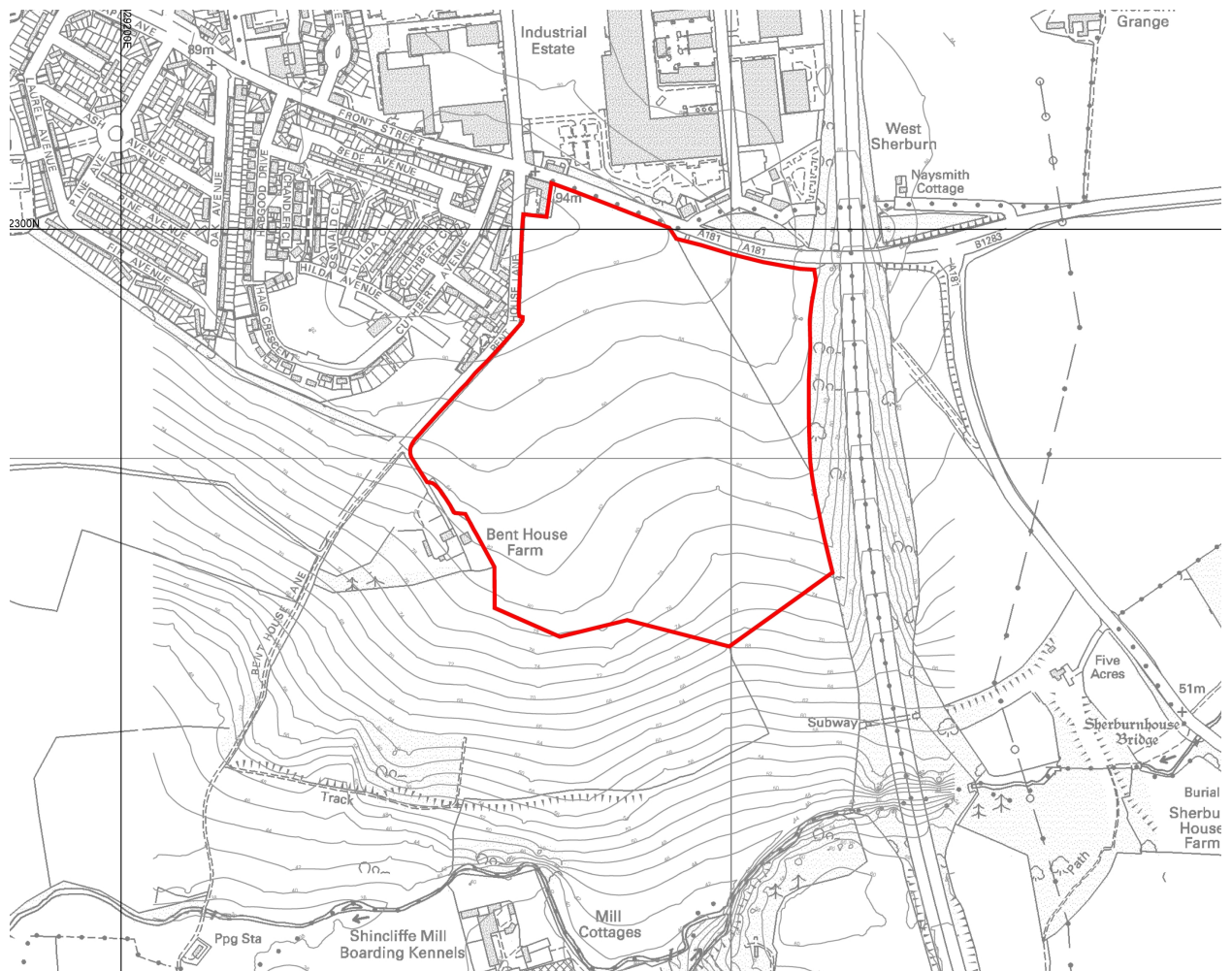


Figure 2 Site Area

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History

2.2 Historic mapping of the site is shown on Map 3. This confirms that the site has been in agricultural use throughout the last two centuries. Earlier unrecorded uses of the land cannot be discounted. This would be the subject of a programme of investigation prior to its development. The site occupies a south facing slope which would tend to increase the likelihood of there being unrecorded pre-medieval settlement activity.

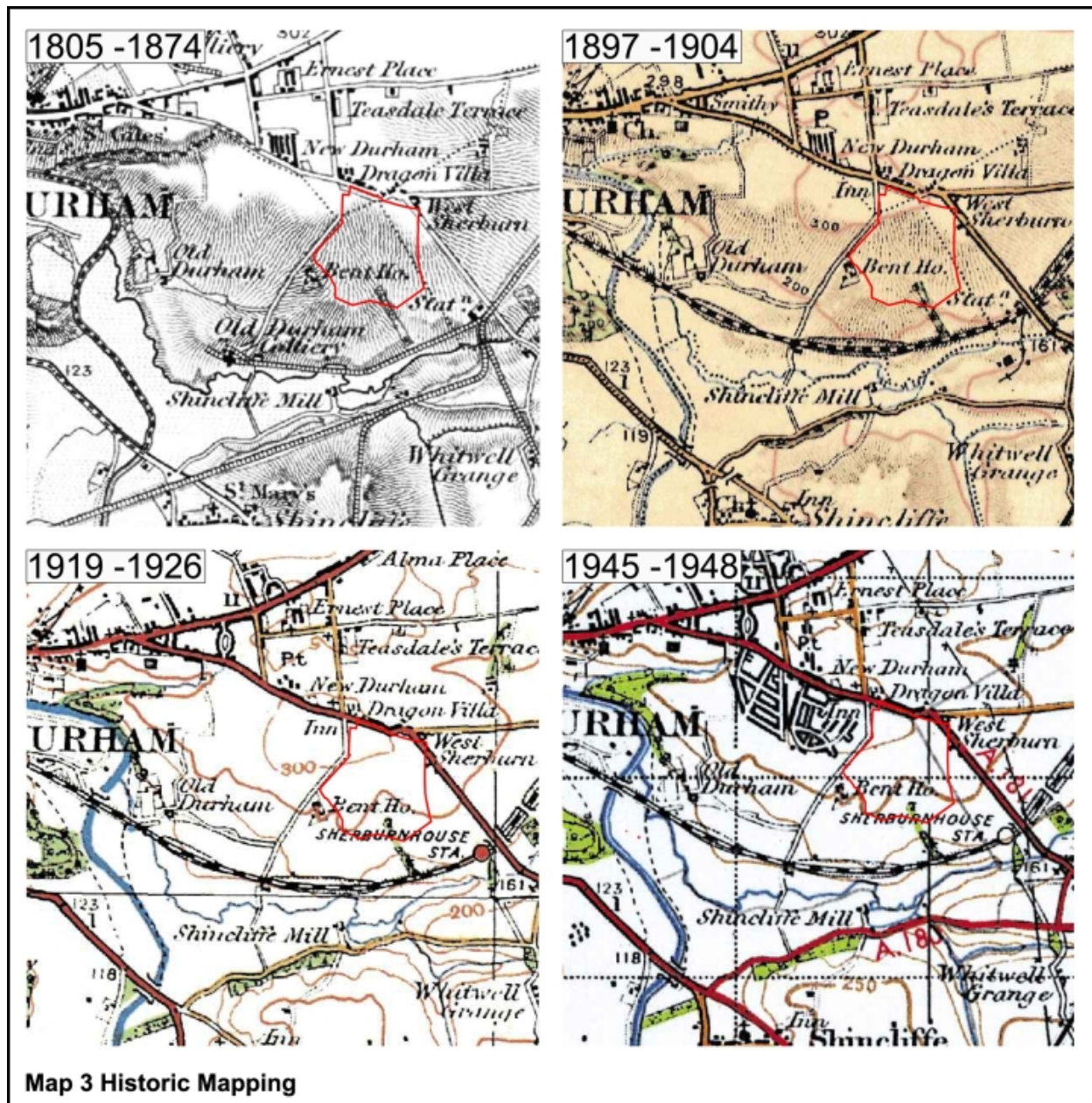


Figure 3

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2.3 The area around the site has been developed over a period of many years but this process was accelerated in the 20th Century as the city expanded outwards to meet the needs of a growing population and increased industrialisation.

2.4 The Sherburn Road has been in its current location to the north of the site prior to the First Edition OS plan. A short section of its route was altered when the A1M was constructed in the late 1960s. Although the motorway is in cutting at this point, leaving the A181 at grade, the junction between the A181 and the B1283 was moved further east. The introduction of the A1M has had a profound impact on the site making it largely enclosed. A relatively thick plantation of trees was introduced alongside the A1M in the 1960s which increased the sense of enclosure.

2.5 Early OS plans indicate a range of properties along Sherburn Road and other local roads such as Dragon Lane. These may well have been associated with coal mining in the area. Many of the properties remain today amongst the more recent developments, adding character to the area. The pre-OS development also includes steadings at Bent House Farm, which is located on the south west corner of the site, and Old Durham, which is located 800 metres to the south west. Both steadings are of interest but Old Durham is of greater interest as it includes structures which are Grade II listed and incorporates a walled garden which is listed as a historic garden.

2.6 The most significant expansion of residential development in this area occurred in the 1930s when the Council used the provisions of the Wheatley Act to develop homes south of Sherburn Road to enable slum clearance within the city centre. The new Sherburn Road Estate was officially opened by the Queen Mother in the 1930s which demonstrates the importance which was attached to the development at the time. Since then the estate has experienced fluctuating fortunes but recent improvements to the appearance of the houses and programmes to discourage anti-social behaviour are regarded to be successful. A sign of the improved perception of the estate has been the recent construction of 16 private apartments and 4 houses on the corner of Bent House Lane.

2.7 Following the construction of the housing estate there was a gradual expansion of industrial activity on the land to the north of the site, between Sherburn Road and Sunderland Road. In later years much of this industry became redundant and the land has been redeveloped to a large extent for retail uses forming a major edge of centre Retail Park. The most significant occupier is the Tesco hypermarket 400 metres north of the site, which sells comparison goods as well as groceries. There are also shops selling clothes, furniture, and DIY products in this area. Whilst the shops are aimed at serving a wider, car-borne clientele, they would be within walking distance of the new housing.

2.8 In the 1960s and 1970s the site itself experienced the removal of some field boundaries to create larger fields.

2.9 Immediately to the east of the A1M is open countryside although residential uses have extended east of the motorway further to the north as the settlements of Belmont and Carrville have coalesced with the city. The historic group of buildings around the Sherburn Hospital lie approximately 700 metres south east but are not evident due to intervening topography.

2.10 The nearest schools are St Hild's and St Joseph's primary schools to the north west, Laurel Avenue primary school to the west, Gilesgate senior school to the north and Belmont senior school to the north east. There is therefore a good range of educational choice for all parents in the area.

Land Use

2.11 As stated previously the site has been held in agricultural use for a long time. The site is in two ownerships and both are planted with arable crops.

Ownership

2.12 The lead developer for Sherburn Road is the Banks Group which is based in Meadowfield, Durham. The company has a developer agreement with the owner of the largest land holding on this site.

Access

2.13 The larger land holding is accessed directly from Bent House Lane, which is adopted along most of its length. The smaller land holding has a separate access directly onto the A181. A new development of around 440 houses would require a new access arrangement. Initial studies have indicated that a direct access from the A181 would be preferable, but that there may be benefits in linking the site to Bent House Lane and linking Cuthbert Avenue to the Lane also. Bent House Lane is a bridleway which has been categorised as a cycle way.

2.14 A Movement Framework is attached as Map 7. From the site it is possible to access the major road network very quickly and to cycle or walk into the city centre avoiding busy roads. The site therefore has a high degree of accessibility by all modes of transport which supports the aspiration for 'sustainable development' on the site. The local road network has experienced pressures in recent years, particularly as a result of the development of the retail uses. Improvements to the network are still being implemented and can be expected to continue in the future to help deal with projected traffic growth and new development. The route to the east via the A181 offers drivers a completely different way of accessing the A1M at Bowburn following the completion of the Wheatley Hill link.

Site Characteristics

2.15 The site forms part of the plateau of high land which includes most of Gilesgate and Belmont. To the south the land falls steeply to the River Wear. Further away to the east and south east the land rises steeply to form the Magnesian Limestone Escarpment. Map 2 shows the 2 metre contours on and adjacent to the site. This shows a 24 metre difference between the north and south of the study area. However if the development is limited to land above the 80 metre contour as previously indicated then the level difference would be reduced to 14 metres.

2.16 There is very little vegetation within the site with one hedgerow separating the two ownerships. There is a woodland plantation alongside the A1M which would not be removed for development. A habitat survey has been carried out and Map 4 indicates the conclusions of that survey.

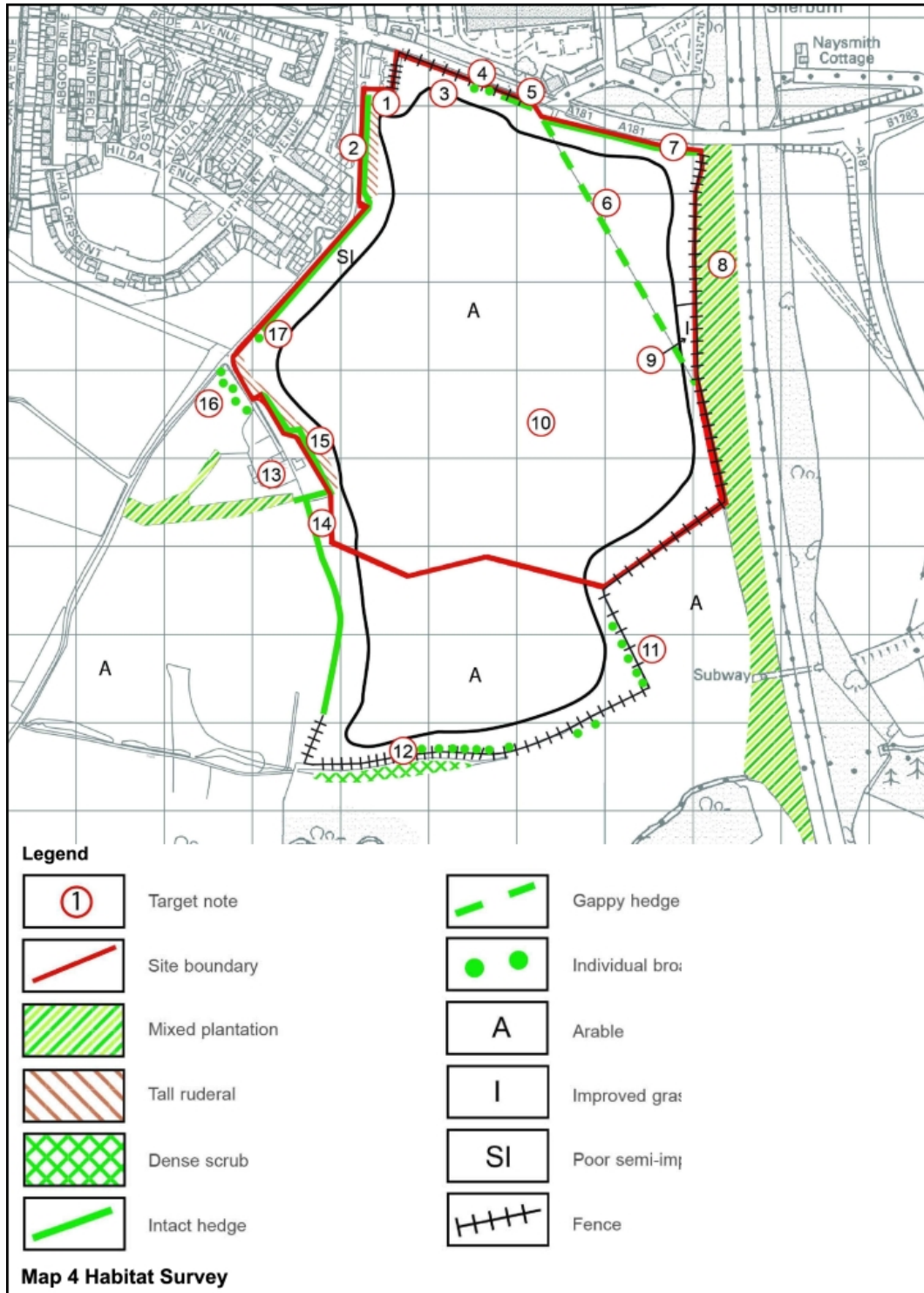


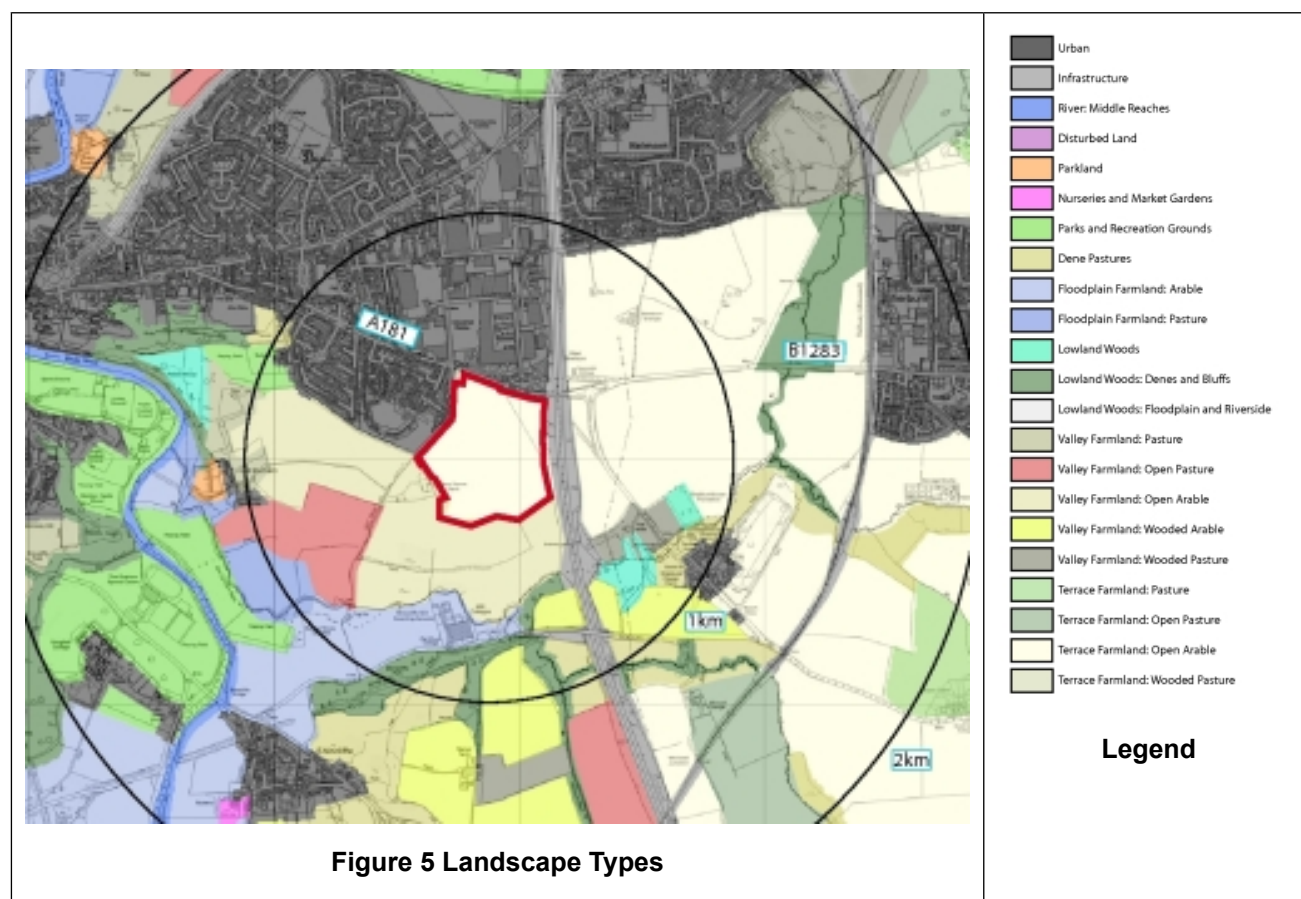
Figure 4

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2.17 There is a Northumbrian Water sewer running diagonally across the north west corner of the site. This was constructed in 2012 and is seen as a primary constraint, although such pipelines can be moved if necessary.

2.18 The Masterplan incorporates Bent House Lane and a small area of vacant land to the west of the Lane. This land is not designated Green Belt and has been allocated for housing in the past. It would be an opportunity to develop it in conjunction with the larger Sherburn Road site.

2.19 The site lies within the broad Landscape Character Area of the Eastern Valley Terraces of the Wear Lowlands. This is broken down to local landscape types which are shown on Map 5. The site is categorised as being Terrace Farmland: Open Arable.



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2.20 A series of Key Views of the site are shown in Pictures 1-4 which highlights the location of the proposed development in the landscape. The following nine viewpoints are assessed. The recommendations emerging from the viewpoints analysis are summarised as follows:

Viewpoint 1: View south from the A181 Road

This view point represents the views of pedestrians, vehicle users and principal residential views and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- The site is only partially visible from this viewpoint.
- Provide landscape treatment on the northern edge of the site to filter views of proposed buildings.

Viewpoint 2 :View south east from western boundary (Bent House Lane)

This viewpoint represents the views of pedestrians, vehicle users, strategic cycleway users and principal residential views and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- Enhance rural character and setting of Bent House Lane and Farm by retaining hedgrows and trees along the lane and around the farm.
- Provide a landscape buffer between Sherburn Road Estate and the proposed development including open space, trees and hedgerow trees.

Viewpoint 3; View north west from the A1 bridge (Mill Lane)

This viewpoint represents the views of pedestrians and vehicle users and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- Enhance existing site boundaries and landscape character.
- Provide new woodland planting on the southern boundary to filter views and an internal high tree canopy to soften the proposed built environment.



Picture 1

Viewpoint 4: View northeast from Maiden Castle

This viewpoint represents the views of pedestrians and users of the recreation grounds and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- The setting of Old Durham is not likely to be affected by the proposed development and retention and enhancement of existing landscape boundaries and features would be appropriate.
- Creation of a new woodland along the southern edge of the proposed site would be desirable.

Viewpoint 5: View North East from Low Shincliffe road junction A177/B1198

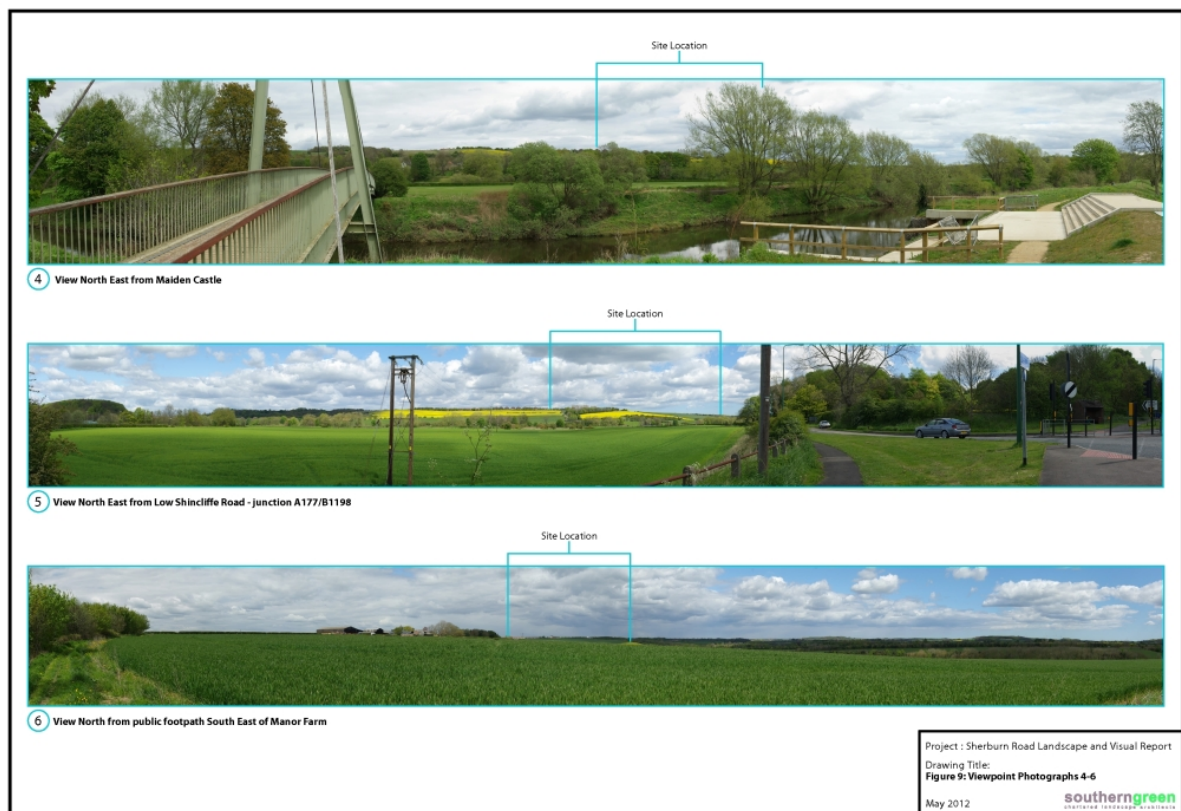
This viewpoint represents the views of pedestrians, vehicle users and principal residential views and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- Strengthen landscape character by new planting on upper edge of Incised Valley Character type on southern site boundary.
- The creation of a woodland belt on the southern site boundary will visually filter potential views to the development from this viewpoint.

Viewpoint 6: View north from public footpath south east of Manor Farm

This viewpoint represents the views of pedestrian rights of way users and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- Integrate screening to reduce and soften urban elements such as the existing housing and industrial buildings by tree planting in the northern area of the site.
- A strip of woodland to the south of the development with internal large and high canopy trees would reduce potential urban character and views to proposed buildings.

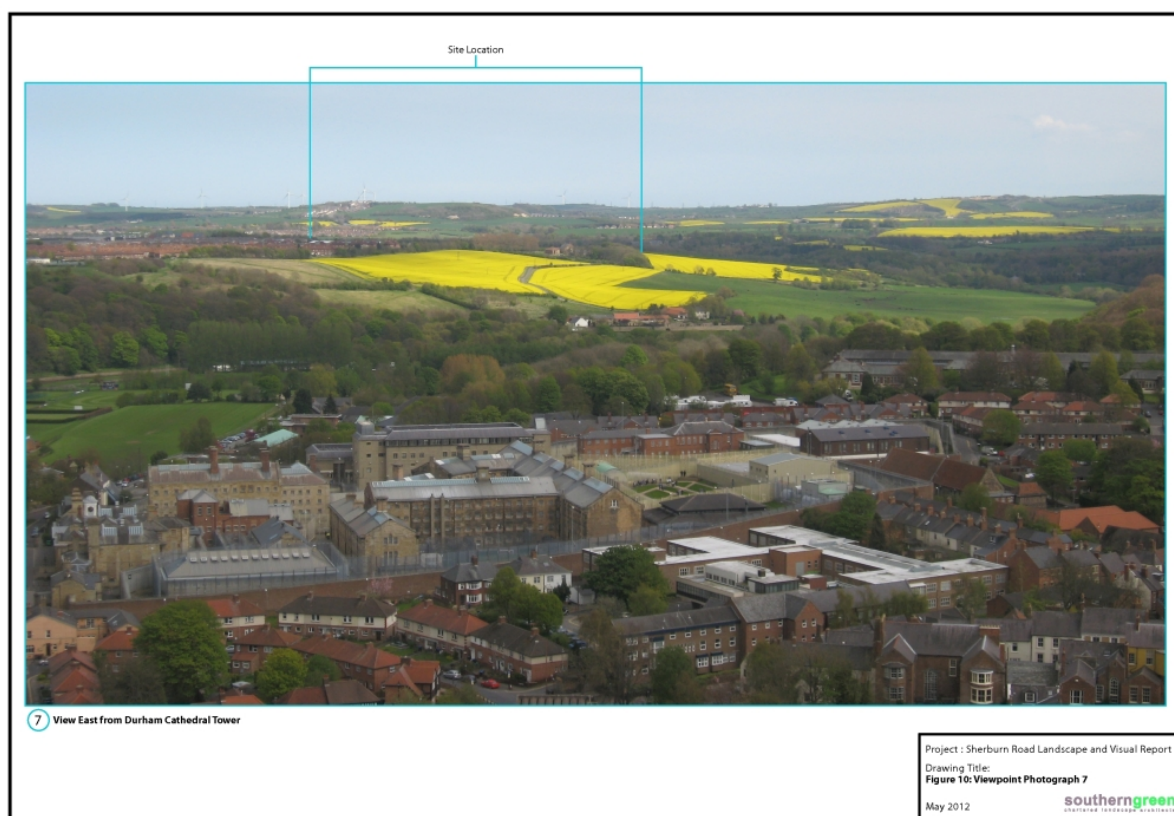


Picture 2

Viewpoint 7: View east from Durham Cathedral Tower

This viewpoint represents the views of pedestrian tourists and visitors to Cathedral and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- The proposed site is mostly concealed by urban development and lines of trees.
- Planting along the western and southern boundary and the creation of an internal tree canopy would be desirable.



Picture 3

Viewpoints 8a & b: View east from Briarville Terrace Durham

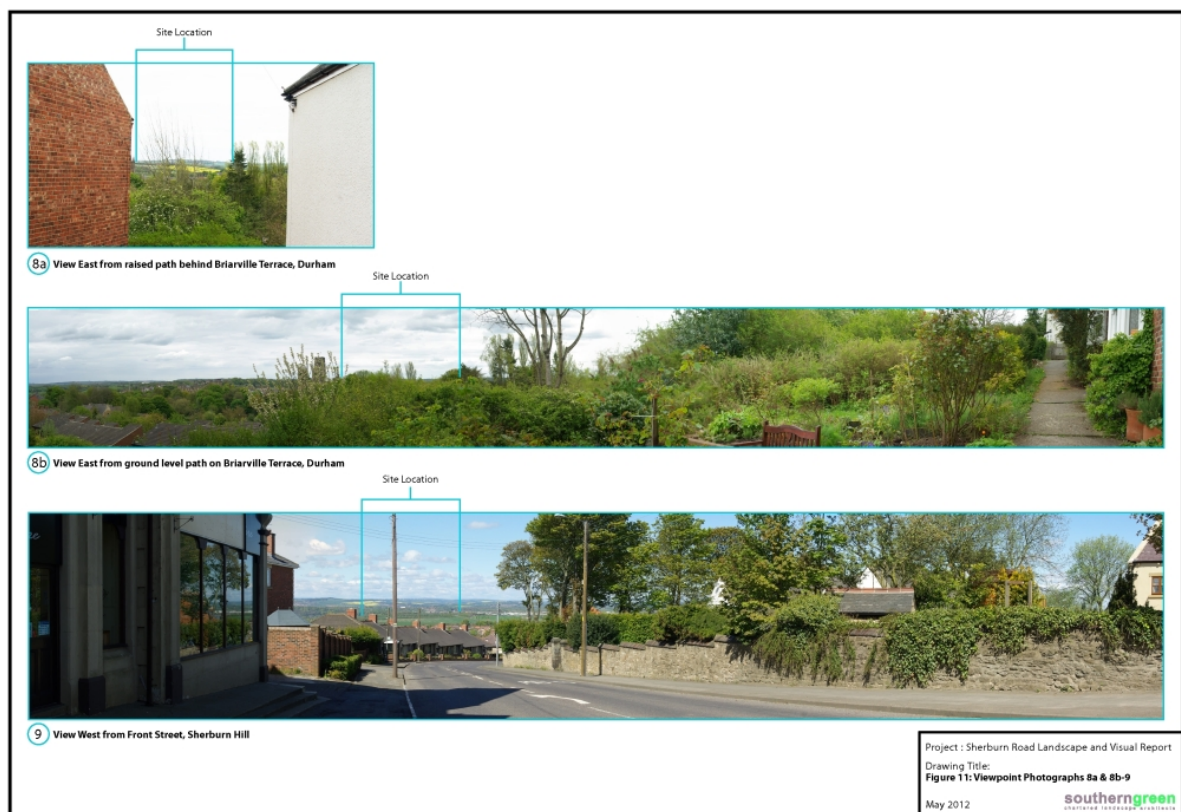
This viewpoint represents principal residential views from upper floor windows and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- The majority of the site will not be likely to be visible and there are other distracting urban elements in this 'Cathedral View'.
- As a small area of the site could be visible, and considering the proposed southern planting strip in this location, the setting of the world heritage site is not likely to be affected by the proposed development.

Viewpoint 9: View west from Front Street Sherburn Hill

This viewpoint represents the views of pedestrians, vehicle users and secondary residential views and conclusions on appropriate mitigation of potential landscape and visual effects are as follows:

- There is already a prominent urban and industrial edge which extends to a lesser extent across the setting of the Durham City Historic Core including the Cathedral and Castle. The wider view also contains a line of wind turbines in the background to the left of the World Heritage Site.
- It is important to consider the potential visual filtering effects created by planting boundary trees and establishing an internal high tree canopy within the development to assimilate with existing rural character and to minimise potential landscape and visual effects on the setting of the City. This will therefore be reflected in the Mitigation Proposals Plan and subsequent layout for the site.



Picture 4

2.21 The landscape and visual appraisal has provided a guide to the retention and enhancement of key site features to reinforce landscape character and also to predict where visual effects of the development can be potentially reduced by further landscape enhancements as shown on the Mitigation Proposals Plan.

2.22 The proposed development would comprise a single strategic site and in this context is less likely to have a major affect on landscape setting and landscape character than a scenario which could potentially combine the site with the Sherburn Grange Site which would be located northeast of the proposed site on the other side of the A1M.

2.23 The viewpoints analysis indicates that the development is not likely to be detrimental to the setting of the World Heritage Site and historic core of Durham City and is not likely to have an adverse affect on the setting of Old Durham.

2.24 It is considered that in the majority of views, landscape sensitivity is medium and that a housing development of a similar size and nature to that proposed would be visually acceptable.

2.25 Retention and enhancement of existing landscape elements and character with the further mitigation proposed would assimilate the site into the surrounding environment.

2.26 It is considered that if proposed mitigation measures are put in place as suggested, the proposed development would have the capacity to accommodate the development in landscape and visual terms, would be unlikely to impinge on the openness of surrounding agricultural or greenbelt land and would be unlikely to contribute to the coalescence of surrounding settlements.

Masterplan Influences

2.27 The best way to plan future developments and to test a site's suitability to be developed is through the preparation of a Masterplan. This is an ongoing process which can take several years, starting with the broad assumptions and constraints and finishing with detailed plot layouts.

2.28 A concept Masterplan for Sherburn Road is attached as Map 10. This is at an early stage of development and reflects an incremental design process which will continue throughout the planning process. The main influences on the Masterplan at this stage are landscape and access. Constraints and opportunities have been identified on Map 6.

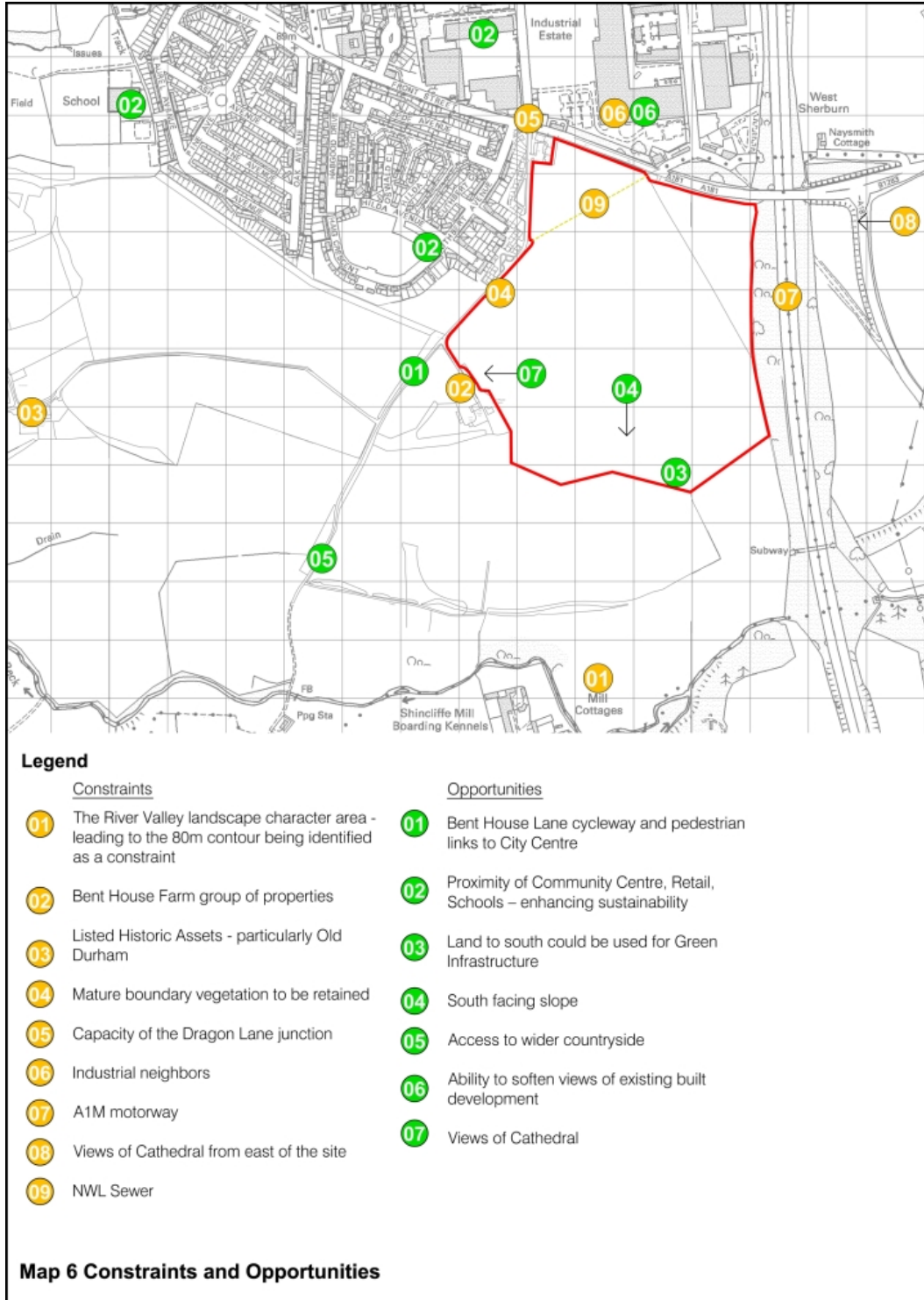


Figure 6

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Vision for South of Sherburn Road

3.1 The Vision for Sherburn Road is to create a sustainable urban extension which maximises pedestrian links to Durham City and the River Wear and provides a range of housing opportunities for local people. The site will be one of the first visible signs of Durham City when travelling northwards on the A1M and so it should present an attractive and subtle view of the city from the east.

3.2 Family houses should be built on the site to bring greater diversity of age, tenure and social groups within the local area. Orientation of houses should take maximum advantage of the sites southerly aspect.

3.3 Green infrastructure should provide screening to protect local views and create intimacy within the development. Where possible outward views to the Cathedral should be retained and framed. The only part of the site where this is likely to be possible is in the south of the site and it would require strategic gaps within the tree planting.

Objectives to Deliver the Vision

3.4 The development framework and green infrastructure frameworks are described in greater detail below, but the main objectives of the development should be to:

- Contribute to a Thriving Durham City through providing an appropriate mix of types and tenures including housing for families, smaller households, housing for older people and affordable housing close to a commercial area;
- Broaden the choice of housing types, predominantly for families;
- Maximise the accessibility of the site to all modes of movement including walking, cycling and buses;
- Provide structural planting to soften the edges of the development;
- Keep new development above the 80m contour to protect the character of the River Valley and Old Durham;
- Provide green infrastructure to enhance the enjoyment of the site and its value for wildlife;
- Create different character areas within the site to encourage diversity;
- Orientate houses southwards as much as possible;
- Study potential views of Cathedral and treat these appropriately; and,
- Provide a positive image of Durham from the A1 with a mixed view of rooftops and planting.

Masterplan Principles

4.1 Green Infrastructure (GI) is the network of green open space that exists within and between towns and villages. There are two main functions of GI at Sherburn Road; to provide recreational green space and to help mitigate and assimilate the development within the existing landscape character. The GI framework should also consider linkages beyond the site into the wider network of GI.

4.2 A full GI Strategy should be prepared for the site as it progresses through consultation towards detailed design. At this stage GI is incorporated within a Development Framework at Map 9. The following key elements of GI are illustrated:

- Retention and strengthening of boundary planting with particular emphasis on the southern edge of development around the 80m contour line;
- Internal mature tree planting belts which will punctuate roof tops and screen some of the development;
- Greater east-west connectivity for wildlife between existing woodland blocks;
- Retention of at least part of the internal 'gappy' hedge;
- A new pedestrian route continuing the diagonal line of Bent House Lane to meet with Damson Lane;
- The view of a 'green street' from the A1M viewpoint;
- A green opening on the line of the sight from Sherburn Hill to the Cathedral;
- A village green accessed from Bent House Lane to serve both the new development and existing house; and
- A designation green space on the east of the development - perhaps containing public art.

4.3 The next phase of GI strategy would integrate sustainable drainage into the Masterplan with an attenuation area located to the south east of the site below the 80m contour. This type of feature will not have standing water all year round but will fill up in prolonged wet periods or storm conditions. This will inform the planting regime in the area which should enhance ecological habitat value. The GI Strategy will also identify different locations for specific types of equipped play areas and informal open space. .

Movement Framework

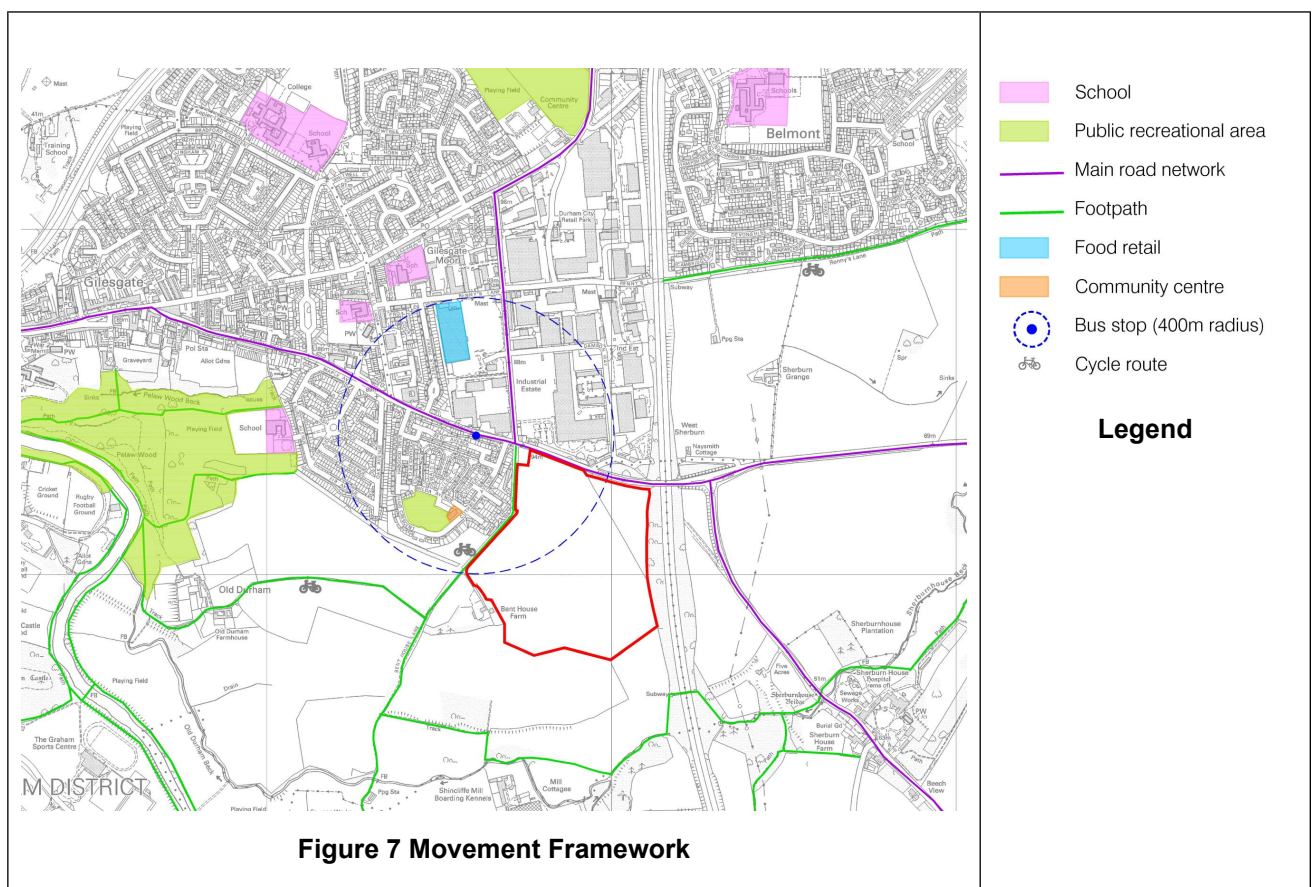
4.4 An initial Movement Framework for the site is shown on Map 7. A planning application for a development of this scale would require a full Transport Assessment and Travel Plan. At the site identification stage it is appropriate to focus on the broad accessibility of the site for a range of facilities and services, and the capacity of the local transport networks to accommodate new development.

4.5 The Masterplan should encourage the greatest shift of transport from car to alternative modes such as cycling, walking and bus travel. The Masterplan should enable bus penetration into the site to ensure as many residents as possible live within 400 metres of a bus stop. The Movement Framework shows that the current location of the west-bound bus stop is some distance west of the site which means that 400 metres walking distances could not currently be achieved on all of the site. This could be addressed by introducing a bus link through the site which should be possible as part of the Masterplan.

4.6 The travel plan should consider the potential for short distance local journeys from the site – for example the potential for children to walk to school or for employees to walk to their workplace. The travel plan should complement any other travel plans which have been drafted locally.

4.7 The site already benefits from a cycle route. The Masterplan should seek to ensure that residents have suitable cycle access to that route.

4.8 The developer will work with the highways department to assess the likely trip generation and distribution from a development of this scale. If off-site highways improvements are required then these will be agreed in outline prior to adoption of the housing allocation.



Sustainable Design

4.9 Map 8 shows the draft drainage strategy for the site. In principle, surface water from the site will drain into the River Wear via the Old Durham Beck.. The rate of surface water discharge should be kept to current agricultural rates by use of sustainable urban drainage. The drainage strategy envisages an attenuation area in the south east of the site. Foul drainage would also be southwards to connect with the pumping station near the Old Durham Beck. The sewer would probably be installed along the line of Bent House Lane.

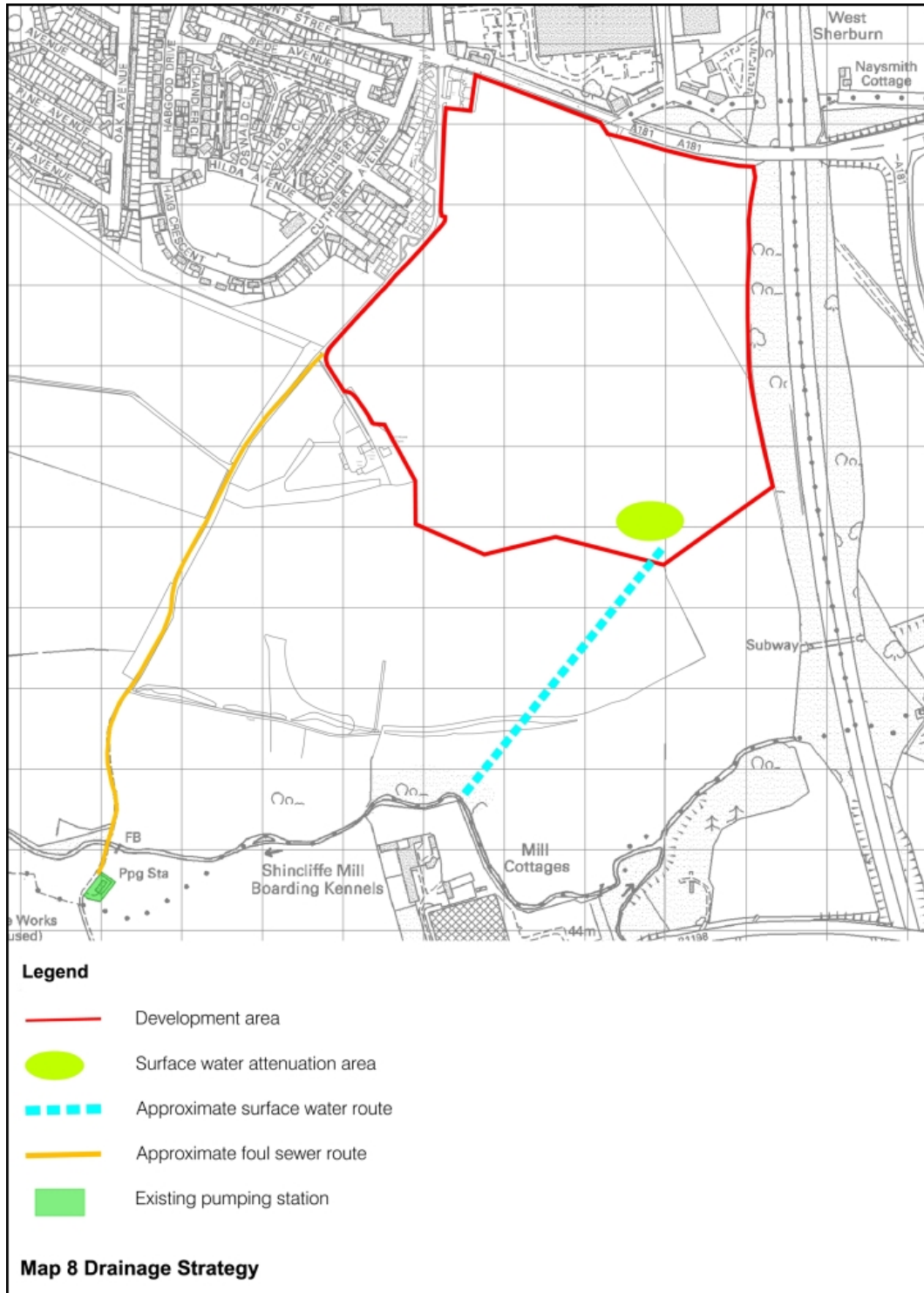


Figure 8

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4.10 The site slopes southwards and this means that provided that houses are oriented this way there will be a high degree of solar gain. There is considerable opportunity for solar energy generation using photovoltaic cells or solar water heaters.

Concept Masterplan

4.11 The GI framework and the Movement Framework give rise to a Development Framework for the site which is shown in Map 9. This highlights the way all these factors come together in preparation of the Masterplan. The Development Framework is largely informed by visual and landscape analysis. The framework allows for a form of development which would be in keeping with local village forms such as Shincliffe village which enjoys a high degree of mature street planting. The Development Framework indicates blocks of housing which could form distinct character areas, phases and housing types. It also indicates the key frontages amongst the blocks which require special treatment and which will be required to provide surveillance over streets and public open space.



Figure 9 Development Framework

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4.12 Map 10 is the initial Concept Masterplan for Sherburn Road. It takes account of the findings of the various assessments outlined above. It has the potential for several different character areas within the site – particularly focused around the GI. The Masterplan is very indicative at this stage and house builders would bring their own house types and plot layouts to bear upon the Masterplan. However at this stage the Masterplan provides a strong framework for the future development of the site. It provides sufficient evidence at this planning stage that the release of this land for housing can result in a high quality development of around 440 residential units which achieves the Vision for Sherburn Road set out in Section 3 above.



Figure 10 Concept Masterplan

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Pre-Application Consultation Strategy

5.1 As lead developer for the site, the Banks Group is committed to a consultative process of community engagement. We will lead consultation on the policy formulation as part of the County Durham Plan but the developer will provide input into this process where appropriate and build up connections with the local community. Any planning application will be accompanied by the full Community Engagement Strategy to inform the final design of the scheme.

5.2 In addition to the consultation undertaken in respect of this SPD, it is recommended that the following bodies, together with the Council are consulted prior to the submission of any planning application(s):

- Local Councillors (Gilesgate);
- Highway Authority (Durham County Council);
- Highway Agency;
- Environment Agency;
- Natural England;
- County Durham Economic Partnership;
- County Durham Environment Partnership;
- Safe Durham Partnership; and
- Any other relevant Statutory Undertakers.

5.3 Pre-application consultation should be carried out in accordance with the guidelines set out in the our Statement of Community Involvement (May 2010). The scope of such consultation should be agreed with the Council.

Scope of Future Planning Application

5.4 As the County Durham Plan moves from preferred options to examination in public and adoption the main developer will consider the potential for preparation of a planning application in tandem with Local Plan process. The advantage of a concurrent planning application would be the opportunity to take entry to the site and start delivering new houses immediately after adoption of the policy. At this stage it is not known whether this application would be in outline or detail.

5.5 The site is significant in scale and would therefore be likely to be broken up into a number of delivery phases. An indicative phasing of the site is shown on Drawing 14. Prior to implementation of the Durham Plan the Council intends to adopt a Community Infrastructure Levy contribution scheme. It is anticipated that the Sherburn Road development would be charged at the same rate as other qualifying housing developments

in Durham City although the details of this process are subject to change. It is possible that a Section 106 agreement will be required in addition to CIL but this would only be related to on-site works or off-site works which are required to make the development happen (such as highways). The S106 should not duplicate the provision of resources for community infrastructure contained in CIL.

5.6 Any future planning application(s) should be submitted in accordance with national planning application validation requirements and the information set out in the our Validation Checklist.

5.7 In addition to standard national requirements which consist of a completed planning application form, location plan, other plans and elevations where appropriate, and a Design and Access Statement, any planning submission will need to be accompanied by a number of specialist reports. The type of information and level of detail required will be proportionate to the scale and nature of the application but will likely include:

- Summary Statement;
- Planning Statement;
- Economic/Viability Statement;
- Transport Assessment and Travel Plan;
- Energy and Sustainability Statement;
- Ground Conditions Report (including Coal Mining Risk Assessment)
- Landscape Assessment and Strategy;
- Arboricultural Impact Assessment;
- Topographical Survey;
- Biodiversity Survey and Report;
- Flood Risk Assessment (For sites over 1ha in size);
- Lighting Assessment;
- Archaeological Assessment; And
- Odour Impact Assessment.

5.8 The scope of any planning application submission should be discussed and agreed with our relevant departments.

5.9 Section 106 draft Heads of Terms should be agreed and submitted as part of any future planning application.

Environmental Impact Assessment

5.10 The physical scale of the development is such that it will likely require an Environmental Impact Assessment (EIA) to be submitted.

5.11 Following agreement on the scope of any outline application(s), a Screening Opinion should be obtained from the Council to confirm whether an Environmental Impact Assessment will be required. This should be accompanied by a Scoping request to determine the scope of the EIA.

To find out more about the County Durham Plan contact:

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