

# Darlington LDF Core Strategy Strategic Housing Locations Option Appraisal<sup>1</sup>

## June 2010

### Notes

1. small scale development = about 200 houses, significant development = about 700 houses
2. Further detail on infrastructure capacity of Area A, D and the southern part of E (know as the Eastern Urban Fringe) is given in the Infrastructure Delivery Plan

Factor	Area A Town Centre Fringe	Area B Miscellaneous urban sites	Area C Northern Urban Fringe	Area D North-western Urban Fringe	Area E North Eastern Urban Fringe	Area F Western Urban Fringe	Area G: Southern Urban Fringe	H: Larger Villages
1. Use of previously developed land and buildings	Yes. Estimated at 100%	Yes. Estimated at 90%	No.	No.	No.	No.	No.	No.
2. Close to, or with the potential to be close to a public transport node or a high frequency bus service.	Yes. Close to town centre interchange and Bank Top Railway station, and within 300m of high frequency routes on Haughton Road, North Road and Parkgate.	Generally yes, <b>BUT</b> depends on specific sites identified. Some sites identified in SHLAA (e.g. Mowden Hall, Woodburn Nursery) are not currently near high frequency bus routes or public transport nodes.	North Road a high frequency bus route. <b>BUT</b> Connections Study recommended it not be taken forward because of congestion issue.	Southern end of location has access to high frequency bus services to Branksome/Minors Crescent Significant new development could support the provision of a new high frequency bus service using a new access link between West Park and Newton Lane.	North: potential for links to high frequency bus service on Barmpton Lane.  South: Potential for links to high frequency bus service on Coombe Drive and potential for new services on DETC.	Not at present. <b>BUT</b> A link across Baydale Beck and/or to Consicliffe Road and significant development could fund a high frequency (half hourly) bus service, currently lacking in this area of town.	Currently only an hourly service. Any significant development would have to increase frequency to half hourly.	No.
3. Nature of location.	Inner Urban Area	Urban Area	Urban Fringe	Urban Fringe	Urban Fringe	Urban Fringe	Urban Fringe	Rural
4. Accessible by walking or cycling or having the potential to be.	Yes. Would be made even more accessible with improved connections across the ring road and to Central Park.	Generally yes, <b>BUT</b> depends on specific sites identified.	Cycle Route from Harrowgate Hill area to town nearing completion, plus local walking and cycling links via Green Lane.	Easy to link to routes down West Auckland road and former Barnard Castle railway path.	North: Easy to link to routes to Whinfield local centre and Primary School.  South: potential for pedestrian and cycle links to Red Hall and Haughton <b>BUT</b> Routes would cross areas liable to flood. Length required could be costly. Connections likely to be DETC and associated footpath/cycleway only	Potential to link across Baydale Beck to Mowden Local Centre. Cost implications. Easy to link to routes on Staindrop and Consicliffe Roads.	Connections to existing urban area only via Neasham Road. Requires link to existing cycle route on quiet roads at Parkside to access wider network plus safe links to proposed new ROW to North of the A66.	Only to strategic routes.
5. Good or potentially good links to schools,	Workplaces/shops/services: Close to town centre for shops and employment and	Yes <b>BUT</b> Proximity depends on	Pub: White Horse Hotel nearby. Shops; Only isolated	Pub: White Heifer in Local Centre nearby Shops: Local centre	<b>North</b> Pub: North: relatively nearby, Shuttle &	Pub: Mowden and Baydale PHs relatively	Pub: Bit & Bridle relatively nearby. Shops: Only	Depends on specific village

<sup>1</sup> This is an update of the Strategic Housing Locations Option Appraisal published as Appendix 6 to the Darlington LDF Core Strategy Revised Preferred Options, January 2010.

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shops, services and workplaces.	containing local shops within or on the edge of the area. e.g. Parkgate, Victoria Road, Haughton Road. Education: No schools within area. Nursery on Borough Road Health: Park Place Surgery. Pubs: several.	specific sites identified.	local shops relatively nearby Health: PCT <b>But</b> New local centre could rectify. Health: no health centre nearby. Workplaces: None nearby, but good access to Aycliffe and regional employment centres by car.	nearby Health: PCT Workplaces: Near to existing and planned employment areas at Faverdale Other: strategic open space (West Park) nearby, rugby club planned in area.	Loom, Whinfield, Shops: Whinfield Local Centre relatively nearby; Health: at Whinfield Local Centre Workplaces: North: None nearby; <b>South</b> no pub nearby shops: planned at Lingfield Point. Health: south: None Workplaces: Lingfield Point and Morton Park relatively nearby. Other: strategic recreational corridors (River Skerne and S&D trackbed cycle/footpath) nearby.	nearby, Model T potentially nearby. Health: Nunnery Lane Shops: Mowden Locall Centre potentially nearby. Workplaces: None nearby (once DfES moves)	isolated local shops relatively nearby. Health: Neasham Road Surgery Workplaces: None nearby. Other: existing and planned facilities at DFC ground nearby.	identified. All have primary schools, a church and at least one shop or PO.
6. Relationship to other areas of existing or planned homes.	Connections could be identified through the forthcoming Action Area Plan. Proposals for connections with Central Park and other adjacent areas contained in the Connections Study.	All SHLAA sites are within or adjacent to existing residential areas, and with careful design, could be well related to them.	OK. Potential to connect to adjacent housing areas to the south and along North Road.	OK. Potential for a connected network of streets with existing and planned adjacent housing areas at West Park	<b>North</b> OK: Potential to connect into existing street network. <b>South</b> Poor: remote from existing and planned housing areas.	OK. Potential to connect to Mowden residential area if a link can be provided across Baydale Beck <b>BUT</b> Could be costly.	Poor. Severed from main urban area by elevated railway lines - limit connections to west and north.	Small scale housing could be tied in with existing housing with careful design.
7. Highway capacity and potential congestion.	The Connections Study concluded that this was the most desirable and feasible location for new housing in Darlington. Likely to have impact on strategic highway network, J59 (A1). Further technical studies are underway.	Not assessed individually – large scale transport infrastructure requirements unlikely to be required.  No significant impact on congestion.	Major highway network implications, especially for North Road, already most congested route in Darlington, <b>BUT</b> Potential for further improvements to bus priority, and provision of local services with significant development could mitigate trip	Would add more pressure to existing congested corridors. Major highway network implications at Cockerton Green and A68/Woodland Road roundabouts and at A68/A1(M) junction. Access to Newton lane less problematic than onto the A68. <b>BUT</b> May not be possible to	<b>North:</b> significant development would have major highway network implications at (A66(T), Barmpton Lane and A1150. Local highway network could accommodate limited development. <b>South:</b> Would add traffic to the strategic highway network and DETC, but could be	Would add pressure to existing congested corridors. AND May not be possible to mitigate Impact at A68/Woodland roundabout. Limited impact if small scale development.	Significant development would have impact on strategic highway network.	Not assessed.

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			generation.	mitigate Impact at A68/Woodland roundabout.	mitigated with highway and sustainability contributions, as outlined in the DETC Sustainable Transport Study.	Significant development may require highway connection to Coniscliffe Road as well as Staindrop Road <b>BUT</b> Likely to be costly.		
8. Capacity of other physical infrastructure				Reinforcement of gas infrastructure required; cost implication.	Reinforcement of gas infrastructure required; cost implication.			
9. Capacity of community infrastructure	<b>Schools:</b> about 700 new houses would require a new primary school and nursery provision. Secondary places available at St. Aidan's.	<b>Schools:</b> Depends on specific sites identified.	<b>Schools:</b> About 200 houses: primary provision at relatively remote primary schools. 800-900 new homes likely to require a new primary school. Secondary places at/through expansion at Longfield.	<b>Schools:</b> 800-900 dwellings requires a new primary school. Secondary capacity at Branksome On site nursery provision needed.	<b>Schools:</b> <b>North:</b> small scale development could only be accommodated at Whinfield with displacement of existing pupil catchment to Springfield. Secondary capacity at HEV. <b>South:</b> About 700 houses would need primary places at Red Hall, HEV and elsewhere, e.g. Lingfield Point. Secondary place capacity exists. On-site nursery required.	<b>Schools:</b> No capacity for additional primary pupils in local schools. Significant new housing would require a new primary school. Secondary spaces limited locally but could be met in the town. A new secondary school could be required if significant development here and at Area D occurred.	<b>Schools:</b> existing primary schools could accommodate limited housing. Significant new housing requires new primary school. Secondary provision OK (Hurworth, St. Aidans).	<b>Schools:</b> Very high difficulty in providing primary & secondary school places within existing provision.
10. Potential to draw energy from renewable, decentralised or low carbon sources	Yes significant – things like Combined heat and power (CHP) plants can be built into aspirations for area through the AAP. A CHP/district heating biomass plant is being proposed to connect to	Yes, but limited to small scale on-site solutions like heat pumps, except near hospital where connections could be made to hospital	Yes. Significant housing could support, for example, CHP/biomass plant. Otherwise limited to small scale on-site solutions, like heat pumps.	Yes. As C, but for northern part of general location, additional potential through possible links with adjacent employment area and West Park Hospital.	Yes, as C, but for south: additional potential through links with adjacent employment area.	Yes, as C, but additional potential through links with nearby schools and water treatment works, and neighbouring	Yes, as C, with possible additional potential if links made to planned mixed development on the DFC site.	Yes – but limited to small scale on-site solutions.

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	University.	energy centre.				agricultural land in same ownership where biomass crops could be cultivated or wind energy captured.		
11. Physical constraints	<p>Flood risk: Any housing will need to be located outside higher flood risk areas, unless, exceptionally, it is on previously developed land, is essential to meet the Borough's regeneration aspirations, and is compliant with the PPS25 Sequential and Exception Tests. As there is a high susceptibility to surface water flooding in an extreme rainfall event in this area, sustainable drainage systems must be a key part of any management strategy, and in the design of new development.</p> <p>Noise: along main transport corridors.            Hazard: Transco gas holder at northern end a major industrial hazard.            Contamination: Likely to be significant areas of contamination.</p>	<p>Flood risk: Varies. Limited parts of some sites within Flood Zones 2 or 3. Several sites have high risk of contamination. Some close to HSE notified hazards.</p>	<p>Noise: in vicinity of rail line.            Other: electricity pylons and sub station, and a sewage pumping station in the area.</p>	<p>Noise in vicinity of A1(M) and A68.            Other: pylons cross the area.</p>	<p><b>South:</b> High pressure underground gas pipeline in vicinity to the north/west. Noise near A66 to the east and DETC to south.            Pylons cross area.  <b>North:</b> limited floodplain area alongside River Skerne.            South: significant floodplain area extending east from River Skerne.            Contamination: part near quarry at high risk of contamination.</p>	<p>Noise: in vicinity of A1(M) Other: HSE notified hazard at Broken Scar Water works constrains development of southern end.</p>	<p>Contamination: significant parts have high risk of contamination.            Noise: DFC ground to east, A66 to south, and rail lines to north and west all noise sources.</p>	<p>Flood risk: none identified.</p>

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12. Environmental constraints	Could include parts of conservation areas on western and north-western extremities. Contains several listed buildings, and several more adjacent, and may have archaeological potential.	May include some, depending on sites coming forward, e.g. Mowden Hall.	None.	None.	<b>North and South:</b> Biodiversity and recreational value of River Skerne corridor.	Whole area is Grade 2 agricultural land. Biodiversity and recreation value of Cocker and Baydale Beck corridors along eastern boundary.	Potentially adjacent to LNR.	Possibly. Very village specific
13. Availability of potentially developable and marketable sites.	Marketable and available land. Public sector intervention required. AAP to be adopted in 2013. Currently area has a weak housing market.	Marketable and available land.	Marketable and available land.	Marketable and some available land.	<b>North:</b> Marketable and some available land <b>South:</b> available. Marketability unknown.	Most marketable location. Available land.	Only DFAM site currently available. Area of lowest housing demand. Could undermine existing housing market in SE Darlington.	Marketable and available land.
14. Making the most of physical and community infrastructure	Development could benefit from transport interchanges nearby and a variety of shops, services, cultural and entertainment facilities within the area or close by.	Depends on the locations of sites identified.		Rugby club already proposed in this area. New local centre nearby.	<b>South:</b> potential for links to be made to infrastructure being provided as part of Lingfield Point. <b>BUT</b> Physical remoteness an issue.			
15. Ability to deliver other housing, planning and regeneration objectives.	All or part of area to be included in comprehensive development & regeneration proposals through preparation of an Action Area Plan. A highly sustainable location. Could help meet a high affordable housing need.	Makes best use of most sustainable locations. Could help meet a moderate to acute affordable housing need. Could be some scope for top end executive housing, e.g. sites like Mowden Hall.	Could deliver affordable housing in an area of high need. Could support vitality and viability of local pub/hotel and isolated shops at Harrowgate Hill. Could enable improvements to the appearance of a key approach to Darlington. <b>BUT</b> Likely to result in the formal coalescence of Harrowgate and	Could support the vitality and viability of shops and services at West Park. Could enable improvements to the appearance of a key approach to Darlington. Could help sustain shops/services in West Park/ and Branksome areas.	Could deliver affordable housing in an area of high need. <b>North:</b> could be suitable for top-end executive housing. <b>South:</b> could enable improvements to poor quality environment on of a key approach (A66/DETC) to Darlington, and the creation of a stronger recreational/biodiversity zone alongside River Skerne, <b>South:</b> could help	Could deliver affordable housing in an area of acute need. Could be suitable for top-end executive housing. Could enable improvements to the appearance of the urban edge, and creation of a stronger Baydale Beck	Could enable improvements to a poor quality environment on a key approach (A66) to Darlington. <b>BUT</b> Significant development could result in the loss/displacement of urban recreational facilities, such as grazing allotments, and a	Could enable improvements to the appearance of villages within the open countryside, e.g. through community woodland, could help to meet any identified needs for affordable housing, and

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			Beaumont Hills, and location could be attractive to out commuters.		sustain shops/services at Red Hall and Lingifeld Point (planned)	recreational corridor.	riding centre.	could deliver some top end executive housing.