

Durham
County Council



County Durham



Infrastructure Delivery Plan 2012

Draft: June 2012

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1 Introduction

1.1 This is the draft Infrastructure Delivery Plan (IDP) for County Durham which describes County Durham's infrastructure requirements until 2030. Its main purpose is to inform stakeholders of infrastructure needs, delivery costs, and other issues relating to infrastructure development. It is based on the latest information in Spring 2012 and supports continued dialogue between Durham County Council's (the Council) Planning and Assets Service and infrastructure providers. It updates the original plan that was published in Summer 2011 and will be updated again in Summer 2013.

Structure of Infrastructure Delivery Plan

The IDP has two main parts:

- The REPORT describes specific types of infrastructure in County Durham. It highlights future investment issues and the impact of the County Durham Plan. The text report includes maps based on the Plan's delivery areas which illustrate both existing infrastructure and future investments in infrastructure.
- The SCHEDULE⁽ⁱ⁾ is the financial breakdown of investment across delivery areas and key settlement. It states what infrastructure funding is (and is not) in place.

What is the Infrastructure Delivery Plan?

1.2 The Sustainable Community Strategy, Regeneration Statement, and County Durham Plan set frameworks for the delivery of improvements to the economic, social and environmental conditions of communities across the County. Each is underpinned by detailed evidence and will be delivered via action and investment plans. The IDP identifies existing and future infrastructure deficiencies and demonstrates how, when and where the Council and its partners will meet deficiencies needed to achieve the County Durham Plan's vision for growth. The schedule lists future projects broken down by delivery area and states what funding is and is not in place and, where possible, provides a clear indication of infrastructure requirements for at least the first five years of the County Durham Plan.

National Planning Policy Framework (NPPF)

The NPPF states that Local Planning Authorities must work with other providers to understand infrastructure needs and:

"assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to

i The IDP schedule is located at the back of the main report (section Section 6) when printed or on a separate PDF document when viewed electronically

meet forecast demands" and that "planned infrastructure is deliverable in a timely fashion" and that local planning authorities should "understand development costs at the time Local Plans are drawn up."

1.3 The IDP supports a number of planning functions, it is an evidence-base for the County Durham Plan that helps to meet statutory requirements, supports delivery and investment programmes, and indicates where private sector developers will be expected to contribute towards the provision or improvement of local and strategic infrastructure. Where funding cannot be found for infrastructure projects, shortfalls can be identified and used to inform the new development charge, the Community Infrastructure Levy (CIL) or other planning obligations that will address infrastructure needs. ⁽ⁱⁱ⁾

The Scope of the Infrastructure Delivery Plan

1.4 The following types of physical, social and green infrastructure (GI) are included in this plan:

Physical Infrastructure	<ul style="list-style-type: none"> • Transport improvements including highways, bus, rail, walking and cycling infrastructure • Broadband, utilities, minerals and waste
Social Infrastructure	<ul style="list-style-type: none"> • Medical care • Emergency services • Schools and services for young people • Tourism • Community buildings, libraries and sports facilities
Green Infrastructure (GI)	<ul style="list-style-type: none"> • 'Green Boxes' throughout the IDP report • Chapter summarising issues relating to GI

Green infrastructure (GI) boxes

The 'Green Boxes' running throughout the Infrastructure Delivery Plan aim to support and encourage the inclusion of GI within traditional infrastructure systems. They will appear in all infrastructure sections where GI can be applied. Enhancing the amount and quality of GI, and ensuring it is used widely, is an important element of the County Durham Plan.

The 'Green boxes' will explain how GI can be specifically embedded within the type of infrastructure being discussed, which kinds of GI would work best, and how it can also perform a role alongside traditional infrastructure, as well as the benefits it will bring.

ii See section 6 on funding infrastructure and the Community Infrastructure Levy

Partnership Working

1.5 The IDP also has a broader role, as it helps inform service planning and capital investment decisions by services that have not traditionally been included in plan-making decisions. It builds on the work of the Council and partnerships across the County and aids cross-working between the Council and other partners to achieve common goals. It recognises that planning is 'spatial' and helps to deliver services that play an important role in the fabric of communities such as schools, surgeries, community centres, and public transport. The IDP focuses on infrastructure that is needed but not yet provided, particularly trying to develop a picture of different needs in different parts of the County so that investment can be used more effectively to address gaps.

1.6 A partnership event was held in September 2010 to establish an initial evidence base for the IDP and which formed the basis for regular partner updates. An event was held in March 2012 to discuss the introduction of a CIL and consider infrastructure priorities that may be delivered via the CIL and other planning obligations.

1.7 The IDP is a 'live document' that will be updated periodically, with performance monitored through annual monitoring reports. The current economic climate is challenging for all IDP stakeholders so this approach gives an opportunity to review progress, identify funding priorities and gaps and make any adjustments within the framework of the County Durham Plan. The development of the IDP has involved close working with many organisations and it is hoped these relationships can be built upon in the future in order to refine and improve infrastructure planning and continue to align infrastructure planning with the aims of spatial and corporate planning.

1.8 The capital investments listed within the Schedule will be kept up-to-date to reflect economic circumstances and changing priorities and has the following classifications:

	Committed capital programme / secure or ongoing developments
	Uncertain capital available, scheme part funded or uncertain timescales
	Infrastructure required with no funding / longer term aspirations

1.9 The ongoing economic downturn has affected the deliverability of capital projects. The private sector is taking a cautious approach to infrastructure investment and public sector funding has been constrained in ways which limit the capacity to kick-start and gap-fund development projects. This situation is reflected throughout this report and the accompanying schedule and users should be aware that there is a degree of uncertainty surrounding most infrastructure programmes and projects. In this respect, the partnerships and relationships that have been formed during the preparation of the IDP are critical to ensuring it is as accurate and usable as possible, can be updated regularly, and is deliverable.

2 County Durham Plan

2.1 The County Durham Plan will guide future development and growth in the County up to 2030. The Plan sets the framework for new development in County Durham; what is needed for our residents, businesses and visitors, and where it should be located. The IDP should support the delivery of the County Durham Plan and when finished, the County Durham Plan will include:

- Objectives for the County, focusing on the key issues to be addressed;
- A delivery strategy for achieving these objectives which will set out how much development is intended to happen and where, when and how it will be delivered (the role of the IDP);
- An overall spatial interpretation of how the County and its towns and villages should develop;
- A number of strategic site allocations for key employment, housing, retail, minerals, waste developments; and
- Policies to set the basis for determining planning applications.

2.2 The growth set out in the County Durham Plan will significantly increase the number of homes to be delivered in the coming years as well as setting targets for new retail, employment, and leisure facilities across the County, which need to be accompanied by a range of infrastructure improvements.

Proposed Housing Distribution in County Durham

2.3 The starting point for determining the Housing Requirement has included analysis of population and household projections. The County Durham Plan includes a target for the delivery of at least 30,000 new dwellings. Full details relating to the future housing needs of the County can be found in the 'Distribution of Development' chapter of the County Durham Plan.

2.4 Bearing in mind the above Housing Requirement the key elements of the Spatial Strategy have been translated into a housing distribution shown in the tables below. In order to provide more certainty regarding the future development of communities across the County, the housing distribution has been extended beyond the main towns to include the Secondary Settlements, as identified in the County Durham Settlement Study. An allocation has also been given to the settlements outside of these towns and villages.

Table 1 Housing Requirement and Distribution in North Durham

Settlement	Settlement Type	Housing Allocation
Consett	Main Town	2,800
Stanley / Tanfield Lea	Main Town / Secondary Settlement	1,250
Annfield Plain	Secondary Settlement	250
Chester-le-Street	Main Town	1,300
Pelton / Newfield	Secondary Settlement	500

Settlement	Settlement Type	Housing Allocation
Great Lumley	Secondary Settlement	100
Remainder of North Durham		400
	Total for North Durham	6,600

Table 2 Housing Requirement in East Durham

Settlement	Settlement Type	Housing Allocation
Peterlee	Main Town	750
Horden	Secondary Settlement	0
Shotton / Shotton Colliery	Secondary Settlement	550
Easington / Easington Colliery	Secondary Settlement	650
Seaham	Main Town	1,150
Murton	Secondary Settlement	300
Blackhall / Rocks	Secondary Settlement	0
Wingate	Secondary Settlement	650
Remainder of East Durham		650
	Total for East Durham	4,700

Table 3 Housing Requirement in Central Durham

Settlement	Settlement Type	Housing Allocation
Durham City	Main Town	5,000
Brandon / Langley Moor / Meadowfield	Secondary Settlement	550
Bowburn	Secondary Settlement	400
Coxhoe	Secondary Settlement	450
Langley Park	Secondary Settlement	300
Sacrison	Secondary Settlement	300
Ushaw Moor	Secondary Settlement	250
Sherburn	Secondary Settlement	0
Remainder of Central Durham		600
	Total for Central Durham	7,850

Table 4 Housing Requirement in South Durham

Settlement	Settlement Type	Housing Allocation
Newton Aycliffe	Main Town	2,000
Shildon	Main Town	700
Spennymoor	Main Town	1,900
Ferryhill	Secondary Settlement	300
Chilton	Secondary Settlement	300
Sedgefield	Secondary Settlement	450
Bishop Auckland	Main Town	2,800
Crook	Main Town	800
Willington	Secondary Settlement	150
Remainder of South Durham		500
	Total for South Durham	9,900

Table 5 Housing Requirement in West Durham

Settlement	Settlement Type	Housing Allocation
Barnard Castle	Main Town	400
Middleton in Teesdale	Secondary Settlement	30
Stanhope	Secondary Settlement	10
Wolsingham	Secondary Settlement	150
Remainder of West Durham		360
	Total for West Durham	950

2.5 Housing requirements are illustrated by circles and labels on the maps at the beginning of the physical and social infrastructure sections.

Employment Land

2.6 The Employment Land Review (ELR) has been carried out and provides the principal evidence to determine the amount of employment land that is needed in each area of the County. The ELR has identified a number of economic market areas with the County of national, regional and local significance as shown in table 6 below:

Table 6 - Employment Markets within County Durham

Level of Significance	Market Area
National Significance	<ul style="list-style-type: none"> ● A1 Corridor ● Durham City and Surrounds
Regional Significance	<ul style="list-style-type: none"> ● A19 Corridor
Local Significance	<ul style="list-style-type: none"> ● Consett and Surrounds ● Bishop Auckland and Surrounds

2.7 The A1 Corridor stretches the length of the County from Chester-le-Street in the north to Newton Aycliffe in the south. It covers the area immediately accessible to the A1(M) and its attractiveness as an office and industrial location is linked to its proximity to the strategic road network. It includes many of the County's key employment locations such as Drum Industrial Estate near Chester-le-Street, Aycliffe Business Park in Newton Aycliffe and NETPark, a regionally significant development at Sedgfield.

2.8 Durham City is recognised as the County's pre-eminent office location, reflecting the City's potential to improve its attractiveness to a diverse range of occupiers in the future. The city centre and edge of centre business parks (within a 4-5 mile radius) represent an offer that is distinct from that of the A1 Corridor and other parts of the County.

2.9 Stretching the length of the County's east coast, from Sunderland in the north to Hartlepool in the south, the A19 Corridor is viewed as the third major market in County Durham. Large industrial areas and business parks along the A19 Corridor will continue to support employment in this area and may benefit from the development of new Enterprise Zones to the north and the growth of key employers such as Nissan, as could other undeveloped employment sites near Seaham.

2.10 In the north of the County, the towns of Consett and Stanley largely serve a local occupier need. Similarly, in the South of the County the towns of Bishop Auckland and Spennymoor, as well as smaller centres such as Crook, primarily serve the needs of local businesses.

2.11 In West Durham, Barnard Castle acts as the main service centre and as the principal focus for employment. It contains a major industrial facility operated by Glaxo Smith Kline (GSK). Whilst GSK represent a major international occupier, Barnard Castle largely provides a modest level of industrial floorspace which is predominantly occupied by small local businesses. The rural service centres such as Tow Law, Stanhope and Middleton in Teesdale also cater for local needs.

3 Physical Infrastructure

3.1 The Physical section of the IDP will focus on transport and utility related infrastructure. Physical Infrastructure includes types of infrastructure that have traditionally been considered an integral part of the planning process. There is a chapter on all the following types of infrastructure:

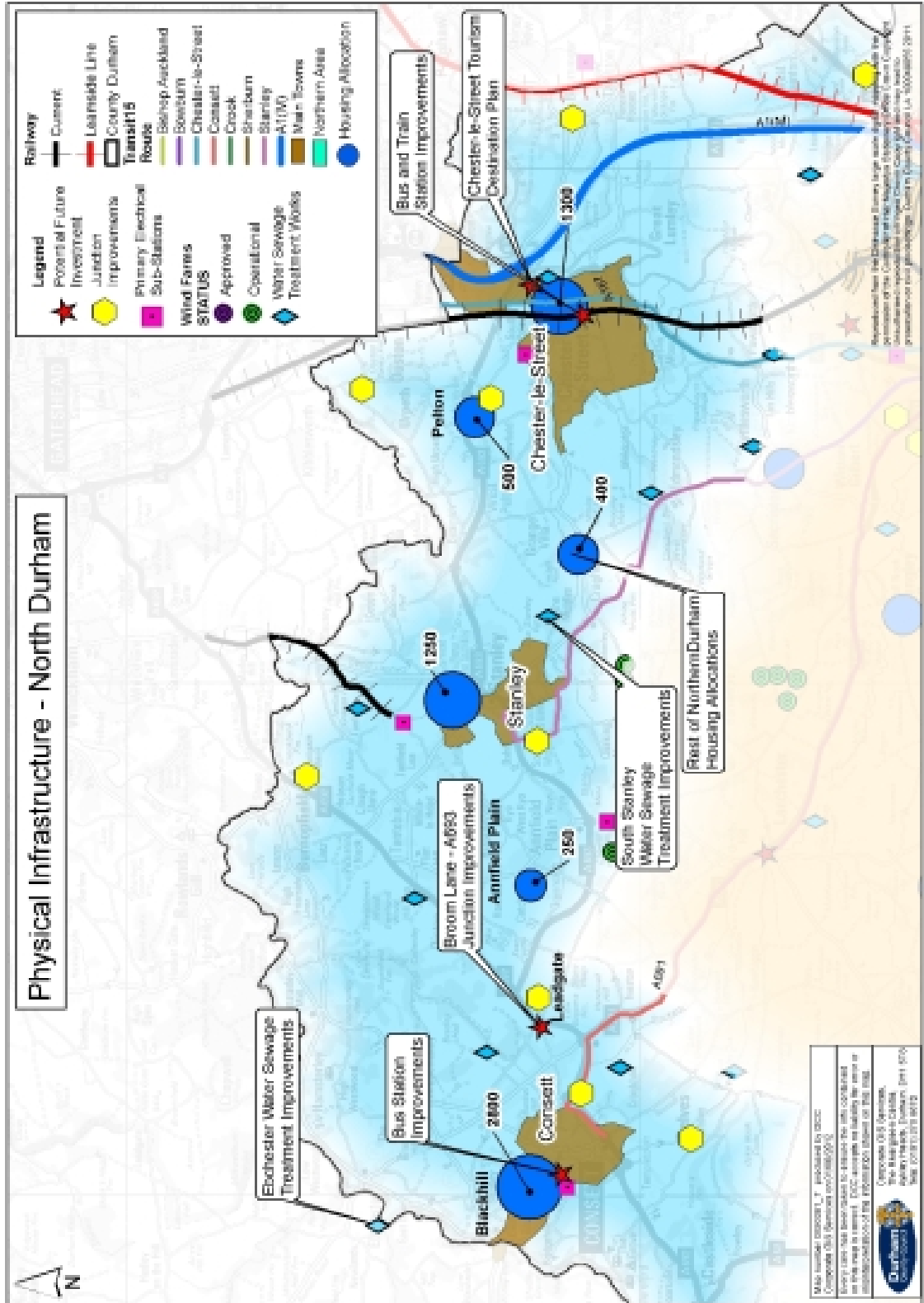
- Highway Infrastructure;
- Bus Infrastructure;
- Rail Infrastructure;
- Broadband Provision;
- Energy Provision;
- Water Management;
- Minerals; and
- Waste.

Physical Infrastructure Maps

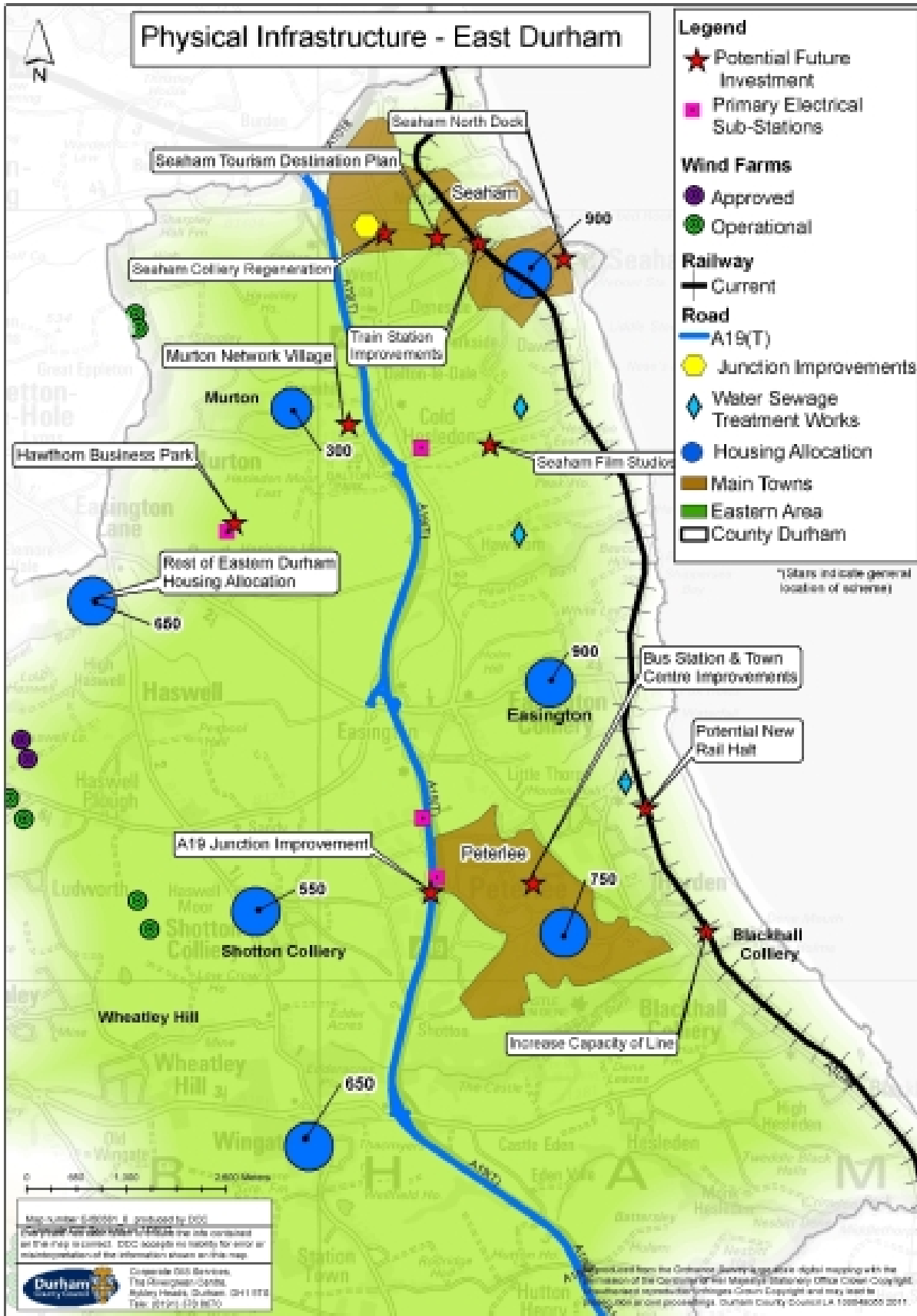
3.2 The five physical infrastructure maps below show existing and future investments in physical infrastructure in North, East, Central, South and West Durham. The existing infrastructure relates to major highway and rail infrastructure, electricity sub stations (primary), water sewage treatment works and wind farms. Future investments include highway and junction improvements, public transport improvements, renewable energy projects, investments in flood defence schemes and sewage treatment works and improvements to the County's broadband network. The proposed housing distribution set out in the County Durham Plan ⁽ⁱⁱⁱ⁾ plus strategic tourism projects have been included in order to anticipate physical infrastructure.

iii details contained in section 1 of this document

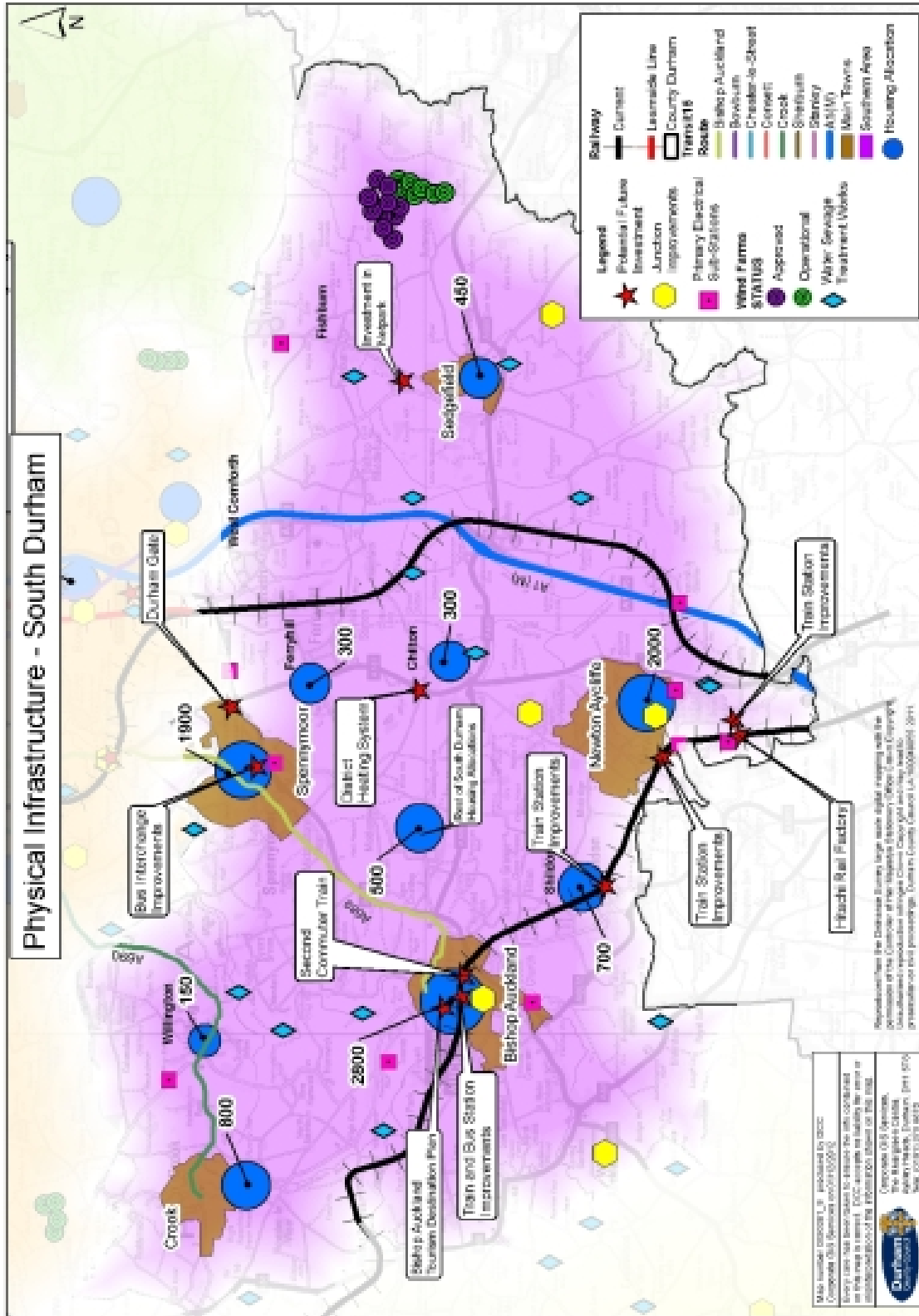
Map 1 Physical Infrastructure and Future Investments in North Durham



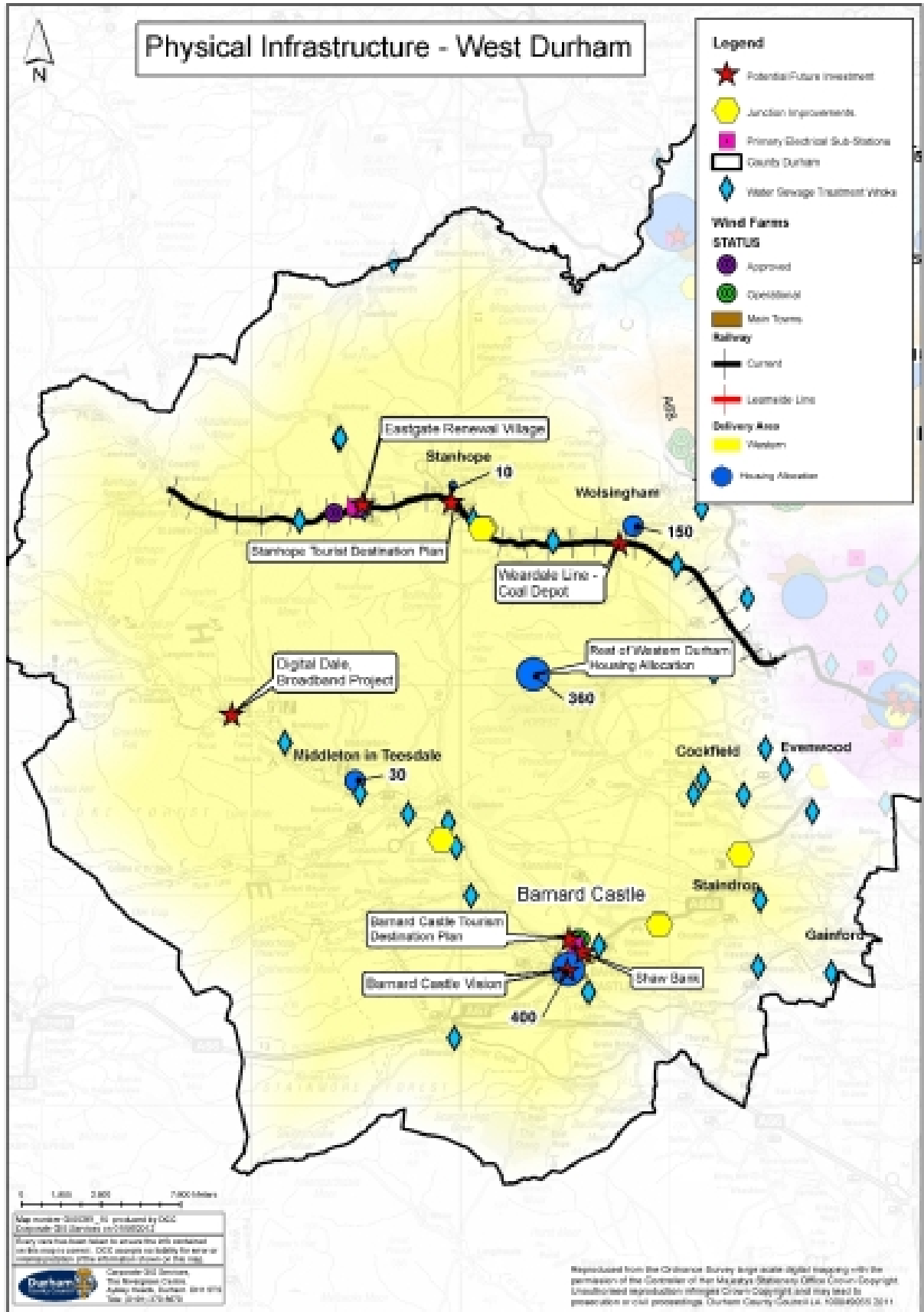
Map 2 Physical Infrastructure and Future Investments in East Durham



Map 4 Physical Infrastructure and Future Investments in South Durham



Map 5 Physical Infrastructure and Future Investments in West Durham



Transport

3.3 Transport and accessibility infrastructure supports the economy, promotes social inclusion and can deliver solutions that address the causes of climate change. Detailed transport policies are contained within the County Durham Local Transport Plan (LTP3) which promotes sustainable travel, although the County's dispersed settlement pattern causes various challenges. The following sections specifically address walking and cycling, bus, rail and highways infrastructure.

Walking & Cycling Infrastructure

Introduction

3.4 Healthy, active people are an essential component of vibrant places and indicate a strong socio-economic state. The relationship between social and economic trends and influences and their impact on choices over travel, leisure, tourism, environment, exercise, health and fashion means levels of walking and cycling can signify positive people and places where people want to live and invest.

3.5 Walking and cycling for travel, leisure and health are affordable and sustainable options which offer solutions to major economic and societal threats such as economic constriction, poor health, over-use of the motor car and social fragmentation.

Green Infrastructure Box

Rights of Way are a major GI component as they are the crucial link connecting people to both urban and rural green spaces, and are often 'gateways' to tourist attractions, as well as forming important habitat and wildlife corridors. Rights of Way improvements will incorporate GI principles where appropriate by ensuring they are bounded by linear GI where possible. Both existing Rights of Way and new Rights of Way will include GI features.

Assets

3.6 County Durham has excellent potential for the provision of high quality walking and cycling infrastructure to enable a greater uptake in these activities. The County already hosts over 3,500kms of Public Rights of Way and over 140kms of railway paths as well as several long distance routes, National Trails, cycle lanes and tracks, quiet roads, lanes and permissive routes which provide opportunities for commuters and leisure users. This is alongside facilities such as Hamsterley Forest which has high quality off-road walking and cycling trails for all abilities and Hardwick Park with excellent family and recreational facilities. However these facilities are not all accessible and interconnected by paths and cycle routes so work needs to be done to create comprehensive networks which enable more people to be more active, more often.

Delivery

3.7 Walking and cycling infrastructure in County Durham is delivered by the Council (with inter-connecting routes delivered by neighbouring authorities), Sustrans, public and private landowners (e.g. Forestry Commission, individuals), environmental organisations and trusts (e.g. Groundwork), private developers and partnerships (e.g. Area Action Partnerships). Good communication between partners is essential to create a comprehensive and well delivered physical network of paths and routes.

3.8 Improvements to the infrastructure for walkers and cyclists will have added benefits by making a more accessible network for other legitimate users such as equestrian users and those with pushchairs and wheelchairs. There is a strong economic case for prioritising walking and cycling infrastructure with impressive average cost ratio 20:1 compared to 3:1 for rail / roads^(iv). Furthermore, healthier workforces with reduced sickness absence make investment in active travel infrastructure an attractive option.

Priorities for Investment

Table 7 - Strategic priority routes identified in ROWIP^(v) and Cycling Strategy

Area	Scheme
Durham City, Seaham, Peterlee, Spennymoor	Access Prioritisation Areas
12 main towns	Cycle Super Routes in and between 12 main towns
Newton Aycliffe, Shildon, Bishop Auckland	Local Sustainable Transport Fund Area
Crook to Bishop Auckland	Multi User Route creation
Easington	Hart to Haswell – provision for equestrian and cyclists
Others	
	Using the Council's Assets – sale of land and dedication prior to sale
Barnard Castle to Bishop Auckland	South West Durham Heritage Corridor - Create Multi User Route
Pittington	Create MUR 1.8kms
Improvement of existing routes	

iv Sustrans

v Rights of Way Improvement Plan

Key evidence base for investments

- Rights of Way Improvement Plan;
- Cycling Strategy; and
- Local Transport Plan 3 (funding from LTP3 for walking and cycling schemes over the next 3 years is £500,000 per year).

Key evidence base for projects

- Matrix for Analysing Priority Improvements (MAPI) - desktop prioritisation system
- Access Prioritisation - audit, assessment and prioritisation process

Impacts of County Durham Plan

3.9 The County Durham Plan states that development proposals need to promote sustainable travel through a transport statement or by a transport assessment and travel plan. Local travel options will be promoted through ongoing improvements to the existing cycle and footpath networks including the existing National Cycle Network and other nationally promoted trails.

3.10 Existing Public Rights of Way and nationally promoted cycling and walking routes will be safeguarded through the Green Infrastructure Policy in the County Durham Plan. In addition, every new development will include high quality, attractive, convenient pedestrian and cycle routes which interconnect to the nearest existing infrastructure.

Bus Infrastructure

Introduction

3.11 Buses form the vast majority of public transport journeys in County Durham (over 25 million journeys in 2011). There is an extensive network throughout the County with more than 200 services covering approximately 4,000 stops. However, the dispersed settlement pattern and rural nature of the County means that some areas have better public transport accessibility than others. Urban areas and settlements along key economic/transport corridors tend to have better connections and a higher frequency of service than those in rural areas.

3.12 As well as providing and maintaining reliable, attractive and accessible bus services, it is also important to create and maintain an environment with the right level of information, customer care and safety. Together with the provision of bus related infrastructure (such as shelters and stops, interchanges and bus stations), this will allow people across the County to take advantage of bus transport.

Delivery

3.13 The majority (80%) of passengers are carried by bus services operated on a commercial basis which typically operate on routes between major centres and other settlements both within and outside of the County. Go North East and Arriva are the dominant bus operators in the County; Go North East operate mostly in the northern half of the county and Arriva operate mostly in the south. There are also a number of smaller bus operators that provide services on a more local basis and all operators are responsible for investment in the bus fleet, ticketing and frequency of journeys and routes.

3.14 The Council also provides financial support (over £3m per annum) to a number of 'socially necessary' bus services that are not otherwise commercially viable. These services provide access to education, employment, health facilities, and operate at non-peak times, and are a vital element in complementing the County's commercial bus network and maintaining social inclusion. The Council is also responsible for providing and maintaining a wide range of infrastructure that supports bus services including bus stop poles, flags and shelters, timetables and information displays as well as bus stations and interchanges. Effective partnership working between the Council and commercial bus operators support the delivery of an efficient and reliable bus service with all the associated infrastructure and information that an effective bus network requires.

Priorities for investment

3.15 Reduction in public subsidies: From 2011, the Council was required to make significant savings for the subsidising of public transport services. This was an indirect response to the reduction in Government funding support for local authorities. A total saving of over £1.3million was required to be made as part of the Council's medium term financial plan. A public consultation exercise allowed residents to have their say on which type of bus services they value most. Public consultation suggested the removal of Sunday bus services and the retention of a service beyond 8pm only on the busiest core routes, and reductions to some daytime services.

3.16 Whilst the spending reductions have had a significant impact on the provision of services operating under subsidy, the vast majority of the network (80%) has continued to be provided by operators on a commercial basis. As the subsidised services are less well used, 95% of bus passenger journeys have been unaffected by the cuts in bus services. During weekdays, all areas that are not served by conventional bus services have continued to be served by the ‘Link2’ dial-a-ride. On weekday evenings, most parts of the County have continued to have a bus service until around 8pm with the best-used subsidised services continuing until late evening. On Sundays, a core network has continued to operate commercially on the busiest routes, although the withdrawal of subsidised services mean that many places now have no bus service at all.

3.17 Transit 15 project: Transit 15 aims to provide better accessibility for people through improved bus priority and service improvements on seven key travel corridors into Durham City. It includes implementation of over 20 individual schemes where congestion and delay adversely affects bus journey times. The seven corridors into Durham City include: Birtley, Bishop Auckland, Consett, Coxhoe, Crook, Sherburn and Stanley. The scheme will continue to build on past investment in bus stations, bus stops, real-time information, bus priority and new vehicles by the Council and bus operators. Regional funding of £5million was made available to cover the cost of most of the improvements. Additional funding may be required from LTP3 to complete the scheme.

3.18 Accessibility of proposed development sites: The location of new developments has a significant influence on future travel patterns. An initial assessment of sites identified as having the potential for residential development has shown that many sites have better levels of public transport accessibility than others. More detailed assessment is now required to fully assess accessibility for the full range of sites. Those sites considered to have poor levels of accessibility would be required to provide improvements to bus services and infrastructure as part of planning agreements. The table below lists the proposed residential sites considered to have particularly poor levels of accessibility for local bus services. A wide range of accessibility issues have also been identified for other proposed sites.

Table 8 - Proposed residential development sites with poor accessibility

Reference	Delivery area	Settlement	Site name
7/SP/052c	Southern	Spennymoor	Whitworth Phase 3
4/DU/40	Central	Durham City	Land at Potters Bank NC011
7/SP/152	Southern	Spennymoor	Durham Gate
1/CO/13	Northern	Consett	South of Berry Edge Farm
4/MF/04	Central	Meadowfield	Land at Browney Lane (ME006)
4/BE/01	Central	Bearpark	Land North of Cook Avenue (BP001)

Reference	Delivery area	Settlement	Site name
4/CO/06	Central	Coxhoe	Land at Bogma Hall Farm (CO002)
1/CO/42	Northern	Consett	Templetown Phase 3
3/DV/02	Southern	Bishop Auckland	Land south east of William Street
1/LA/07	Central	Lanchester	Cadger Bank
1/CO/07	Northern	Consett	Laurel Drive
3/BA/04	Southern	Bishop Auckland	Former B B H Windings Ltd
1/ST/03	Northern	Stanley - East	Shield Row
1/ST/15	Northern	Stanley	Humber Hill
7/NA/187	Southern	Newton Aycliffe	Site O, Cobblers Hall
7/SP/293	Southern	Spennymoor	Land at Watson Court
7/SF/069	Southern	Sedgefield	Land south of Eden Drive
7/SP/052	Southern	Spennymoor	Whitworth
7/SP/052d	Southern	Spennymoor	Whitworth Phase 3
7/SP/223	Southern	Spennymoor	Thorn Lighting
7/SP/052b	Southern	Spennymoor	Whitworth Phase 2
6/SF/02	Western	Barnard Castle - Startforth	Land West of Startforth Morritt Memorial School
3/DV/03	Southern	Bishop Auckland	Auckland Park
3/BA/41	Southern	Bishop Auckland	Brack's Farm
3/BA/38	Southern	Bishop Auckland	Land North of Woodhouse Farm
6/SF/03	Western	Barnard Castle - Startforth	Land South of HM Young Offender Institution
5/SH/12	Eastern	Shotton Colliery	Bracken Hill
3/BA/31a	Southern	Bishop Auckland	East of Brack's Way
2/PE/06	Northern	Pelton	Land to rear of Elm Avenue
7/NA/313	Southern	Newton Aycliffe	Former Aycliffe School

Reference	Delivery area	Settlement	Site name
6/MT/09	Western	Middleton-in-Teesdale	Land South of Pennine Cottage
2/SA/17b	Central	Sacrison	West House Farm
1/CO/89d	Northern	Consett - Shotley Bridge	Blackfyne Community Sports College Site D
2/CH/38	Northern	Chester-le-Street	Land North of Conyers Avenue

Cross boundary issues

3.19 Whilst the LTP3 is directed at meeting the requirements of the residents of the County Durham area, the journey to work area is much wider with many cross boundary journeys being undertaken for employment, education, shopping and leisure purposes. Cross boundary links with Newcastle and Gateshead (Tyneside), Sunderland (Wearside) and Darlington, Stockton and Middlesbrough (STees Valley) are important destinations for local bus journeys originating in the County. Discussions with neighbouring authorities will identify cross boundary corridors that need to be improved, particularly in relation to development sites near to the County boundary. This will ensure comprehensive bus links with key destinations outside the County Durham area.

Impacts of County Durham Plan

3.20 The allocation of sites up to year 2030 will enable the Council to work with developers to identify deficiencies and focus required improvements to bus services and infrastructure. The Council will work in partnership with commercial bus operators to inform them of the location and scale of proposed developments and, where appropriate, to build new routes/services into their investment plans or cost possible improvements to bus services as sites come forward. The opportunity for using the CIL to fund required bus service improvements for a number of sites will be explored. Section 106 funding will continue to be secured for individual sites.

Rail Infrastructure

Introduction

3.21 County Durham, birth place of the railways, has historically benefited from strong inter and intra-regional rail links. This is still evident at Durham Station which has an hourly (usually sub 3-hour) service to London, as well as regular direct links to Newcastle, Edinburgh, Glasgow, Manchester, the West Midlands and the south west. The County's other remaining passenger routes have low line speeds and infrequent services which can make them uncompetitive with other modes. The County acts as a conduit for freight traffic passing through to other parts of the UK. Rail freight services are however currently limited with just three sites.

3.22 The Eddington Transport Study (December 2006) highlights the vital contribution passenger and freight rail services can make in support of economic development. The railways in County Durham are well placed to make a significant contribution to the economic regeneration in key areas and furthermore a feature of rail is that, unlike road and air, it also has the potential to contribute positively to a wide range of other policy objectives including climate change, quality of life, equality of opportunity and security.

3.23 The Council's vision for rail therefore is to develop and promote a sustainable and integrated rail network which is able to provide for the current and future needs of residents, businesses and visitors to County Durham and that will contribute to the economic growth and regeneration of the County.

Assets

3.24 There are currently four operational rail corridors running wholly within or through County Durham and one non-operational 'mothballed' route.

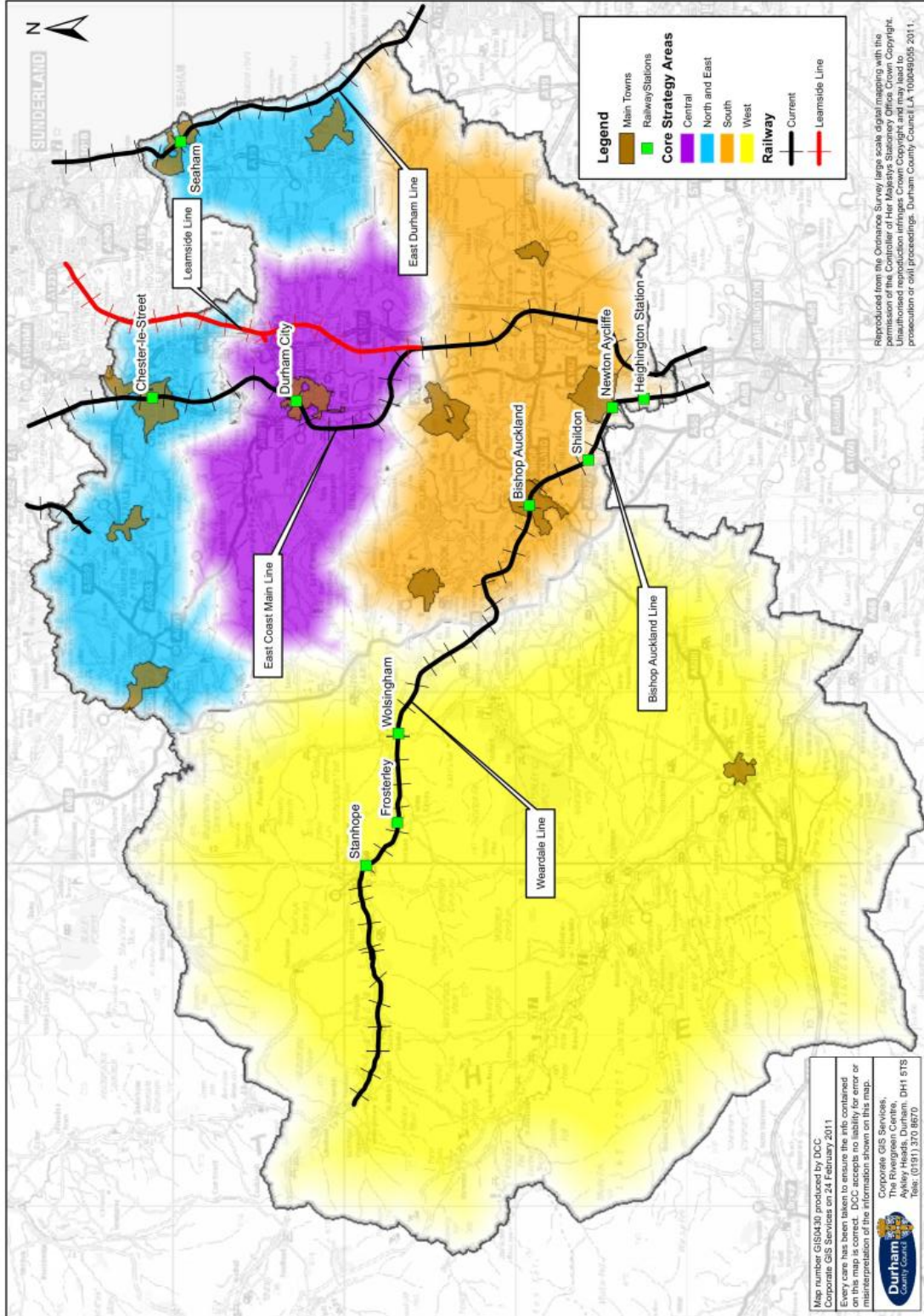
Green Infrastructure Box

GI can be embedded into rail infrastructure in a number of ways that relate to train stations as part of land surrounding railways. In order to create the right image for passengers, GI can be deployed in order to create the setting for investment or as part of an environmental improvement package for rail infrastructure.

3.25 East Coast Main Line (ECML): Owned by Network Rail, the ECML includes stations in Durham and Chester-le-Street. Passenger services are operated by East Coast, First Trans Pennine, Arriva Cross Country and Northern and there are various operators of freight services. A main issue is that the line operates as both a local line (e.g. for commuters) and a long distance express railway, which means there is a limit to the number of additional stations and services that can be added. There is an imbalance in the number of services to Durham station at different times of the day and too few services to Chester-le-Street.

3.26 Durham station's existing strong intra-regional links are a major asset, particularly given its proximity to the Aykley Heads strategic employment site. It would be possible to create a 15 minute even interval "turn up and go" service between Durham and Newcastle and between Durham, Darlington and York using the existing quantum of trains. This would generate user confidence in the service removing the need for reference to a timetable for these journeys and contributing to modal shift. The rail industry understands this aspiration but there are time-tabling constraints because the ECML links to other nationally significant stations.

Map 6 Operating Railway Lines and Stations in County Durham



3.27 Chester-le-Street already has significant passenger flows in excess of 197,000 per annum with strong commuter flows to the Tyneside conurbation. An enhanced service to one train per hour would consolidate Chester-le-Street's position as an access point to and from the national network, contributing to the town's Destination Delivery Plan and attracting passengers and business from an expanding catchment area. The role of the Riverside cricket ground as a sporting and conference venue would also be enhanced. Ensuring that all Trans Pennine services stop at Chester-le-Street to provide an hourly service may impact on user confidence outside County Durham. However, the Council will seek to ensure the next Trans Pennine franchise, likely to commence in 2014, will include additional services to Chester-le-Street station.

3.28 Bishop Auckland to Darlington: Owned by Network Rail, there are stations in Bishop Auckland, Shildon, Newton Aycliffe and Heighington. Passenger services are operated by Northern and freight services are operated by Colas rail for British Coal and Weardale Railway. The main issues are that services are infrequent, there are speed restrictions on the line, the Council funds a Sunday service, and the track layout at Darlington Bank Top affects trains to Teesside.

3.29 Bishop Auckland to Darlington railway is recognised in the County's Regeneration Statement as an asset running through the core economic area of South Durham containing the main towns of Bishop Auckland, Shildon and Newton Aycliffe providing a key gateway to the Durham Dales. Together with the Weardale Railway it forms a strategic railway tourism corridor linking the Darlington Railway Museum, Locomotion at Shildon and Weardale heritage railway. The railway tourism corridor complements the development of a series of major tourism attractions at Bishop Auckland, including the Saxon Church, Binchester Roman Fort and the development of Auckland Palace Park.

3.30 The proposed Hitachi train assembly plant at Heighington will provide a significant opportunity for growing passenger numbers and the profile of the route. Heighington Station will require capital investment which the Council can provide through LTP3 to bring it up to standard.

3.31 The designation of the Darlington to Bishop Auckland service as a Community Rail Service is an opportunity for awareness building of the route. The Council's Regeneration and Economic Development capital funding has been made available for improvements particularly at Bishop Auckland station where buildings are being improved to accommodate staff delivering the LSTF project 'South Durham Embracing Local Motion'. A significant, though not the only, constraint on service development is the track layout and absence of dedicated platform space at Darlington Bank Top station. The rail industry are looking at options for a station remodelling scheme and the County are working through the Community Rail Partnership to ensure the best outcome for the Bishop Auckland branch. Funding is yet to be confirmed but is likely to be from Central Government.

3.32 Durham Coast Rail Line: Owned by Network Rail, on the line this is the only station in County Durham is at Seaham. Passenger services are operated by Northern^(vi) and there are various freight operators. The main issues are that services are infrequent and there are speed restrictions on the line.

vi There is another service by Grand Central that runs through the County, but it does not stop at Seaham.

3.33 A new station at Horden Sea View is a Council priority and work is underway to deliver this. The new station seeks to connect deprived communities in the County with areas of opportunity as well as maximising inward investment opportunities by facilitating access to a wider labour market. Development and construction costs will largely be covered by the Council's capital budget although an application may need to be made to the Local Enterprise Partnership. Train operators are being approached to see if they are interested in stopping at the new station, which would increase the service frequency to two trains per hour and further enhance the business case for the station.

3.34 Stanhope to Bishop Auckland West: Owned by the Weardale Railway Community Interest Company, there are stations in Stanhope, Forsterley, Wolsingham, and Bishop Auckland (West). Passenger services are operated by Weardale Railways and freight services are operated by Colas Rail for British Coal and Weardale Railway. The main issue on this line is the linkage between Northern Bishop Auckland station and Bishop Auckland West.

3.35 The community rail service was withdrawn in January 2012 as passenger numbers were low. The passenger emphasis is now on the heritage operation two days per week between April to October with an enhanced service at holiday times and special Christmas operations. Though regular through working from upper Weardale to Shildon and Darlington is now less likely in the medium term the chain of attractions comprising the Head of Steam museum at Darlington North Road, National Railway Museum's Locomotion facility at Shildon and the Weardale Railway heritage operation can still be marketed as a very strong tourism attraction and economic driver.

3.36 The Weardale Railway are exploring options for new stations on the route starting with Witton-le-Wear and further freight movements based on mineral extraction in the Dale.

3.37 Leamside Line: This line runs from TurSDale Junction near Ferryhill to Pelaw in Gateshead via the west side of Durham and Washington, running close to the Nissan plant but not the residential parts of Washington. The line also runs to the west of South Hylton where the metro line from Sunderland terminates. It was mothballed in 1992 when the ECML was electrified and declared adequate for traffic demands at the time. Since then there has been a significant growth in passenger and freight traffic on the ECML which is now close to capacity between Northallerton and Newcastle.

3.38 The Line would be a significant and regionally important piece of transport infrastructure in providing additional capacity to relieve the existing two track railway between Northallerton and Newcastle. Alternatively it could potentially be a high speed route by virtue of its largely straight alignment. Since the last services were withdrawn, the Council has tried to preserve the corridor as a linear asset however estimated reinstatement costs of up to £100m have prevented any progress in reopening the line to date. More recently there has been support from the Highways Agency who recognise the potential of the line as a cost-effective way of addressing the capacity issues on the A1(M) Western by-pass. The scheme also has the support of from other local authorities including Sunderland City Council who protect the route in their Local Plan.

Impacts of County Durham Plan

3.39 Housing and employment growth at Bishop Auckland will be promoted through the County Durham Plan. There is major investment occurring at Bishop Auckland in terms of a station upgrade and the extra service that Northern Rail is adding at peak times will improve the linkages between Bishop Auckland, Weardale, Darlington and the ECML. There is good access to jobs at the Excel Centre and in Newton Aycliffe via the station at Heighington Lane. Population and housing growth forecasts for Peterlee could also improve the business case of providing a new station on the Durham Coast Line.

3.40 Transport policies within the County Durham Plan will safeguard infrastructure sites around the Leamside Line and Peterlee/Horden areas and support the improvement of freight links.

Highways Infrastructure

Introduction

3.41 The majority of people in County Durham are reliant on road infrastructure for transport. The settlement pattern of 12 main centres and 300 smaller dispersed settlements does not lend itself to efficient and effective public transport.

3.42 The efficient movement of freight and people is crucial to a functioning economy. In turn, this relies on well developed and maintained transport assets where the performance of road links and junctions on key transport corridors, for both vehicular and pedestrian traffic, matches the demand made upon them.

3.43 The Highways Agency has responsibility for maintaining and improving the Strategic Road Network (SRN) - the A19, A66 and the A1(M). The Council has responsibility for maintaining and improving the entire local road network as well as delivering LTP3 for County Durham.

Green Infrastructure Box

The public realm associated within highways, and the spaces required for them means they are ideal hosts of GI. Streets, verges, medians and highway boundaries are well suited to ensuring that GI is built into the initial design of new roads and retrofitted to current roads. Well designed and located tree planting, meadow, or sustainable urban drainage or multi user routes alongside roads can be beneficial to bring higher quality landscape, air quality improvements, reduced run off, improved quality of place and perceptions of areas, biodiversity benefits and increased sustainable transport use and health.

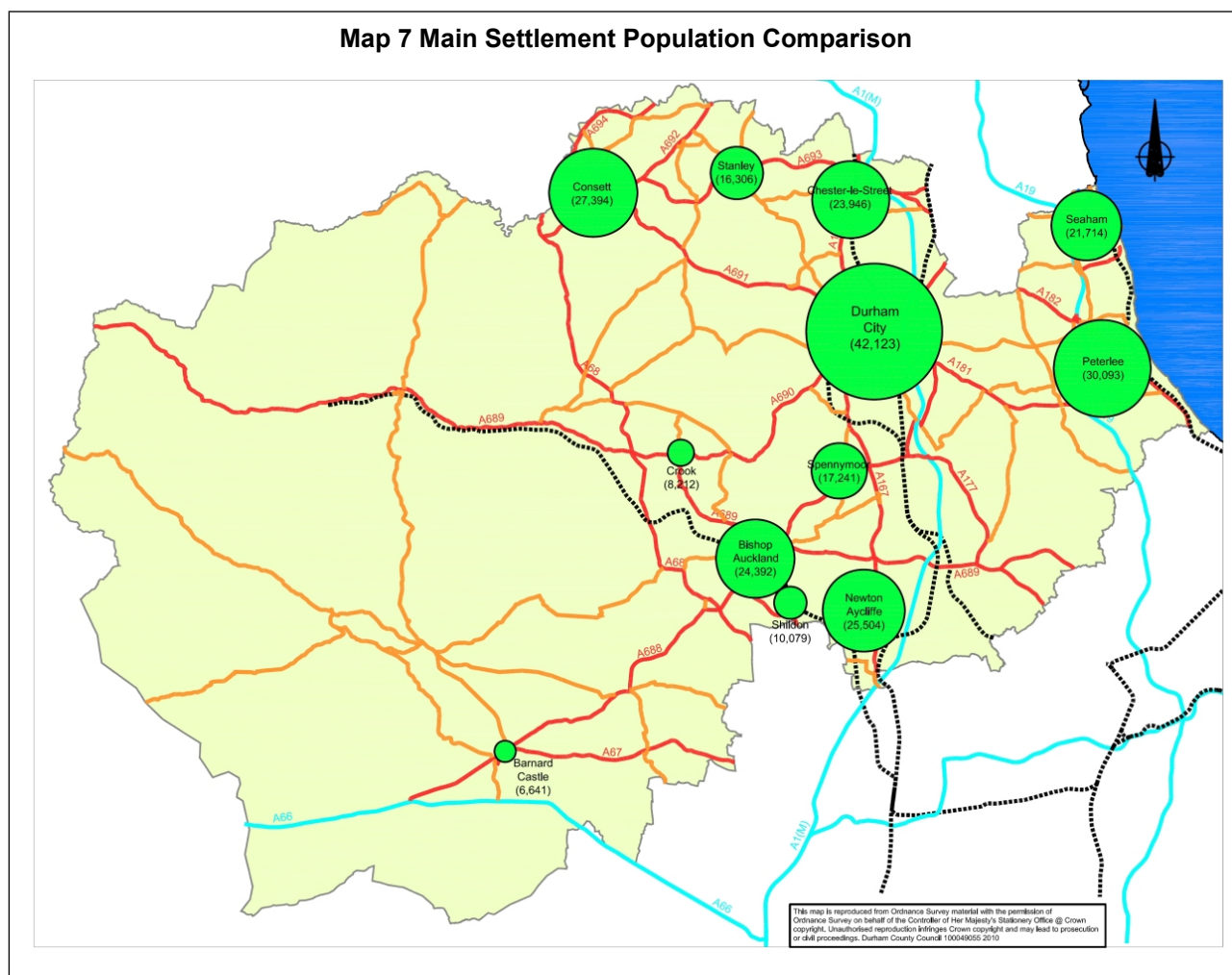
Assets

3.44 **The Strategic Road Network in County Durham:** The A1(M) motorway is one of the County's most important economic assets in terms of facilitating strategic access to, from and within the central corridor of County Durham. It provides the north-south link

through the centre of the County ultimately connecting the South of England with the Scottish border. Newton Aycliffe, Sedgefield, Spennymoor, Durham City and Chester-le-Street are all located close to this nationally important economic/transport corridor.

3.45 The A19 provides a north-south link through the east of the County linking Peterlee and Seaham to Tyne & Wear and Tees Valley. The A66 provides an east-west link to the A1(M) in the east to the M6 in the west which is the main north-south strategic highway link in the North West of England.

3.46 Map 7 shows that the County's population centres are close to the SRN which are coloured blue. The map also shows the major local roads in County Durham.



3.47 The Local Road Network in County Durham: The principal or A-road network through the County supplements the longer distance role of the strategic north-south routes through the County as well as providing east-west and more localised connectivity to services and employment. These A roads are known as 'economic/transport corridors' in the LTP3. Each corridor will be prioritised for improvement over the life of the LTP3. Progress will of course depend on the level of funding available each year.

3.48 The key A-roads in County Durham are:

- A690* provides linkage between Durham City and Sunderland in the east and to Crook & Weardale in the west;
- A691* provides connectivity from Consett in the west into Durham City;
- A692* provides connectivity to Tyne & Wear for Derwentside and the north west of the County;
- A693* is the main lateral corridor in the north of the County, linking Consett, Stanley and Chester-le-Street,
- A167* links Chester-le-Street in the north and Newton Aycliffe in the south of the County;
- A177 links Sedgefield and NETPark to the A1(M);
- A66 is a key route to Cumbria in the south west of the county, connecting locally with Darlington and the TeesValley;
- A68 has a tourist role to/from the Scottish Borders and links Consett and Tow Law to the west of the County as well as linking the County with Northumberland;
- A688 is the main corridor linking the A1(M) and serving the rural Teesdale and providing access to the A66;
- A689 is the main lateral corridor serving rural Weardale, the mid-part of the County and linking with Cumbria; and
- A694 is a key route from Consett into Newcastle via Rowlands Gill.

*The A167, A692, A693, A691 and A690 are priority corridors in the first 3 years of LTP3

3.49 With County Durham being predominantly rural, there are also some significant B roads that play an important social role and supporting role to the transport/economic corridors within County Durham, especially roads that link settlements in the rural west.

Priorities for investment

3.50 In terms of congestion or traffic 'hotspots' both the Highways Agency and the Highway Authority have a good understanding of where they occur in County Durham. Knowing where the 'hotspots' are allow us to plan for new highway infrastructure.

3.51 Local road network: On the local road network, the Highway Authority is aware of where roads in the County are above the '85% flow to capacity' accepted national standard for congestion. However, it is often the impact of junctions on the network that cause the most disruption to traffic flows.

3.52 LTP3 priorities for investment to highways and junctions are listed in table 9 below. All LTP3 junction improvements are mapped on the physical infrastructure maps using yellow hexagons.

Table 9

Delivery Area	Settlement	LTP 3 Road & Junction Improvements
North Durham	Consett	<ul style="list-style-type: none"> ● C10a Villa Real Realignment ● Delves Lane Relief Road ● A692/A693 Broom Lane Roundabout
	Stanley	<ul style="list-style-type: none"> ● A693 roundabout, Stanley bypass. ● A693/C11 Oxhill - Traffic Signals Improvement
	Chester-le-Street	<ul style="list-style-type: none"> ● A167/A693 Northlands Roundabout
	Rest of North Durham	<ul style="list-style-type: none"> ● Pelton - A693/C5 Junction - Junction signalisation ● Burnopfield - Realignment of A692, at Crookgate Bank ● Ouston to County Boundary Improvement ● Bournmoor Improvement
Central Durham	Durham City	<ul style="list-style-type: none"> ● Sunderland Bridge Junction ● Trout Lane Roundabout A691 ● B6532/Unc. 19,12 - junction improvement ● Browney Lane Link Road Signalisation
	Rest of Central Durham	<ul style="list-style-type: none"> ● A690 Rainton Gate Junction Signalisation ● A688 Bowburn Services Roundabout ● Bowburn Industrial Estate access ● Coxhoe Relief Road
East Durham	Peterlee	<ul style="list-style-type: none"> ● A19/B1320 junction
	Seaham	<ul style="list-style-type: none"> ● B1404/B1285 - Traffic Signal Improvement
	Rest of East Durham	None.
West Durham	Barnard Castle	None.
	Rest of West Durham	<ul style="list-style-type: none"> ● Shittlehopeburn to Frosterley Improvement ● Mickleton - Croft Yorkes Realignment
South Durham	Bishop Auckland	<ul style="list-style-type: none"> ● West Auckland Bypass Stage 3 ● C130 Cock Hill Road/Escombe Road Signalisation
	Newton Aycliffe	<ul style="list-style-type: none"> ● Rushyford to Aycliffe Improvement
	Rest of South Durham	<ul style="list-style-type: none"> ● Sedgfield to Thorpe Larches SB Re-profiling

*City Centre modelling work should inform this section when IDP/County Durham Plan is submitted.

3.53 Years 1, 2 and 3 of the LTP3 , is intended to address up to five of the economic/transport corridors across the County - A167, A692, A693, A691 and A690 - by improving key junctions. The selection of these corridors for early implementation is influenced by their importance to the travelling public and the movement of goods. These corridors also mirror those being addressed under Transit 15, but the existence or prospect for other funding (from planning obligations for example) to help meet the costs of improving the infrastructure is also a factor to be taken into account.

3.54 Within Durham City, the highway network currently experiences congestion and delay especially in the peak hour periods. Areas where specific problems exist, or are predicted, include the A167 to the west of the City Centre, the A690 approaches on both the east and west and the A691 approach from Sniperley. The most significant problem area however is within the centre of the City on the Milburngate crossing of the River Wear. Current traffic flows indicate that this section is almost 30% over-capacity, and future traffic growth within the City will only exacerbate this situation.

3.55 Strategic Road Network: The Highway Agency's traffic modelling software has been used to compare the impact of the County Durham Plan to the scenario '2030 Reference Case'. The 2030 Reference Case is the model for future traffic growth without including the proposals of the County Durham Plan. The County Durham Plan scenario has been modelled with and without the relief roads.

3.56 The traffic modelling^(vii) work indicates that the area where the most significant increases in journey times occur is on the approach to Junction 63 of the A1(M) at Chester-le-Street. The County Durham Plan scenarios increase the impact on the junction over the 2030 reference case with a significant increase in delay on the A693 approach to the roundabout and increased in off-slip delays. This is due to the higher levels of development traffic heading into the Durham area with the aspirations of the County Durham Plan. The inclusion of the Durham relief roads slightly mitigates the impact at this junction with fewer vehicles routing this way and instead using the relief roads.

3.57 Due to the impact of the Plan on Junction 63, the Council is currently costing the improvements required and developing an understanding of when junction improvements will need to be delivered. It is likely that the Council will seek CIL contributions to help pay for the Junction 63 upgrade.

Cross boundary issues

3.58 What happens on the highway network outside of County Durham can have a major impact on planning for County Durham. The relevant example is the impact that growth in County Durham could have on A1(M) western by-pass of Newcastle. The Highways Agency see reducing congestion on this stretch of A1(M) as their priority. The impact and potential of the Leamside Line is considered in the rail infrastructure section.

3.59 Relations are being forged with neighbouring authorities to improve traffic management across boundaries. Urban Traffic Management Control is a key cross boundary issue and there is a proposed joint system being considered across Tyne and Wear.

vii Highways Agency - County Durham Plan Meso Modelling 2012

Impacts of County Durham Plan

3.60 The County Durham Plan seeks to allocate housing and employment within and around the main towns in the County, with a particular focus on Durham City. All traffic modelling work has taken into account emerging housing, employment and retail distributions in the County Durham Plan. The key issue emerging is the focus on Durham City and the infrastructure requirements to support growth in Durham City. The Northern and Western Relief Roads are proposed as potential elements of a transport solution that seeks to address the impact of new business and housing in the City. Road improvements are the single most expensive infrastructure requirement in the IDP.

Utilities

Broadband Provision

Introduction

3.61 Internet usage has boomed in the last 15 years and now plays a key role as a communication tool for people and businesses in every industrial sector across the world. The Government has pledged to ensure that the UK has the best superfast^(viii) broadband network in Europe by 2014/15. An effective broadband network supports economic growth, gives consumers greater choice and prices will be reduced. The delivery of public services will be more efficient, cost effective and more inclusive.

Assets and delivery

3.62 The County’s broadband infrastructure is largely delivered and managed by private sector providers but in some more sparsely populated areas the public sector is involved in addressing gaps. The availability, quality and costs of broadband vary substantially across the County.

3.63 Factors that affect broadband quality include the distance of the line from the telephone exchange serving it, the gauge and quality of the wires or cable, the number of connections on the line between the exchange and the premises, interference from radios or electrical equipment, and the quality of the equipment customers use. Although the internet can be accessed wirelessly in some locations, broadband is traditionally delivered through wired and fibre optic networks. Areas that are unlikely to be served by the private sector include those within and surrounding villages as set out in table 10:

Table 10 - Areas Unlikely to be Served by Private Sector

Annfield Plain	Cornsay	Shotton Colliery
Hesledon	Esh Winning	Bowburn
West Rainton	Byers Green	Bishop Middleham
Stanhope	Wolsingham	Greta Bridge

viii 24 Mbps or greater

Middleton-in-Teesdale	Howdon-le-Wear and Escomb	Cockfield
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3.64 The fastest speeds are concentrated in the more central and eastern areas of the County, although, in general, the speeds are far lower than in urban parts of the North East. The number of adults connected to the internet at home is lower than the national average and the UK average for urban areas. Connectivity is lower in County Durham than in Northumberland and Cumbria and significantly lower than the UK average for rural areas. In terms of broadband availability at home, County Durham also has lower levels than national averages, but equal to Northumberland and Cumbria. Satisfaction with broadband services is also lower in County Durham than the UK average and the averages for urban and rural areas of the UK.

Priorities for investment

3.65 In March 2012, County Durham and Gateshead's joint bid for Government investment in its broadband infrastructure was approved as part of a £34m programme. Anticipating that the telecoms companies would deliver superfast broadband to just 40% of the County, the Digital Durham programme will ensure 100% of properties in the County have superfast broadband by the end of 2016/17. Key objectives include:

- Renovated computer equipment for individuals, families and communities through the Digital Skills 4 Durham (DS4D) programme by the end of 2011/12;
- A network of Local Broadband Champions in all of the areas targeted for improved access to digital services with an associated training and engagement plan by then end of 2012;
- Public internet WiFi access from all Council occupied buildings by the end of 2012/13;
- 60% of premises to have 30 Mbps or greater by the end of 2013/14
- Public internet WiFi access from all community buildings by the end of 2014/15;
- 90% of premises to have 30 Mbps or greater by the end of 2014/15 and 100% of remaining premises to have at least 2Mbps; and
- 100% of premises to have 30 Mbps or greater by the end of 2016/17.

Cross boundary issues

3.66 The Digital Durham programme focuses on upgrades to physical networks and broadband exchanges within County Durham and Gateshead. Generally these exchange areas are relatively small because, as outlined above, the quality of both WiFi and wired broadband deteriorates rapidly as the distance from the exchange increases. Although some exchange areas may cross into other local authority areas, County Durham would benefit little from upgrades to exchanges outside the County in the same way that other local authority areas will benefit little from improvements in County Durham.

Impacts on County Durham Plan

3.67 The County Durham Plan will facilitate the development of additional residential and non-residential properties, which is likely to drive demand for broadband. Most businesses will demand a reasonable standard of broadband, so new commercial property should be primarily developed in and around larger towns and villages which will offer the

best choice of broadband providers and the highest speeds. All property with public access that is owned by the Council will have good quality broadband, so the County Durham Plan should also try to focus new development close to public facilities in town centres whenever possible.

3.68 Quality broadband may reduce the need for people to travel at peak times or altogether for certain journeys, which can reduce pressures to develop the capacity of road networks. Broadband can enable people to get access to public transport information, including real-time information, which may lead to greater use of public transport. Broadband-enabled public transport may also mean people can work as they travel and could reduce the need for some people to rely on cars.

Energy

Introduction

3.69 The supply of electricity and gas is a vital part of the County's infrastructure. Energy suppliers have made a commitment to make the transition to more sustainable forms of energy. There are also growing opportunities for consumers to choose suppliers and the sources and types of energy they use and also to generate their own. Other forms of energy such as solid fuels (e.g. wood, coal) are also used but electricity and gas are the main sources for most properties.

Assets and delivery

3.70 Northern Powergrid is responsible for delivering electricity to homes across County Durham and Northern Gas Networks is responsible for delivering gas. The County has 27 primary electricity sub-stations which have enough power to supply 12,000 homes, Secondary sub-stations spread across the County provide at a very local level for around 400 homes. The gas network includes pipelines that supply premises across the County.

3.71 There has also been a recent trend in new domestic and business solar photovoltaic and wind installations (less than 5MW) due in part to the 20 to 25 year feed-in tariff (FiT) payments that are available. With FiT levels reduced from April 2012, it is likely that installations of Solar PV will taper off however the FiT remains a key driver in the installation of small scale wind and micro hydro.

3.72 The renewable heat incentive (RHI) is also a key driver that will increase the use of low and zero carbon technologies that generate heat. The RHI, due to start in 2013, will support installations of heat pump technologies, solar thermal and biomass technologies.

Green Infrastructure & Renewable Energy

GI has a role to play in providing high quality mitigation, enhancement and compensation for schemes, such as providing structural woodland planting for wind farms, or for providing a resource for biomass facilities. The application of GI within renewable energy development can lead to enhancements for access, biodiversity and improved recreational areas for health.

Priorities for investment

3.73 The development numbers set out in the County Durham Plan do not concern Northern Gas Network or CE Electric in terms of any major new capital investments and they are happy they can improve the network as development sites come forward over the plan period. The main investment priorities relate to the maintenance of the County's electricity and gas networks in order to maintain services and meet regulations. There is a continuing emphasis for energy suppliers to make the transition to renewable energy sources as well as the development of new technology that supports it. Although not necessarily priorities, there are a number of opportunities to implement more renewable energy solutions in the County, including:

- **Wind:** In County Durham large-scale wind energy developments are unlikely to continue on the same scale as in the last 5 years because of constraints on remaining sites. Proposals continue to come forward, including a proposal in excess of 50MW at Bradbury Carrs, South of Sedgfield which is classed as a nationally significant infrastructure project on account of its proposed capacity, and will be therefore determined by the Infrastructure Planning Commission. Medium-scale wind installations will have the greatest impact on infrastructure and turbines on a scale of 6 to 100 KW could lead to the need for improvements to secondary sub stations, especially those in rural areas.
- **Bio-energy:** Bio-energy is derived from plant material and animal waste and can be used to generate electricity and heat. In large scale applications the generation of electricity is the main output, however heat can also be supplied during the process through Combined Heat and Power (CHP) which could be used as part of a heat network (see district heating below). There is currently one large operational facility in County Durham, a 17MW direct combustion bio-energy plant at Chilton owned by Dalkia which burns waste wood to produce electricity for the national grid. There are opportunities to increase the use of small-scale bio-energy with the County, especially in off-gas areas which currently use expensive fuels such as gas, oil or coal. Areas that have access to community woodland should be encouraged to use it as a biomass resource.
- **District heating:** Heat mapping work has identified that Durham City has potential to support a district heating scheme although it will require a significant amount of new infrastructure and rely on the development of key strategic sites. There is also potential for district heating to support proposed housing sites at Sniperley and Mount

Oswald in Durham City, at Chilton in relation to the Dalkia Energy Centre, at Eastgate and at Newton Aycliffe.

- **Landfill gas:** Around 10MW of energy is generated from landfill gas management systems at active and closed landfill sites across the County. Landfill gas is one of the largest sources of methane emissions; a potent greenhouse gas that is 21 times more harmful than carbon dioxide.
- **Hydro:** Hydro power represents a relatively under-utilised resource in County Durham. Existing schemes mainly generate energy for use on-site rather than export. However, there are potential opportunities to use reservoirs and rivers in order to produce electricity and for small scale domestic and community use.
- **Electric Vehicles:** For both economic and environmental reasons it is important to assist the development of the low carbon economy in particular with the North East being a low carbon economic area. An element of this new economic outlook is looking to more sustainable travel and support for a growing market for electric vehicles in the region. As part of this approach, the provision of electric charging points within the public realm needs to be pursued to provide the essential confidence for drivers arising from range anxiety.

Impacts of County Durham Plan

3.74 The main issues that the County Durham Plan needs to reflect and relate to changes in the way both gas and electric energy are consumed, particularly more energy efficient technology and the proliferation of small-scale energy generation. More energy efficient home appliances and the ongoing economic downturn are combining to reduce overall demand for energy. Other challenges include:

- The growing use of photovoltaic and small-scale wind turbines to generate energy means electricity sub-stations need to be upgraded to enable them to manage supply and demand in changing weather conditions and different times of the day.
- In some areas, particularly those without gas, there is growing use of heat pumps which use electricity to generate heat and can lead to power surges, especially during mornings.
- A surge in the demand for electric vehicles could also lead to the need for significant infrastructure upgrades. This is needed in order to respond to additional demands for electricity which may contrast with traditional consumption patterns (e.g. growing demand at traditional off-peak times of the day).
- The development of a market for electric vehicles in the County will be supported by exemption from parking charges for at least 5 years from April 2011 at recharge parking bays. A programme of providing electric charging points in public areas in the main towns and developing planning guidelines for the provision of charging points in new commercial and residential developments will be supported.

Water Management

Introduction

3.75 A critical component of the infrastructure required to support new development is associated with water; the provision of clean water for domestic drinking and washing and industrial processes; the safe disposal of wastewater; and protection from flooding. In County Durham, the key issue relating to water infrastructure and strategic planning, is the timing of Northumbrian Water's (NWL) investment in Sewage Treatment Works (STWs).

3.76 There are three key organisations involved in water management in County Durham, including NWL, the Council, and the Environment Agency. As a key part of the Infrastructure planning process, the three organisations above have been working together on the The Water Cycle Study (WCS), which includes a Surface Water Management Plan and the Strategic Flood Risk Assessment. The WCS assesses the potential impacts of growth on:

- Water supply;
- Water sewerage treatment plants;
- Water quality; and
- Surface water flooding (Surface Water Management Plan).

3.77 The WCS identifies tensions between growth proposals, existing infrastructure and environmental requirements and identifies potential solutions to address them. The Surface Water Management Plan (SWMP) identifies critical areas in County Durham that are prone to flooding.

Delivery

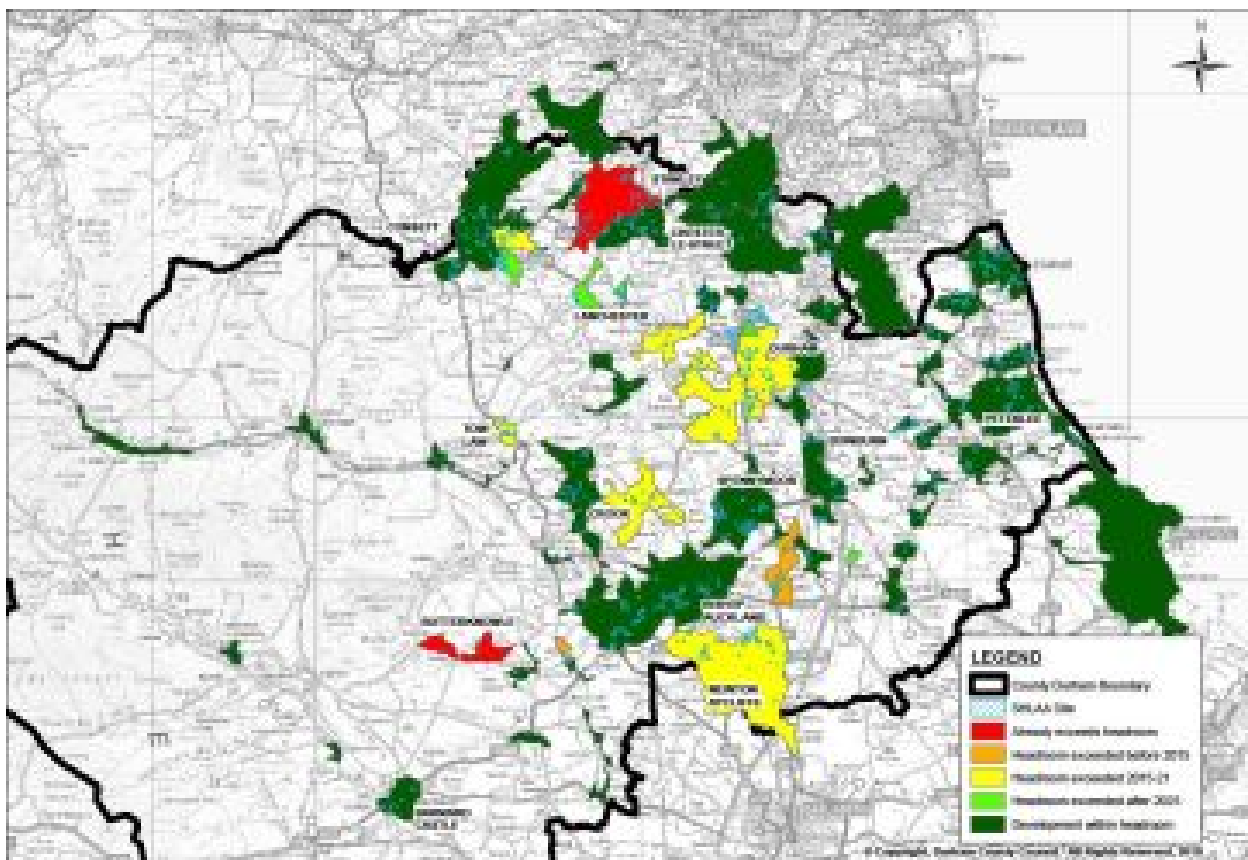
3.78 Impact of development on water resources and water supply network: NWL has two Water Resource Zones (WRZ); Kielder WRZ and Berwick WRZ. County Durham falls within the Kielder WRZ which is not forecast to experience a deficit in water resources or water supply in the long term. The River Wear and Tees are regulated by the presence of Kielder Water; Northern Europe's largest man-made lake which has capacity to hold 200,000ML of water. The Kielder Water Scheme allows transfers to be made between the major north east catchments and allows water resources to be used to a fuller extent if and when needed. In addition there is also Derwent Reservoir within the County. There is sufficient resource in the WRZ to address future demand.

3.79 In terms of the supply network, NWL has reviewed the Strategic Housing Land Availability Assessment (SHLAA) sites. The review found that 75% of the SHLAA sites could be accommodated by the existing water supply infrastructure. The remaining sites would require some investment in the pipe networks to supply water to the proposed housing developments. Investment will be required to address poor water pressure and getting water to sites at a higher elevation. Areas where investment would be required include Consett, Annfield Plain and Newton Aycliffe. NWL advised that the need for investment in the water supply network would not prevent or hinder development taking place. The necessary works would be funded through fees obtained by NWL from the developer.

3.80 Impact of development on sewerage treatment works (STW): Due to the large geography of County Durham the provision of STWs is one of the major infrastructure challenges in County Durham. There are around 70 water sewerage treatment plants in the County, (59 of which will be affected by suitable sites within the SHLAA) as well as an extensive river network. As part of the WCS, NWL provided the catchment areas for each of their STWs which enabled the forecast housing development to be grouped by STW so that the cumulative impact of development could be evaluated.

3.81 Map 8 below highlights the following issues in the existing STW capacity in County Durham in relation to future potential development sites.

Map 8 - Sewerage Treatment Works Headroom



3.82 The following areas have capacity issues:

- **Consett:** Consett is served by four STWs. There has been recent investment in the main STW at Ebchester treatment works and this resolved most capacity issues in the Consett area. However, smaller STWs at Crookhall and Knitsley (serving Delves Lane) may reach headroom in 2018/19 and in 2025/26 respectively, based on current housing projections.
- **Stanley:** Recent Investment at Hustledown (South Stanley) has resolved capacity problems in this area of Stanley. However, the other main STW serving Stanley at East Tanfield is above headroom now so development in this catchment will need to be managed through the phasing of housing allocations.

- **Durham City:** Four of the five STWs serving Durham City will reach capacity in 2016/17 based on current housing projections. Therefore, significant investment is required from NWL to provide adequate headroom for development to proceed.
- **Central Durham:** Bearpark and Aldin Grange will reach headroom at 2018/19 based on current projections. Witton Gilbert and Langley Park will be 28 houses above headroom in 2015/16. The Browney STW that serves Durham City, Ushaw Moor, New Brancepeth, Langley Moor and Meadowfield will reach headroom capacity in 2019/20 based on current housing projections. Lanchester and Burnhope will be 50 houses above headroom in 2026/27.
- **Newton Aycliffe:** Headroom at the Aycliffe STW will reach capacity in 2020/21 based on current projections.
- **Shildon:** Headroom at the Aycliffe STW (which also serves Shildon) will reach capacity in 2020/21 based on current projections.
- **South Durham:** Windlestone STW serves Chilton and West Ferryhill and will reach headroom capacity in 2014/15 based on current housing projections. Willington STW serves Willington and Hunwick and will exceed headroom capacity in 2017/18 based on current projections. Ramshaw STW serves North Evenwood and will exceed headroom capacity in 2014/15 based on current projections. Bishop Middleham STW will reach headroom capacity in 2029/30 based on current projections.
- **West Durham:** Tow Law will reach headroom capacity in 2015/16 based on current housing projections.

3.83 As the County Durham Plan progresses towards a submission draft, further work between partners should yield a more accurate assessment regarding where future investment is required and at what time.

3.84 Water quality: There are a number of watercourses across County Durham that are currently failing EU Water Framework Directive (WFD) targets and are at risk of not achieving WFD objectives by 2015. The reason for the failures may in part be because of discharges from STWs and the Environment Agency has a programme of measures to improve these watercourses.

Green Infrastructure Box

GI should be a key principle underpinning the effective management of water and flooding. Green solutions such as Sustainable Urban Drainage systems, and green roofs all the way up to managed realignment and new wetlands all provide opportunities to improve access, biodiversity, increased perceptions and recreation, as well as delivering high quality water management solutions. GI can play a role in slowing down urban flow and also improve water quality as required through the Water Framework Directive.

3.85 Surface water: Flooding from surface water presents a risk across County Durham, particularly in the urban areas. The Risk Assessment component of the County's Surface Water Management Plan identified broad locations that are vulnerable to surface water flooding which have been called Surface Water Risk Areas (SWRAs). The areas at greatest risk are:

- Durham City;
- Newton Aycliffe;
- East Stanley;
- Bishop Auckland;
- Lanchester;
- Crook;
- Chester-le-Street; and
- Burnopfield.

3.86 New developments present the best opportunities to manage the risk of surface water flooding - particularly the development of combined sewer networks. The following housing sites provide opportunities to manage the risk of surface water flooding:

- 2/CH/08, 2/WA/01 and 2/WV/02, Chester-le-Street;
- 3/CR/02, Crook;
- 4/DU/107 and 4/DU/71, Durham City;
- 3/SJ/02 and 3/SJ/03, St Johns Chapel;
- 3/WE/05, 3/WE/04 and 3/WE/02, Westgate;
- 3/FR/04 and 3/FR/03, Frosterley; and
- 1/ST/03, East Stanley.

Priorities for investment

3.87 NWL projects are funded through a 5-year Asset Management Plan worth around £80m which will focus on preventing flooding (see the IDP schedule), including improvements in:

- Lanchester;
- Bearpark;
- Witton Gilbert / Langlely Park;
- Browney;
- Willington;
- Ramshaw;
- Bishop Middleham; and
- Durham City.

3.88 The Council will work in partnership with NWL to highlight when development sites are coming forward to help influence NWLs investment schedule.

Impacts of County Durham Plan

3.89 The County Durham Plan has an emphasis on delivery and the phasing will be dependent on issues such as known infrastructure constraints. Therefore, there is the need for a close relationship between partners and for iterative working in strategy formulation. It is not anticipated that there will be any problems with water supply in County Durham although this will be analysed in greater depth in the Water Cycle Strategy. The County Durham Plan will include policies that protect and enhance the water environment, making prudent use of water resources and encouraging the use of Sustainable Urban Drainage System (SUDS).

3.90 With regard to funding future projects for capacity upgrades, because of the WCS and the County Durham Plan, NWL has a greater understanding of the timing/phasing of the proposed growth. NWL will fund treatment upgrades if they are deliverable. The Council and their partners will need to demonstrate firm commitment with a greater emphasis on delivery. As the Council moves from County Durham Plan 'preferred options' to submission draft, NWL will be able to plan more accurately the future impact of development and build any upgrades to treatment into their investment programme. The WCS has flagged up Durham City and Newton Aycliffe as two areas where investment may be required in order to accommodate growth.

3.91 The Surface Water Management Plan (SWMP) information demonstrates that the Council's growth and regeneration aspirations can be supplied with due regard for flood risk. The SWMP will make recommendations to developers regarding certain sites/development areas and this information can be fed into the IDP as well as the Green Infrastructure Strategy where relevant.

Minerals Infrastructure

Introduction

3.92 County Durham has a complex geology, giving rise to an abundance of energy and non-energy mineral resources. Some of these minerals are of national or regional importance. In quantitative terms aggregates are the most important minerals worked in County Durham. There are thirty quarries and mineral sites with valid and up to date planning permission for mineral extraction in County Durham^(ix). Mineral extraction and processing is undertaken by a range of private companies.

Assets

3.93 In 2010 County Durham's quarries produced 164,000 tonnes of sand and gravel and 2,056,000 tonnes of crushed rock^(x). In addition in 2010 the County also produced quantities of agricultural lime, dolomite of sufficient high quality to be used in the steel and chemical industries, quantities of brickmaking raw materials, natural building and roofing stone and coal produced by surface mined methods.

ix Permitted reserves in these sites form part of the respective landbanks for crushed rock and sand and gravel. The majority of these sites are currently active although several are inactive and not currently been worked by operators. Some of these sites are also being progressively restored as working continues within the sites, and a number of other sites are only being restored or are now in their aftercare period.

x Magnesian Limestone, Carboniferous Limestone and Dolerite.

3.94 County Durham also contains important reserves of industrial minerals which are nationally scarce and are essential for a range of industrial operations including steel production and glass manufacture.

Delivery

3.95 Due to the complexity of issues that need to be considered in considering proposals for new working, long lead in times always occur between a proposal for new working being identified by an operator and working being started. Given the scale and complexity of modern day mineral working it also requires significant capital and ongoing investment by a potential mineral operator.

Cross boundary issues

3.96 Minerals can only be worked where they occur, this often necessitates the working of mineral within one area and its export to surrounding areas. Accordingly, there are significant intra-regional flows of minerals within the North East and between the North East and North Yorkshire.

3.97 Available information suggests that minerals, particularly aggregates are extracted within County Durham are supplied into both Tyne and Wear and Tees Valley. Certain minerals extracted in County Durham contribute to the national supply of minerals, for example coal extracted in County Durham is often used in the electricity supply industry within North Yorkshire and Nottinghamshire and high grade dolomite extracted at Thrislington Quarry is used in steel production at locations throughout Great Britain.

Impacts of County Durham Plan

3.98 Many of the minerals worked from County Durham's quarries are essential in enabling the construction industry to deliver new built development.

3.99 The planned provision of new housing, new businesses and employment sites, new roads and other development projects across County Durham over the next twenty years as part of the County Durham Plan all have implications for minerals extraction. The Council is committed to a steady and adequate supply to enable development projects to proceed. Much of the demand for minerals to meet development needs can be met through existing permitted reserves. Where necessary the County Durham Plan will seek to make additional provision through allocations or through the development management process.

Waste Infrastructure

Introduction

3.100 There are a number of main types of waste:

- **Non-Hazardous Waste:** consists of Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste. The Landfill Directive defines municipal waste as waste from households as well as other waste which, because of its nature or composition is similar to waste from households. This includes a significant amount of waste that

is generated by businesses and not handled by local authorities. ^(xi) As they are similar in composition, C&I and MSW are termed "Non-hazardous waste" and are addressed together, on the basis that most waste facilities manage both MSW and C&I. Current estimates are that the County produces 653,000 tonnes of Non-Hazardous waste ^(xii).

- **Construction and Demolition (C&D) waste:** includes rubble, glass, wood, soils and plastics. Most C&D waste is 'inert'. C&D waste is the largest waste stream and it is estimated that the County produced 957,194 tonnes of C&D waste in 2010. ^(xiii)
- **Hazardous Waste** contains material or substances potentially harmful to health or the environment, including oils and asbestos, batteries, fluorescent lighting etc. County Durham produces a small amount of Hazardous Waste, 26,526 tonnes in 2010. In 2009, 21,482 tonnes were deposited in County Durham, representing just under 2% of total deposits in the North East. In 2010, this rose to 22,461 tonnes, still only representing just under 8.5% of the overall tonnage of hazardous waste deposited in the North East in 2010.
- **Agricultural Waste:** In addition, although data is poor, it is estimated that around 650,000 tonnes of agricultural waste is produced in the County per annum. Wastes are also produced from the County's mineral workings.
- **Recycling and composting:** In line with policy priorities for waste management, recycling and composting rates have significantly increased during recent years.

Delivery

3.101 Waste management involves both the collection and handling of waste material and its subsequent management (including disposal). Currently waste is predominantly transported by road. Responsibility for collecting and disposing of municipal solid waste rests with the Council, whilst responsibility for managing other types of waste lies with the private sector.

Assets

3.102 A wide range of waste management facilities already exist across the County and facilities outside the County are also used to manage waste. The main facilities in the County are outlined below in table 10. More detailed information will be set out in an updated Waste Technical Paper which will be produced in support of the County Durham Plan.

xi Therefore, the North East Study (Model of Waste Arisings and Waste Management Capacity for the North East of England Waste Planning Authorities, Urban Mines, April 2012) refers to WasteDataFlow recorded waste as "Local Authority Collected Waste (LACW)" and the remainder of non-hazardous waste is referred to as commercial and industrial waste. This ensures consistency with previous work and with terminology used by National Government.

xii Urban Mines figures, 2012

xiii EA figures - waste received has been used as a proxy for waste arisings

Table 10 Waste Infrastructure in County Durham by Site Type

Site Type	Not Operational (tonnes per annum)	Operational (tonnes per annum)	Total Capacity (tonnes per annum)
C&D recycling	20,000	175,000	195,000
Composting	85,000	233,220	318,220
Landfill (inert)	29,999	1,090,000	1,119,999
Landfill (non-hazardous)		491,960	491,960
Metal/ELV	102,499	432,624	535,123
Recycling	114,000	590,000	704,000
Special Waste Transfer		1,600	1,600
Clinical Waste Transfer		33,183 ^(a)	33,183 ^(b)
Transfer	15,000	1,081,484	1,096,484
Treatment	98,000	772,308	870,308
Grand Total	464,498	4,901,379	5,335,877

a. Does not include GSK, Harmire Road; (Company's own facility and below licence threshold)

b. Does not include GSK, Harmire Road; (Company's own facility and below licence threshold)

Source: Urban Mines (Model of Waste Arisings and Waste Management Capacity for the North East of England Waste Planning, Authorities, Urban Mines, April 2012)

3.103 The above table sets out total permitted capacity. Detailed information on the 'capacity gap' for each key waste type (i.e. the difference between existing permitted capacity and forecast need) is set out in the North East study 2012 by Urban Mines. The Study suggests that based upon the achievement of statutory targets, the current residual capacity shortfall of 36,000 tonnes per annum will disappear by the middle of the County Durham Plan period (2019/20) but reappear at the end (reaching -91,000tpa by 2028/29). Three alternative scenarios were also developed which modelled increased recycling (of 60% and then 70% for C&I) and landfill diversion targets (of 70% for C&I). Each of these shows a surplus capacity to varying extents. On this basis, assuming the minimum of achieving statutory targets provides a "worst case" indication of capacity required. The capacity gap analysis sets out a more detailed assessment of actual available capacity for each key waste type, based on estimates of efficiency of each waste treatment. It should be noted, that as a result, the data used in this exercise will not correspond to the figures on total permitted capacity set out above.

Priorities for investment

3.104 Despite the significant improvements achieved to date in waste reduction, recycling and composting, a residual waste fraction will always remain. The amount of residual waste in County Durham has already decreased significantly since 2006 and will continue to do so as future targets are achieved. By 2020 residual waste will account for less than half of the municipal waste handled in the County. In the past residual waste was primarily disposed at landfill. This cannot continue and the Council is developing waste management solutions that maximise beneficial recovery from residual waste. This may be, for example, in the form of the recovery of raw materials or the generation of energy. The Landfill Allowance Trading Scheme and increasing Landfill Tax remain key economic, as well as environmental drivers. In 2008, the Council explored opportunities for applying to Defra for Private Finance Initiative (PFI) funding to help deliver the appropriate waste management infrastructure. Following discussions with Defra and other technical advisors, we have made the decision not to pursue this avenue of funding at this time. The Council however, remains committed to maximising the value recovered from residual waste and is currently working actively with Defra along with local waste management partners and the wider industry to develop an effective residual waste treatment solution.

3.105 Capital investment for other waste types will continue to be made by the private sector in response to need for new waste management capacity, on the basis of market-led decisions. In response to a consultation, the waste industry has put forward a small number of site specific waste proposals for consideration through either the County Durham Plan or the Minerals and Waste Site Allocations Development Plan Document (DPD).

Cross boundary issues

3.106 Waste does not respect local authority administrative boundaries and it is important to be aware of cross boundary movements of waste, particularly in view of County Durham's geographical position. The two conurbations to the north and south are large generators of waste. Historically County Durham has been a net importer of waste, largely on the basis of available landfill capacity, but a move away from landfill, together with an increased focus on self sufficiency has changed the position.

Impacts of County Durham Plan

3.107 The planned level of housing, population and business growth have been modelled within the 2012 waste projections.^(xiv)

xiv Model of Waste Arisings and Waste Management Capacity for the North East of England Waste Planning Authorities, Urban Mines, April 2012

4 Social Infrastructure

4.1 Social infrastructure has not always been considered as part of land use planning and instead relates to the more modern definition of spatial planning. For the purposes of the IDP, the social infrastructure section of the documents has been broken down into the following topic areas:

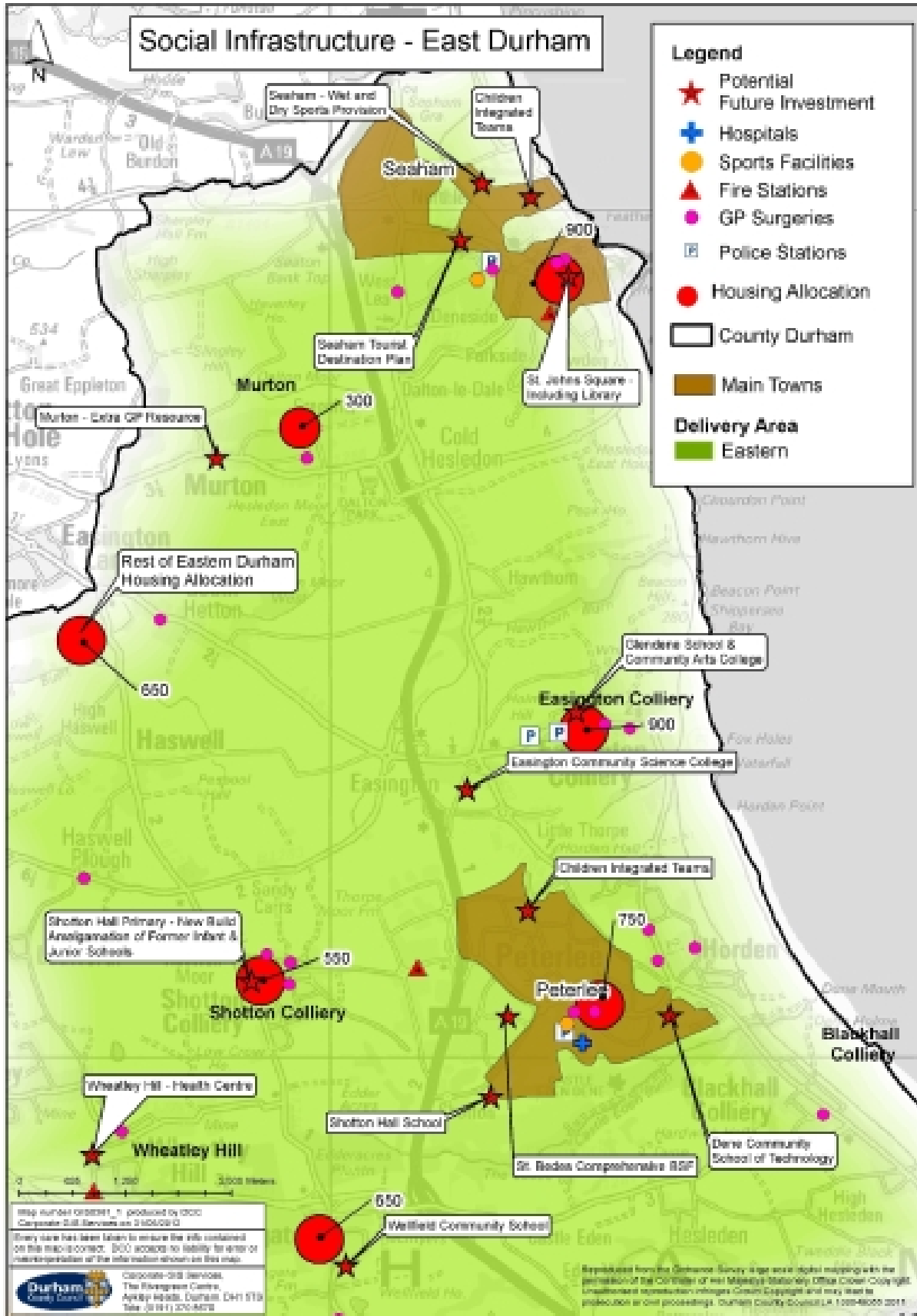
- General Medical Care;
- Emergency Services;
- Young People Services including Schools;
- Community Buildings;
- Tourism;
- Libraries; and
- Sports Facilities.

4.2 There are five Social Infrastructure maps that illustrate existing and future investments in the North, East, Central, South and West Durham. The existing infrastructure relates to hospitals, GP surgeries, sports facilities, fire stations and police stations. Not all existing infrastructure has been mapped to avoid the maps becoming too difficult to read.

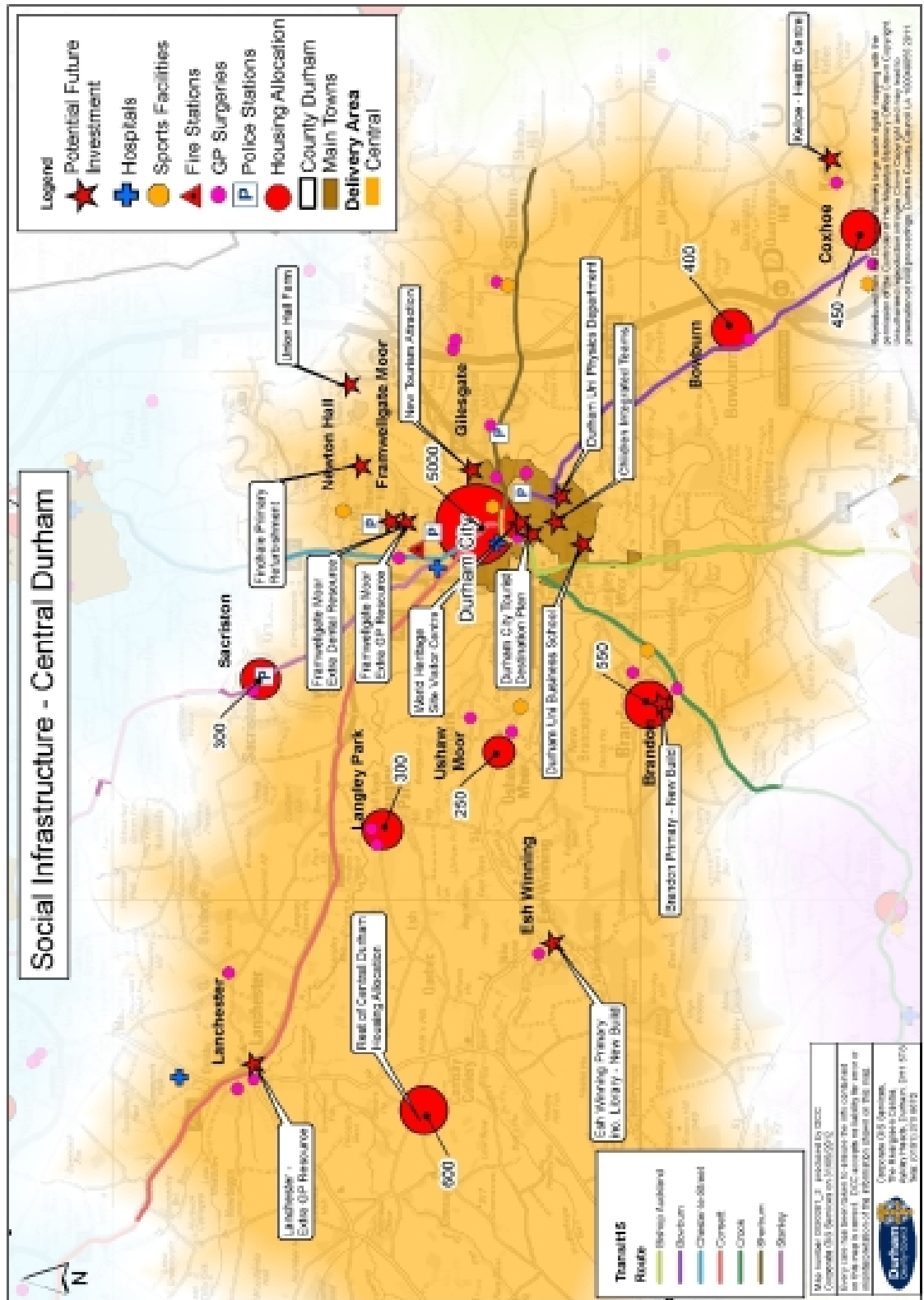
4.3 Future investments in infrastructure illustrated on the maps includes the potential investments in GP surgeries, primary and secondary schools, the proposed children's integrated teams, tourist attractions, libraries and sports facilities. It has been difficult to obtain any capital investment information relating to the emergency services. The proposed housing distribution set out in the County Durham Plan ^(xv) has also been illustrated on the maps (denoted by red circles) as future housing will create more demands on social infrastructure. The tourism destination plans have also been included on the social maps, along with the Transit 15 project investment as they relate to the needs of social infrastructure.

xv details contained in section 1 of this document

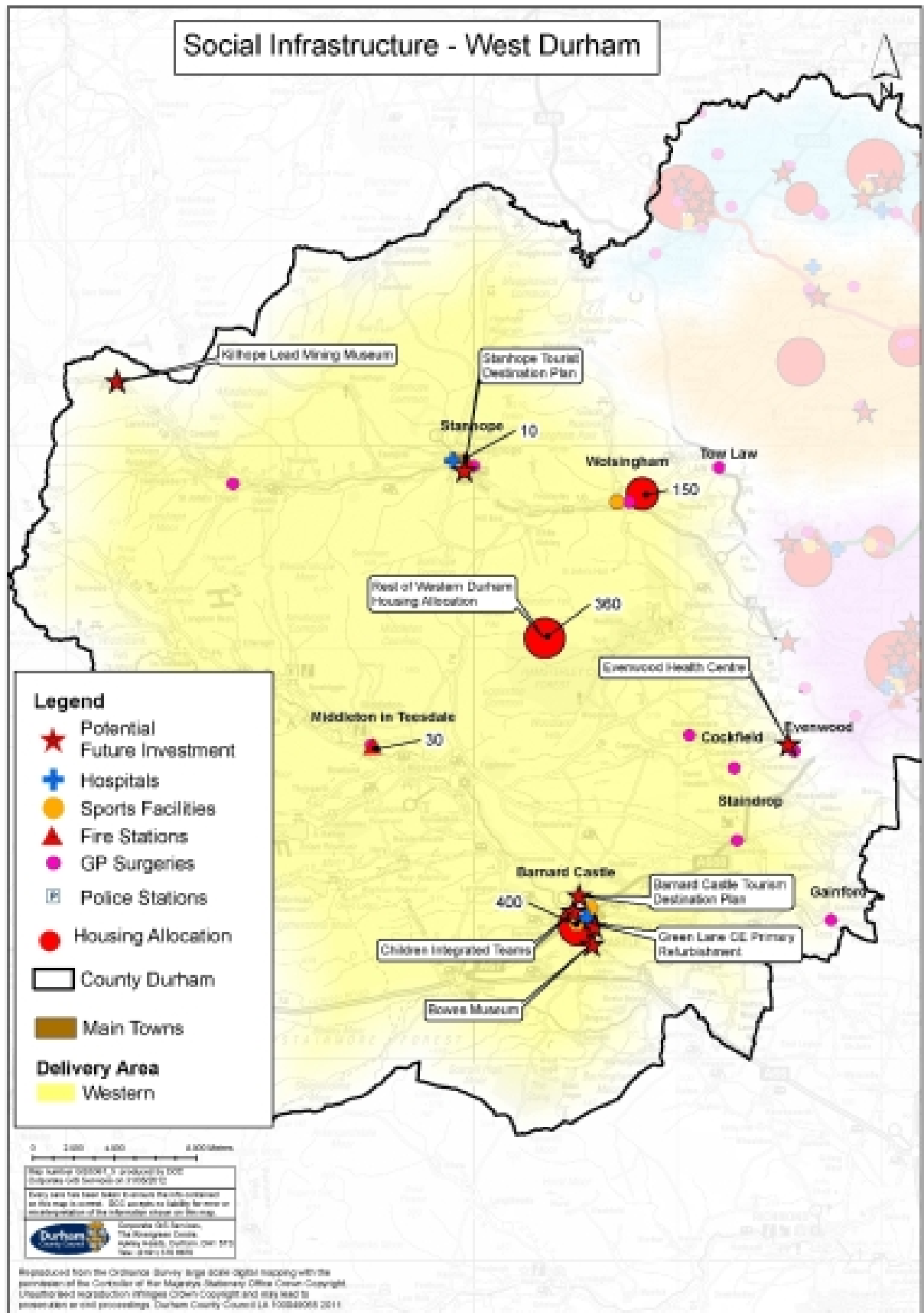
Map 10 Social Infrastructure and Future Investments in East Durham



Map 11 Social Infrastructure and Future Investments in Central Durham



Map 13 Social Infrastructure and Future Investments in West Durham



General Medical Care

Introduction

4.4 Health in County Durham has improved significantly over recent years, however, the rate of the progress has not been equal across the County and health inequalities are still evident. Boosting economic growth and continuing to support residents into employment will contribute towards tackling health inequalities. Health inequalities are as a result of complex factors that can be broadly described as:

- **Inequalities in opportunity:** poverty, family, education, employment and environment (the wider determinants of health);
- **Inequalities in lifestyle choices:** smoking, physical activity, food, drugs, alcohol and sexual activity; and
- **Inequalities in access to services:** for those who are already ill or have accrued risk factors for disease (health inequity).

4.5 Planning is a powerful lever and major contributing influence on the wider determinants of health and the integration of planning, health, housing, economic and transport policies can help to produce healthy, sustainable communities. The creation of (and greater access to) quality green spaces and attractive community spaces can facilitate opportunities for interaction and increased activity levels, which contribute greatly to the improvement of health and wellbeing.

4.6 The health improvement agenda in County Durham will greatly benefit from the implementation of the Green Infrastructure (GI) strategy, in particular the commitment to:

- **Public open spaces:** parks and gardens, amenity open space, allotments, sports grounds, burial grounds, children's playgrounds, and publicly-accessible semi-natural spaces.
- **Countryside around towns:** The areas within and around settlements where improvements can make the greatest difference to people's living environments, especially where the landscape has been degraded by industry in the past.

4.7 The intended creation of locally-specific GI implementation plans for each Area Action Partnership area, will set out a suite of projects to deliver the recommendations of the GI Strategy and will produce substantial opportunities to involve communities across County Durham allowing improvement of their health and wellbeing. This process will provide a mechanism that will deliver the transition to a healthy natural environment, ensuring access to open space and recreational facilities.

Delivery and priorities for investment

4.8 The two principle providers of secondary and community health care are:

- Tees, Esk and Wear Valley NHS Foundation Trust
- County Durham and Darlington NHS Foundation Trust

4.9 The physical assets used for the delivery of health care are in the main held by the provider trusts, general practice and those third sector organisations that operate within the County. The commissioning of health services are carried out by the two newly formed Clinical Commissioning Groups in conjunction with the Health and Wellbeing Board. These bodies will formally take-up their responsibilities in 2013 so it is difficult to estimate where over-provision and gaps will be identified in existing services. However, there is a standard of one GP per 1,800 residents, therefore there are potential issues related to new housing developments. Additional work will be needed to assess the impacts of the planned housing growth in different areas, as outlined below:

- **North:** There are likely to be fewer issues in this area as it has been a focus for investment in recent years. Stanley has a new primary health care facility and Shotley Bridge Community hospital has benefited from a significant level of investment. Demand modelling will need to be carried out to identify precisely what other investment maybe necessary in this area.
- **East:** This area has also been a focus for recent investment; Seaham has a new primary health care facility and Peterlee is identified as a strategic area for future investment. Demand modelling of the needs of the Peterlee area is currently underway.
- **Central:** Durham City has enough capacity in existing facilities for current and future demand based on natural population growth. However, the impact of the housing numbers outlined in the County Durham Plan could have significant implications and could possibly require investment in new facilities particularly on the North and West areas of the City.
- **South:** New development in Bishop Auckland, Shildon and Crook could be problematic as the commissioners have not anticipated growth here. There is currently adequate health care in these areas but additional housing may have implications for health care provision.
- **West:** West Durham is more remote and often health care facilities are less accessible to members of the public. However, there is a primary care hospital at Stanhope and there are no major concerns about the level of service in rural West.

Cross boundary issues

4.10 Health care providers in County Durham are part of Trusts which include parts of the Tees Valley. Other services are likely to continue to be commissioned from specialist providers across the North East region and beyond including larger hospitals such as Sunderland Royal Hospital and the Royal Victoria Infirmary in Newcastle.

Impacts of County Durham Plan

4.11 The main impacts relate to new housing developments and subsequent population increases. Growth plans for North and East Durham align with the investment plans of the outgoing Primary Care Trust (PCT) who have focused investment in these areas. Although there are no plans in place for health infrastructure investment in Durham City, this will be reviewed in line with the County Durham Plan.

Emergency Services & Law Courts

Introduction

4.12 Emergency services and law courts are vital for residents and businesses across the County and are very much affected by the quality of the County's infrastructure. The successful delivery of these services is contingent on both the way residents access them and the way they access residents.

Delivery

4.13 Emergency services are provided by Durham Constabulary, the North East Ambulance Services (funded by the PCT), County Durham and Darlington Fire and Rescue Service and law courts are provided by Her Majesty's Courts and Tribunals Service.

Assets

- The headquarters for Durham Constabulary are at Aykley Heads in Durham City and there are basic command units at Chester-le-Street and Darlington as well as 12 police stations, and 25 local police offices across the County.
- The North East Ambulance Services operates from 63 sites, including 51 stations and over 500 emergency response vehicles.
- The Fire and Rescue Service has 15 fire and rescue stations.
- The Courts and Tribunals Service currently operates one County Court in Durham City and 5 Magistrates Courts.

Priorities for investment and cross boundary issues

4.14 There are no deficits in service provision by Durham Constabulary but there is an intention to develop new headquarters with a smaller footprint in Durham City.

4.15 Despite an increased number of walk-in centres, the ambulance service is always stretched. Ongoing changes to delivery of hospital services such as the centralisation of specialist services (e.g. neurosurgery at James Cook University Hospital, Middlesbrough) may mean crews have to make longer trips).

4.16 The majority of fire stations in County Durham have capacity to accommodate a degree of housing growth and there are 6 new buildings planned; 2 are under construction, and 4 are awaiting ministerial sign-off.

4.17 The Courts and Tribunal service is closely managed but much of the information is not suitable for the public domain. However, the current regional investment programme includes a building in Sunderland whereas the remainder of the capital programme is for the maintenance of existing buildings.

Impacts of County Durham Plan

4.18 The emergency services and law courts are integral parts of the County's social infrastructure and need to be considered alongside the preparation of the County Durham Plan. They are necessary across the County regardless of particular growth plans but it is important that providers are involved in the plan making process so challenges to them can be anticipated.

4.19 Public sector organisations often need to be located in towns that have good public transport access, so there are potential opportunities for co-location with other public sector organisations and services that support the physical regeneration of key towns. The location and access for each is paramount, therefore infrastructure improvements in the County Durham Plan which lead to lower congestion mean emergency services can react more quickly.

Schools & Young People Services

School Places

Introduction

The Council's Pupil Place Planning (PPP) function assesses the need for local primary and secondary school places to ensure every child has a place in a state – funded school in County Durham. Schools are a critical element of local infrastructure and therefore the growth and contraction of local provision of school places must be considered alongside housing development and demolition in local plans.

Assets

There are 283 schools in County Durham and one Pupil Referral Unit that provides for pupils permanently excluded from mainstream school:

- 34 Secondary Schools (12 of which are Academies);
- 186 Primary Schools;
- 22 Infant Schools;
- 19 Junior Schools;
- 12 Nursery Schools (a further 12 Nursery Units attached to Infant Schools and 73 Nursery Units attached to Primary Schools); and
- 10 Special Schools.

Delivery

County Durham is in a period of net inward migration which means that some young families are moving into the County and increasing the current and future need for school places. This is significant when looking at the demand for school places in the short, medium and long term (up to 15 years ahead).

It is expected that there will be in the region of 2,500^(xvi) more primary aged school pupils by 2019 than there are in 2010. This will have a significant impact on the future pattern and provision of school places in the primary sector. In contrast, the impact on secondary school provision is not likely to be as significant. The spatial impacts are considered below.

- **North:** Growth is forecast in pupil population for the Derwentside area; primary schools in Stanley and Consett will be affected by rising pupil numbers. Whilst it is anticipated that there will be sufficient school capacity in Stanley, additional primary school places will be required for Consett. Reviews of primary places in the Chester-le-Street area show that additional places may be required if housing projections rise any further. Other villages that have primary schools close to capacity and may be affected by significant new housing development include Edmondsley, Leadgate, and Medomsley.
- **East:** Villages in East Durham that have primary schools close to capacity and may be affected by significant new housing development include Wingate and Wheatley Hill.
- **Central:** There is limited spare capacity in primary school provision in Durham City. The Council is looking at options to provide additional places. Forecasts suggest additional places are likely to be required over the next 5 to 10 years. Some villages around the City may also require extra places.
- **South:** In line with anticipated levels of housing development additional primary school places are likely to be required in Bishop Auckland and Spennymoor. Spennymoor Comprehensive School is being remodelled and extended to cater for additional student numbers due to the closure of Tudhoe Grange School.
- **West Durham:** With the exception of some of the more populated centres such as Crook, Middleton-in-Teesdale and Wolsingham pupil numbers are projected to reduce in many areas. There are more surplus places in this part of the County due to it's rurality and a commitment to keep primary schools open so that pupils do not need to travel too far to attend a school.

Priorities for investment

Investment through the Building Schools for the Future programme is focused in North and East Durham (this Government funded programme ceased in 2010). New academies are being built in Stanley and Consett and the East of the County has received investment for:

- Easington Community Science College;
- Shotton Hall School (which has since become The Academy at Shotton Hall);
- St Bede's Catholic Comprehensive (Peterlee);
- Wellfield Community School (Wingate);
- Glendene Community and Arts School (Easington Colliery);
- Dene Community School of Technology (Peterlee / Horden); and
- Sedgfield Community College.

xvi Durham County Council, Children and Young People's Service, Pupil Place Planning (PPP)

While it is not cost effective to maintain large numbers of surplus places in schools, local authorities cannot and should not try to eliminate all surplus capacity. A certain level of surplus places is necessary because:

- It allows greater opportunity to respond to parental choice;
- There may be unpredicted changes to demographic patterns, with a sudden influx of children to particular areas; and
- There may be unexpected changes to house building patterns.

There is no single 'ideal' level of overall surplus capacity, since this varies from authority to authority. It is reasonable to aim for between 5% and 10% overall surplus across the Authority. Patterns show that a reasonable figure for urban areas is around 5% whereas in more rural areas it is around 10%. It is recognised that in some rural areas in County Durham it may be difficult to achieve this target. Future capital investment in schools will reflect Government initiatives; any additional funding will be used to improve the condition and suitability of buildings and the provision of additional school places where required.

Impacts of County Durham Plan

4.20 The development of new housing is often more critical in primary school planning than it is for secondary school planning. Pupil Place Planning takes into account local variables such as proposed new housing developments which helps to identify potential shortfalls in the number of school places required. This needs to be reviewed annually.

Integrated Childrens Services

Introduction

4.21 The 0 - 19 One Point service was established in County Durham in 2011 to support children, young people and their families. The service brings together expertise from health authorities and local authorities focusing on early intervention and prevention to ensure the rights and health of children and young people are safeguarded and protected. The overall aim is to prevent issues from escalating into crises that need specialist intervention or child protection arrangements.

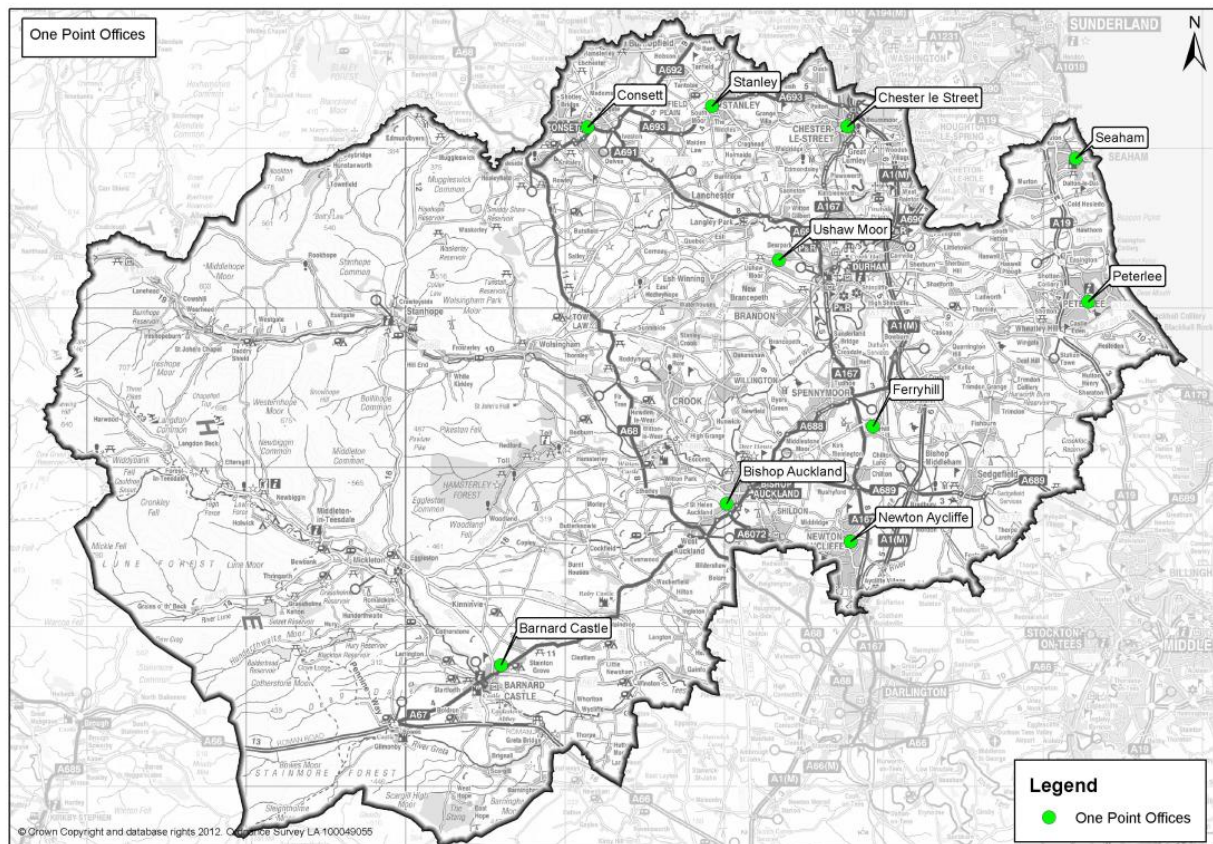
4.22 Health professionals, educational institutions and other universal and targeted services that are in day-to-day contact with children are responsible for identifying children who need support and facilitating the provision of support that is relevant to their needs. The following people and organisations are typically involved in the service:

• Health visitors	• Sure Start centres
• Education welfare providers	• Anti-bullying programmes
• School nurses	• Activity centres for young people
• Educational psychologists	• Behavioural support professionals

Assets

4.23 The geography of the One Point Service has been built around the Children's Trust, schools and GP clustering footprint. The hub and spoke model of service delivery ensures services are accessible and will be provided through GP surgeries, schools, children's centres and youth facilities.

Map 14 One Point Centres in County Durham



Delivery

4.24 The Council, County Durham & Darlington Foundation Trust, County Durham & Darlington Community Health Services and Tees, Esk and Wear Valley Foundation Trust work in partnership to deliver the One Point Service. There are 10 locality integrated teams, which deliver services through a “Hub and Spoke” network of venues to ensure they can be easily accessed by residents.

4.25 The One Point Service ensures that there is resource capacity in areas of high 0-19 population and areas with high levels of additional need and deprivation. An in depth analysis has been carried out to assist with the mapping of the service which has included factors such as number of children receiving free school meals.

Priorities for investment

4.26 The Department for Education (DfE) Partnership for Schools Programme has awarded £6.7m of capital funding to support the co-location of Council services. Additional funding will come from existing resource through the Council and health budgets. The service will deliver efficiencies through streamlined management and administrative arrangements to support the service and a more effective use of estates.

Impacts of County Durham Plan

4.27 One Point teams are located in the main settlements in the County and the provision of service will be managed from the ten hubs. It is unlikely that the provision of new homes in County Durham will have a significant impact on the service provided by One Point Teams. However, it will be important to understand where new housing is forecast and what potential numbers will be. While the service demand is generally more acute in areas of higher deprivation, new homes are likely to bring young families that could provide additional demand for services.

Visitor Economy

Introduction

4.28 Durham is a vibrant, green, historical and cultural destination. With a World Heritage Site at its core as well as its nationally and internationally recognised fine landscapes, Durham promotes itself as a destination with an abundance of 'Historic, Green & Natural', 'Deep Peace and Tranquillity', 'Hidden Gems' and 'Outdoor and Active' attractions.

4.29 The core tourism business sector comprises the following:

- 650 accommodation providers;
- 70 visitor attractions; and
- 20 activity providers.

4.30 In addition there are approximately 250 visitor facing eating and drinking establishments, 47 transport providers, a significant number of evening economy businesses (bars, pubs, clubs, theatres) and a wide range of event providers; from those staging nationally important festivals to community based carnivals.

4.31 Tourism in County Durham was worth £659 million in 2010 and helped to support almost 10,682 full time employment jobs. In 2008, 1.53 million overnight tourists visited the area spending more than 16.3m days and almost 4.3m nights in the area. In addition to this, 15.7 million day trips were made to and within the County.

Assets

4.32 Attractions: There are approximately 70 visitor attractions in the County. The most visited are Durham Cathedral (more than 600,000 visitors and worshippers in 2011) and Beamish Museum (497,891 in 2011/12). Other attractions with visitor numbers over 100,000 in 2011 include:

- Locomotion 217,682;
- Hamsterley Forest 178,506;
- World Heritage Visitor Centre 169,000;
- Durham County Cricket Club 136,024;
- Adventure Valley 116,982; and
- The Bowes Museum 114,891.

4.33 Natural Environment: County Durham has an abundance of impressive and evolving natural assets. Key areas include the Durham Dales which includes most of the North Pennines (designated as an Area of Outstanding Natural Beauty), the Durham Heritage Coast and a range of estates, parts of which are open to visitors including Raby Estates which owns and operates High Force and other assets in the West. Other recreational areas and parkland include the Auckland Palace Deer Park and Hardwick Park.

4.34 Visitor Accommodation: There are approximately 650 accommodation businesses with over 15,000 bed spaces. ^(xvii) A detailed county wide accommodation survey will be completed in Summer 2012, which will provide a comprehensive assessment of Durham's accommodation assets, gaps and challenges.

Table 11 - Visitor Accommodation in County Durham ^(xviii)

Accommodation type	Inspected	Non Inspected
B&B/Guest	68	71
Hotel	24	22
Self Catering	158	94
Caravan & Camping	11	34
Campus	1	2
Hostel	6	10
Total	268	233

4.35 Sport: County Durham is home to Durham County Cricket Club which operates out of the Emirates International Durham Cricket Stadium and hosts international test cricket, county cricket, international and one-day events. Sedgefield Racecourse operates 22 days a year.

4.36 Walking and cycling routes: There are a number of designated and branded walking and cycling trails, including the W2W through the Durham Dales, the award-winning Coast to Coast, the National Byway and the North Sea Cycle Route as well as the Durham Heritage Coast Walk, the Derwent Valley Railway Path and a number trails across the North Pennines Area of Outstanding Natural Beauty.

4.37 Events and festivals: The County has a growing programme of annual events that have regional pull complimented with a developing programme of signature events which now command national reputations. The annual programme comprises: 'Streets of Festivals, Durham Brass Festival, the Regatta, the Book Festival, the Christmas Fair and the Bishop Auckland Food Festival. Signature events began in 2009 with Lumiere in Durham City, which was expanded in 2011 and the Durham Mystery Plays came in 2010.

xvii this includes seasonal university accommodation

xviii April 2012

The British Library loan of the Lindisfarne Gospels will be the County's signature event for 2013. Key headline events have established an economic impact track record and robust case to justify the investment they require.

Delivery

4.38 Visit County Durham is the official tourism destination management organisation for County Durham. It has more than 1,000 private and public sector partners with the overarching aim to provide leadership and promote partnership working across the tourism industry. At the heart of its activities is the Durham Tourism Management Plan (DTMaP)^(xix) which is the County's strategic plan for tourism.

4.39 The DTMaP prepared by Visit County Durham includes a full list of gaps and challenges in the County Durham tourism product. The DTMaP seeks to establish a priority basis for supporting developments and investments within the tourism sector. Examples of types of activities include;

- Establishing critical mass of headline nationally recognised attractions in the City;
- Expanding Durham's portfolio of family attractions;
- Developing products and facilities outlined within market towns Destination Development Plans for Seaham, Stanhope, Barnard Castle, Bishop Auckland and Chester-le-Street;
- Clarifying the accommodation stock provision required for to service the visitor demand (e.g. quality 4-5 star hotels and boutiques hotels);
- Attractions and product which animate the rural tourism area;
- Establishing the need for a distinctive retail offer;
- Defining meetings and conference facilities required to service market demand^(xx); and
- Proactively attracting National Trust and English Heritage developments.

Cross boundary issues

4.40 Connecting the rural west and eastern coast of the County with Durham City is a major challenge. On an international level, Durham Tees Valley Airport was re-branded specifically to tie in with the aspirations to grow Durham City as an international tourist destination. At a local level, Durham is seeing investment in rail facilities in the East, South and the West of the County.

4.41 Transit 15 bus scheme seeks to increase bus frequency between Durham City and key settlements in County Durham and is now up and running. The links between the tourism offer and transport infrastructure is a key issue for improving both the tourist and transport offer in County Durham.

xix www.tourismnortheast.co.uk/visit-county-durham/strategies-and-plans
 xx Market assessment currently being completed

Priorities for investment

4.42 The DTMaP details investment required in tourism attractions and tourist related schemes. These include attractions such as Beamish Museum, Binchester Roman Fort, the Bowes Museum, Durham County Cricket Club, Killhope Lead Mining Museum and World Heritage Site Visitors Centre. Investment in specific tourism projects and funding gaps are set out in the IDP schedule.

Impacts of County Durham Plan

4.43 County Durham has a number of heritage, cultural and environmental assets however a number of these are under utilised. As well as increasing the tourism offer in the City of Durham, tourism benefits need to be spread throughout the County, building on the existing offer which has greater potential such as Heritage Coastline, rural tourism and business tourism. This also links in to the need for the County to increase the number of staying visitors and the length of time they stay for. There is a need to look at the quality of accommodation, attractions, the food and beverage offer, but also greater consideration of how transport links to tourist attractions. A detailed audit of the challenges are provided in the 2012 DTMaP.

Community Buildings

Introduction

4.44 Community buildings have an important role to play in people coming together to share activities for the good of a community. These buildings have always been an integral part of social infrastructure and their importance is unlikely to decrease given the important role of community groups in delivering the localism agenda.

4.45 There is not a standard way of measuring the importance of community buildings. Programmes and activities will vary depending on the size of the building and the local volunteer skills and interests. Local needs and interests will vary from settlement to settlement and the funding available will always be different.

Assets

4.46 The community building sector is diverse in that it is not only the Council that owns the buildings. Other organisations such as parish councils, charitable trusts and the Coal Industry Social Welfare Organisation also own and / or run community buildings in County Durham. The value of the community buildings which are owned by the Council (or where it is a trustee) is estimated to be approximately £7.8m.

Delivery

4.47 The key partners to the Council are the community management organisations who voluntarily run most of the community buildings/village halls and deliver many of the activities. The Council owns (or is trustee of) 120 community buildings, with 54 being Council managed facilities (usually referred to as Communal Rooms) and 66 community

managed facilities (mainly referred to as Community Centres). In addition there are over 100 community centres / village halls that at present receive no support from the Council, along with 450 faith buildings.

4.48 The recent Localism Bill strengthens the communities' rights to take over assets and the Council needs to respond to this accordingly. Where buildings are currently managed by the Council, support will be given to local community organisations to take on buildings for themselves.

4.49 There are few settlements without easy access to a community centre or village halls as shown by the Settlement Study. The challenge is the extent to which these buildings are fit for purpose or can adapt to changing needs and aspirations. With significant population changes some settlements have an over provision in community buildings when you include schools / Sure Start extended role in providing community space. There is also surplus faith buildings and social and working men's clubs that all provide space for community activities.

4.50 Evidence gathered on usage of Council community buildings, while it varies significantly across the County, has highlighted that the activities within well utilised buildings can play a vital role within the community. There are over 21,000 visits per week amongst the 120 Council owned community buildings, offering a broad range of activities from adult education to leisure pursuits.

Priorities for investment

4.51 A recent review of the Council's community buildings showed that substantial capital investment is required over the next 10 years, estimated to be £11.25m; however, currently there is £2.15m of planned investment. In order to meet budget commitments for the Council the Cabinet agreed the following investment strategy based on 5 groupings;

- Invest from the current programme (36 buildings);
- Do not invest from the current programme unless resources become available (38 buildings);
- Do not invest and take immediate action to close or Asset Transfer (16 buildings);
- Confirm closure (14 buildings); and
- Do not invest as full repair and insurance leases already in place (16 buildings).

4.52 Groupings 1 and 2 will be included in the Infrastructure Delivery Plan schedule of infrastructure investment or funding gap where appropriate.

Impact of County Durham Plan

4.53 The ownership of community buildings and facilities are going through significant change, including the transfer of assets, closure and investment. These changes will have a clear impact on communities which is hoped to be positive, however, it should be acknowledged that funding implications and funding gaps will impact upon future investment and development of buildings.

4.54 Community facilities could potentially receive contributions through Community Infrastructure Levy to ensure that there are facilities to encourage community cohesion resulting from new development. The challenge in County Durham will be how community buildings can be successfully managed so smart investment choices are made to ensure the buildings are viable as community hubs.

Libraries

Introduction

4.55 Libraries also form an important part of social inclusion in communities, enabling people to meet in safe and welcoming spaces, engage in lifelong learning and participate in community life. Library services nationally and locally are facing challenges due to changes in the way people access and communicate information as social media and e-channels expand.

4.56 The library service is used every day by more than 5,000 people on average. Many of these, but not all, are members of the library. At March 2011, the service had 290,108 members, of whom 94,971 were active borrowers. ^(xxi) County Durham has almost 186 active borrowers per 1,000 population compared with ^(xxii) 175.6 per 1,000 in local authorities that are similar to County Durham and 194.3 per 1,000 nationally.

Delivery

4.57 The Council is responsible for delivering the County's library service. Unlike medical services, utilities or school places the service is not dependent on patronage based on where people live. Customers of libraries do not necessarily exclusively use a library close to their own homes. Some people travel to town centre libraries from across the county and they may use a library near where they work or where they choose to shop.

Assets

4.58 Once someone has joined the library service they are free to use any of the public libraries in County Durham. Unless there was a vast change in the number of local households in any library catchment area, the service would meet the natural expansion in communities through the spread of its existing service.

xxi Halcyon Computerised management system – data for year end March 2011

xxii Chartered Institute of Public Finance Accountancy 2009/10. Comparator local authorities libraries open to the public at 31 March 2010

Map 15 Libraries in County Durham



4.59 The Council delivers the library service as a Statutory Duty under the Public Libraries and Museums Act 1964. The current library service in County Durham consists of:

- A network of 39 libraries in town centres and communities and a support service that delivers books to and between libraries.
- Each year the service loans over 3.3m books. It deals with over 350,000 requests for books, and enables free local access to over 200 computers.
- An outreach service that includes books delivered directly to people's homes (including care homes), a prison library service, a mobile library service that delivers to isolated villages and a web-based library catalogue and information services.

Priorities for investment

4.60 The Council recognises that in order to provide services in the most cost effective way in the future services should be co-located where there are efficiencies to be made and shared benefits for local people and the Council. The library service is working with other Council services to see where co-locating libraries could work.

4.61 A number of other new developments are progressing, including the relocation of Crook library, a new facility at Pelton as part of a new GP practice, and the co-location of library and Customer Access Point as part of the Witham Project in Barnard Castle. In addition there are a number of other proposed projects that are being worked up in Stanley, Newton Aycliffe, Thornley and Shotton.

Impacts of County Durham Plan

4.62 Generally, libraries form part of the range of public services that residents expect within main towns and villages. Although the way in which people access library services is changing, the Plan will support the maintenance of library services in places where they are used or needed. It will also support opportunities for the co-location of services within buildings occupied by other Council services or organisations offering complementary services.

Sports Facilities

Introduction

4.63 Sports facilities is a crucial part of social infrastructure that adds to the quality of life by improving the health of residents. This section of the IDP looks at sports provision in County Durham and in particular, summarises the key messages coming out through the Sub-regional Facilities Study 2008 that was produced by the County Durham Sports Partnership and also some more up to date analysis done by both Sport England and the Council's Sport & Leisure Services.

4.64 Despite the popularity of sport in County Durham, profiling work completed in the Sub-regional Facilities Study shows that County Durham has generally lower participation levels compared to the national average and only in the central Durham City area are there significantly higher participation levels than the national average.

4.65 The quality and accessibility of sports facilities is vital in raising participation levels in County Durham. This section of the IDP considers the quantity and quality of sports provision in County Durham and also sets out some of the key issues with regard to the delivery and investment of sports facilities in County Durham.

Delivery

4.66 Sports facilities are delivered by a mix of organisations. The majority of sports halls and facilities are owned and managed by the Council (either in its leisure services capacity or as an education authority).

4.67 The Council currently provides 19 indoor sport and leisure facilities across the County, many of which were constructed in the 1970s and early 1980s. Fourteen of these are managed directly by the Sport and Leisure Service and five are managed under contract by third party organisations (two of which, Belle Vue Leisure Centre and Swim Centre are operated as a single site). The number of sports and leisure centres is likely to decrease because of public sector spending cuts.

4.68 There are also a significant number of sports facilities delivered by private sports clubs and through a range of private organisations including commercial sport providers and also private hotels.

4.69 The Council is the main funder and provider of sports facilities. However, Sport England and their key delivery partner the National Governing Bodies of Sport (NGB's) contribute towards funding particular sports i.e each sport has a national governing body - football, cricket, rugby etc. All NGBs have to develop their own plans for capital funding i.e football has a capital strategy in place. These organisations rarely pay for facilities entirely but contribute to a jigsaw of funding streams that deliver projects on the ground.

4.70 The private market has expanded into health and fitness provision (which may include pool provision), but the private sector still plays a smaller role across County Durham than it does in England as a whole.

Assets

4.71 Sport halls (leisure centres): Sport England's Facilities Planning Model was used to analyse Sports Hall provision in County Durham in January 2010. In Sport England's 2010 model, a total of 69 sports halls on 47 sites across Durham were included in the study. Sports halls of 3 badminton courts or more in size were included, plus any ancillary halls on the same site.

4.72 Regarding the nature of supply, over half of the halls are within schools and colleges, and just under half are in Council leisure centres. One university, one private and one community centre facility were also included in the model. The school/college facilities tend to be older, with just over half (42) having been constructed or refurbished since 2000.

4.73 Health and fitness centres (gyms): Sport England's Active Places tool identifies 73 health and fitness facilities in County Durham.

4.74 The Council has 15 sites (21%) with health and fitness suites providing (31%) 851 stations. The commercial sector has 31 sites (42%) with health and fitness suites providing (45%) 254 stations. The education sector has 14 sites (19%) with health and fitness suites providing (10%) 287 stations.

4.75 In terms of ownership, 39% of provision is commercial, 33% are on education sites and 25% are Council owned facilities. The remaining facilities are private sports clubs. The main commercial providers in County Durham are Provider Competition Line UK and Bannatynes, however there are a large number of independent providers.

4.76 Swimming pools: The Sub-regional Strategy identifies 28 swimming pool facilities in County Durham. Only 10 of the 28 swimming pools are open to the general public. The other 18 are either used for private members, or in connection with an education establishment or a hotel, although a number of educational facilities provide public activity sessions.

4.77 Golf courses: There are currently 22 golf courses in County Durham (three courses are provided at one facility) and five driving ranges.

4.78 Synthetic Turf Pitches: There are currently 10 full size, floodlit synthetic turf pitches in County Durham

4.79 Athletics Tracks: There are currently 10 outdoor athletics tracks in County Durham. Of the 10 tracks in County Durham, only three are synthetic, the rest are cinder. The existing athletics tracks are fairly well spread across the County.

4.80 Indoor Bowls: There are currently 9 indoor bowls facilities in County Durham providing a total of 40 rinks.

4.81 Outdoor Pitches: This work is being carried out as part of the Playing Pitch Strategy.

Capacity and Deficits Issues in Sports Provision in County Durham

4.82 This section attempts to analyse the provision of sports facilities in County Durham. The most popular of indoor facilities, namely sports halls (leisure centres) and swimming pools have a core offer in terms of activities that meets the demands of the community. The core outdoor provision offer will be analysed separately as part of the playing pitch strategy that is due for completion in May 2011.

4.83 Due to the County's profile, there are sizeable differences in the levels of sports provision in different areas of County Durham. The analysis contained within this section looks at key messages on a locality basis. A summary of provision based on planning delivery areas can be found below in table 12.

Table 12 Level of Sports Facility Provision in the County

Type of Sports Facility	Level of Provision Overall in County Durham
Swimming pools	<p>According to Sport England's Facilities Planning Model (FPM) profile 2010, supply of swimming pools is able to satisfy 107% of demand in England, 105% in the North East, but only 82% of demand in County Durham (this figure has fallen from 90.3% in the baseline). Durham's level of satisfied demand is the second lowest of all of England's County areas. Only Lincolnshire (at 79%) has a lower level.</p> <p>98.9% of unmet demand across Durham is because of poor accessibility as there is no pool within reasonable travelling distance</p>
Sports halls	<p>Overall County Durham residents have a significantly higher personal share of sports hall provision than the national and regional averages.</p> <p>County Durham has 5.3 badminton courts available per 10,000 population. This compares to a figure of 3.9 for England and 5.2 for the North East. Supply is therefore average for the region and significantly above the national average.</p> <p>The distribution varies widely across the County. In terms of former-districts, the largest supply/demand balance is in Sedgefield with +21 courts, followed by Easington with +19 courts and +16 courts in Durham. The smallest balances are in Wear Valley with +2 courts and Chester-le-Street with +4 courts.</p> <p>The model estimates that, in overall terms, 46% of sports hall capacity is being used at peak times, which is significantly below the national average and below the regional average. ^(xxiii)</p>
Health & fitness gyms	<p>Provision in County Durham falls below both the national and regional averages with County-wide figure masking considerable variation. Durham City has a notably high level of provision which puts it in the upper quartile of Local Authorities in the country. Teesdale's level of provision, by contrast, sits within the lower quartile of local authority provision levels. ^(xxiv)</p>
Athletics tracks	<p>There are enough synthetic tracks to serve the current population & existing participation levels. There is a need for an indoor facility.</p>

xxiii According to Sport England's Building Facilities Model January 2010

xxiv According to Sport England's Active Places Power Tool (2010)

Type of Sports Facility	Level of Provision Overall in County Durham
Synthetic turf pitches (STPs)	Provision of STPs per 1,000 populations is below the national average, existing facilities are not geographically well spread. This information will be updated as part of the Playing Pitch Strategy.
Indoor tennis facilities	There are no indoor tennis facilities in County Durham. The nearest facilities are in Sunderland and Teesside. However, this may not be an issue depending on the outdoor provision and this will be assessed in playing pitch strategy.
Golf courses	Well provided for with higher than average number of courses per 1000 population
Indoor bowls	Well provided for with number of rinks per 1000 significantly above the national average
Cricket pitches	Will be assessed in Playing Pitch Strategy
Football pitches	Will be assessed in Playing Pitch Strategy

4.84 North Durham: When looking at North Durham, there are some very noticeable trends in this area. In terms of Sports Halls, in Derwentside, provision per head is low despite having two of the largest sports halls in the County at Consett and Stanley. The number of indoor bowls facilities, however, is well above the national, regional and County average. The swimming pools and sports hall require investment as they are ageing and lack flexibility. There is a large demand for modern synthetic pitches in this area. In Chester-le-Street there are no large sports halls and a lack of daytime sports hall availability.

4.85 With regard to swimming provision, in the former District Council areas in the North, only Chester-le-Street displays a positive balance with regard to supply and demand. ^(xxv) The swimming pools at Consett and Stanley are rated as very busy to approaching full.

4.86 East Durham: In East Durham, in the ex-district area of Easington there is a shortage of sports facilities. The Sub-Regional Facilities Study 2008 states that there is a lack of water space, sports halls and synthetic turf pitches and there are no indoor bowls facilities.

4.87 With regard to swimming provision, Seaham and Peterlee are rated as very busy to approaching full with the most significant unmet demand in swimming facilities between Seaham and Peterlee.

4.88 Central Durham: The area around Durham City has the best provision of sports facilities in the County. The area also enjoys the highest usage of facilities in County Durham. Indeed the Durham City area is the only area in the County Durham where residents have a higher participation levels than the national average. The key messages coming out of the Sub-Regional Study 2008 relating to facilities are:

- Most Synthetic pitches facilities in County Durham are clustered in the Durham City area;
- Ample sports hall but a lack of larger sports halls in central area of the County;

xxv Chester-le-Street also has the highest figure of satisfied demand across County Durham.

- Ample health and fitness suites; and
- The Freeman's Quay swimming pool is the busiest swimming pool in the County at 83% of Capacity, which would suggest there is not a surplus of swimming pools in the central Durham area. ^(xxvi)

4.89 South Durham: In South Durham, the surplus of facilities require modernisation. The Sub-Regional Study states that in the ex-Sedgefield district area, there is a higher average share of sports hall and indoor bowling facilities. The sports facilities are of high quality but require modernisation where appropriate. The Strategy highlights that there are a number of facilities located together in the same area and subsequently people are coming in from other areas of County Durham to use the facilities. According to Sport England's Facilities Planning Model (FPM) profile 2010, The Oak Leaf Sports centre in Newton Aycliffe and the Ferryhill Leisure Centre are operating at well below sports hall capacity at 36% and 39% respectively and this suggests a general surplus of sports halls in South Durham.

4.90 The swimming facilities in South Durham are ageing and in need of investment and this could be the reason for underutilisation of swimming pools in South Durham. Sport England's Future Planning Model data shows that, in County Durham as a whole, the pool stock loses customers because of its condition and this is most apparent in the Bishop Auckland area and the Sedgefield area.

4.91 One of areas of most significant unmet demand in swimming facilities within County Durham lies between Coxhoe and the Trimdons, this is probably more to do with accessibility issues. ^(xxvii)

4.92 West Durham: The main problem in West Durham is often the accessibility of sports facilities. This is obviously due to the rural profile of the area. All facilities in the West are clustered in Barnard Castle and people have to travel to Barnard Castle, Bishop Auckland or Newton Aycliffe to access sports facilities.

4.93 The County Durham Sports Strategy also indicates that there has been a lack of lottery sports investment in this area to improve the quality of sports facilities. The key messages coming out of the County Durham Sports Strategy 2008 relating to facilities in the delivery area are:

- The Barnard Castle area in particular has a personal share of Sports Hall facilities that is significantly higher than the national average;
- There is some unmet demand for swimming facilities in the Barnard Castle area although this could be due to accessibility problems; and
- Barnard Castle is one of only 2 areas in County Durham where there are no indoor bowls facilities.

xxvi According to Sport England's Facilities Planning Model (FPM) profile 2010.

xxvii According to Sport England's Facilities Planning Model (FPM) profile 2010

4.94 According to Sport England's FPM profile 2010 and with regard to unsatisfied demand for swimming, the lowest figure across the former Districts of County Durham is the Wear Valley area at 76.3% (the County Durham average is 80% and national average is 90%). This figure will further deteriorate if the Glenholme swimming pool in Crook is closed. It will create an increase in demand on the Wolsingham pool.

4.95 The main issue in Teesdale is not the provision of Sports Halls but the accessibility to them. This may explain why the Teesdale Sports Centre is operating at well under capacity at 32%. According to Sport England's Active Places Power, the former district of Teesdale, is not provided for in terms of Health and Fitness suites.

Priorities for investment

4.96 Sport England's Active People satisfaction survey supports the spatial summaries above. The results of the survey suggest that satisfaction with sports provision is variable across the county (highest levels in the Sedgfield area and lowest in Easington and the Barnard Castle areas).

4.97 The Sport and Leisure Strategy (approved for consultation June 2010) is explicit in proposing a shift in emphasis from indoor facilities to alternative approaches such as maximising the use of the outdoor environment and more targeted interventions more able to engage hard-to-reach groups. Whilst this changing emphasis on the nature of provision forms a central strand of the service's Strategy, the Council's Sport and Leisure Services are challenged by a 25% reduction in available resources in the Council's Medium Term Financial Plan (MTFP).

4.98 In practical terms, this means that a rationalisation exercise is taking place and six of the County's nineteen indoor facilities will no longer receive funding from the Council and could potentially face closure. A report went to Cabinet on the 2nd of March 2011 that set out the rationale for selecting the six centres where funding would be removed. The six indoor sports facilities that are facing a withdrawal of Council funding are currently located at Coxhoe, Crook, Ferryhill, Pity Me, Sherburn and Ushaw Moor. Of these six facilities, five of the indoor sports facilities are dry (i.e indoor sports halls) and a facility is wet (indoor swimming pool). The rationale for selecting these six facilities does mean that gaps in current stock have been identified.

4.99 In the context of the current recession and the possibility of more pressure on the current budget, the Council does not have a large capital programme for investment in sports facilities. Future capital investment will need to come in partnership with the private sector, through capital receipts from assets sales, external funding and invest to save initiatives. The capital receipts from old or inadequate facilities could then be re-invested into modern sports facilities.

4.100 There is an opportunity at Consett to modernise inefficient facilities as part of the Consett Academy development.

4.101 The Amateur Swimming Association recognises that the ageing nature of swimming pool stock in the North East is a major issue which must be addressed. Almost a third of the current swimming pool stock is over 40 years old which is one of the highest

percentages in the country and a significant issue for County Durham. Freeman's Quay in Durham City is the only truly modern facility in the County and as a consequence it has high levels of use.

4.102 Presently, the national Sport England pot is £480 million over the next 3 years which will be distributed to the National Governing Bodies of Sport (NGBs). The money is allocated to the 46 NGBs with bigger amounts going to the larger associations such as football and rugby.

4.103 Section 106 agreements have traditionally supported leisure facilities and there may be an opportunity that sporting facilities could in future be paid (in part) for by Community Infrastructure Levy.

Cross boundary issues

4.104 Sports provision across boundaries must be taken into consideration. Sunderland Olympic swimming pool means that Council are unlikely to build a 50 metre pool in County Durham.

4.105 There are more synthetic athletics tracks outside of the County boundary that may serve some of its residents, e.g. Silksworth & Gateshead in Tyne and Wear, Eastbourne in TeesValley and Wentworth in Northumberland.

4.106 In the South East, facilities in Stockton attract customers from within County Durham.

Impact of the County Durham Plan

4.107 Whilst the predicted growth in population in County Durham and the housing numbers in County Durham is not hugely significant, there is still likely to be increased pressure on existing sports facilities and demand for new provision.

4.108 The demand for new provision may also be affected by the current proposed rationalisation programme and an increased national focus on the health and physical activity agenda. The geographic location of sports facilities should be aligned with additional housing plans set out in the County Durham Plan.

5 Green Infrastructure

Introduction

5.1 GI is the network of connected green spaces that link settlements across County Durham. GI is multifunctional and can provide a range of benefits for the economic, social and environmental wellbeing of the County.

Delivery

5.2 GI will be delivered, where technically possible, on site as part of any new development such as residential and mixed use developments, business parks, energy developments and health developments. The key organisations that deliver and manage GI in County Durham are:

- Durham County Council;
- Private sector businesses, landowners, and tenants (e.g. farmers);
- Transport infrastructure providers;
- Energy developers and minerals and waste developers;
- Groundwork North East and community groups;
- Sustrans and National Cycle Network;
- Natural England;
- Environment Agency;
- Forestry Commission;
- Northumbrian Water Limited;
- Landscape Scale Partnerships; and
- Durham Wildlife Trust.

5.3 Many large-scale GI features in County Durham, such as river corridors and the coast, are contiguous with those in neighbouring local authority areas. Working across boundaries offers the best chance to protect features on a large scale in order to deal with development pressure, climate change and habitat fragmentation. The Heritage Coast and the North Pennines Area of Outstanding Natural Beauty (AONB) are mostly within County Durham but cross into neighbouring areas. In both cases partnerships have been established to ensure that work is co-ordinated adequately.

5.4 The Northumbria river basin includes most of the North East coast and all of County Durham's east coast. The Environment Agency requires a River Basin Management Plan for every major river basin in the country which sets out actions for protecting and improving the water environment.

Assets

5.5 The GI resource in County Durham is vast and comprises most of the land area of the County; most of which is used for agriculture. The following types of GI will be protected:

- Historic Parks and Gardens listed by English Heritage;
- Protected wildlife sites, nature reserves, Sites of Special Scientific Interest, and Special Protection Areas and Special Areas of Conservation;

- Designated public open space; and
- Other elements such as GI that is important to townscapes (e.g. trees in public spaces and gardens).

5.6 GI resources should be interlinked, with greenways, watercourses and avenues of street trees, for example, linking public open spaces with one another and with the wider countryside in order to create a network of GI. In the following broader areas, special efforts will be made to increase, enhance, and protect the GI resource:

- River corridors;
- National cycling and walking routes;
- Connectivity routes;
- Resource zones (areas with a significant GI resource);
- Opportunity zones (areas needing specific GI improvements);
- The North Pennines and other areas covered by landscape partnerships; and
- Strategic development sites identified in the County Durham Plan.

5.7 The Green Infrastructure Strategy for County Durham sets out how GI will be created or improved as part of new commercial developments and specific GI projects. The strategy looks at issues of capacity and deficit at a County and Area Action Partnership (AAP) level. It considers the amount of public open space, open space and woodland coverage, and future development proposals to define opportunities for green infrastructure creation.

5.8 The recent Open Space Needs Assessment (OSNA) sets out in detail where there are deficiencies in different types of public open space in each AAP and ward of County Durham. It recommends that each 1,000 people should have access to 5.2 ha of public open space, comprising parks and gardens, amenity open space, sports grounds, semi-natural open space, and allotments and 0.2 ha of equipped children's or young people's play space. Linked to the OSNA, the Playing Pitch Strategy balances the supply and demand of sports pitches across the County. The Rights of Way Improvement Plan 2011 – 2014 gives an overview of the quality and coverage of the public Rights of Way network and identifies priorities for improvement.

5.9 Despite its rural nature, County Durham has relatively low woodland cover in comparison with other parts of the country. The Woodland Strategy identifies priority areas for new woodland creation which are primarily in the east of the County adjacent to urban areas and rivers.

Priorities for investment

5.10 Future investment in GI will primarily come from developer contributions and specific improvement projects. New GI should be provided within the development site, except where it can be demonstrated either that opportunities for GI creation within the development are limited or that the creation or improvement of open spaces in the vicinity would result in greater benefits for the public. Developers and partner organisations will collaborate to deliver a range of local GI projects. These projects will relate to the assessment of need and priorities carried out within the GI Strategy and will be developed within forthcoming AAP implementation plans.

5.11 New development will be required to take a GI approach in terms of design and layout of landscaping and other green or open spaces. The principles are:

- Multifunctional spaces which provide a range of benefits;
- Connectivity for people and wildlife;
- Recognition of spaces as an asset rather than a liability; and
- GI should be high quality; well-designed, safe, and resilient.

Impacts of County Durham Plan

5.12 The County Durham Plan proposes a large amount of new housing development which will deliver high quality places, in which GI will feature prominently. The Plan will set out how developers will be expected to incorporate GI within new developments, taking into account the findings of the OSNA. In addition, the Green Infrastructure Strategy and associated implementation plans will be used to determine developer contributions towards green infrastructure projects through the CIL and other planning obligations.

6 Funding Infrastructure

6.1 The Infrastructure Delivery Plan identifies where the delivery of necessary infrastructure is hampered by the availability of investment. When infrastructure cannot be funded through mainstream funding partner organisations may have to look at attracting funding through alternative sources, the following sources are particularly relevant for the Infrastructure Delivery Plan.

6.2 Regeneration funding: The recent abolition of Regional Development Agencies (RDAs) has left a vacuum of regeneration funding whereby existing public investment is substantially less than in the last decade. The Government is focused on investing in businesses and economic growth, although the Homes and Communities Agency has taken on the completion of some regeneration schemes that were started by RDAs. Local authorities are also continuing key regeneration schemes. The Council is, for example, continuing the following programmes by leveraging private resources:

- Durham City;
- Barnard Castle Vision;
- Durham Gate, Spennymoor;
- NETPark, Sedgefield; and
- Eastgate Renewable Energy Village, Stanhope.

6.3 Community Infrastructure Levy: The Community Infrastructure Levy (CIL) came into force in April 2010 to allow local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of additional infrastructure that is needed as a result of new development such as transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces, and leisure centres.

6.4 The Government has decided that this tariff-based approach provides the best framework to fund new infrastructure to unlock land for growth. The Community Infrastructure Levy is fairer, faster, more certain and transparent than the system of planning obligations which causes delay as a result of lengthy negotiations. Levy rates will be set in consultation with local communities and developers and will provide developers with much more certainty 'up front' about how much money they will be expected to contribute.

6.5 The Infrastructure Delivery Plan states infrastructure priorities that need to be addressed in order to deliver the objectives of the County Durham Plan and distribute CIL investment. The developer's tariff will be partly based upon the infrastructure requirements set out in this plan. Where there is gaps in funding, the developers levy can be used to fill that funding gaps to deliver infrastructure. In order to produce a CIL, the infrastructure requirements in County Durham must be balanced against the land viability or land value in a particular area. The CIL should not be used to prevent development.

6.6 Capital Assets Pathfinder: Due to market failures in parts of County Durham, regeneration schemes are often loss-making activities which may be delivered by the private sector but have to be subsidised by public sector agencies. Although capital

investment is usually necessary, assets (e.g. land and buildings) can be used to leverage private investment. In order to encourage asset backed delivery there is a growing emphasis on the public sector to understand and use their assets more effectively.

6.7 In March 2010, the Council was announced as a national pathfinder with the aim of mapping all public sector assets with the aim of using them to stimulate regeneration. Government is working with all pathfinders to identify and remove barriers that stop us using the existing asset base and new capital investment to best effect.

6.8 Co-location: Another way of using assets in a more innovative manner is through co-location. Co-locating public and community services, either in shared buildings or on shared sites has a number of advantages and opportunities for both the community, as users of the services, and for the Council and its partners, as providers of services.

6.9 The Council and its partners are therefore putting more emphasis on sharing facilities and sites, which will make the most efficient use of its existing resources to reduce the pressure on new sites, as well as providing a range of facilities in close proximity to each other which offers advantages for residents. The approach will be to establish contact centres in each of the main settlements. This would comprise public and private facilities and services such as Police, JobCentre Plus and housing benefit all under one roof.

6.10 Other funding options: Other means of funding infrastructure in the future include, which will be considered on a case-by-case basis:

- Local asset backed delivery vehicles;
- Equity funds;
- Business Increase Bonus;
- Business rates;
- Heritage Lottery Fund;
- Big Lottery Fund;
- New Homes Bonus; and
- Tax Increment Financing.

7 IDP Investment Schedules

7.1 The IDP Schedule is located in the following section when reading a printed report or can be found on a separate PDF document when viewed electronically. The IDP Schedule is the financial breakdown of investment in each area of the County, divided by delivery area and key settlements. The information, which has been developed on an excel spreadsheet, is further divided by infrastructure type in line with the IDP main report.

7.2 The capital investments listed within the IDP schedule can be reviewed to reflect more confident economic circumstances and/or changing priorities for the future. The information in the IDP schedule is organised into three levels of priority:

Table 13 - Colour Coding In IDP Schedule

	Committed capital programme/secure or ongoing developments
	Uncertain capital available, scheme part funded or uncertain timescales
	Infrastructure required with no funding/longer term aspirations

To find out more about the new 'Infrastructure Delivery Plan' contact:

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Interactive Website: <http://durhamcc-consult.limehouse.co.uk/portal/planning>

Please ask us if you would like this document summarised in another language or format.

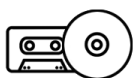
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