



DARLINGTON
Borough Council



Travel Plan Guidance

2024 Update

Foreword (Lead Member)

Darlington Borough Council places a high priority on delivering appropriate high-quality development to ensure the Borough continues to be an attractive, sustainable and safe place for the people who live or work there.

This Guidance is one of several documents that will help us achieve this aim and we look forward to the benefits it will bring.



Councillor Libby McCollom

Cabinet Member for Local Services

The Purpose of this Guidance

This guidance is aimed at people who are involved with the planning of new developments within the boundary of Darlington Borough Council, particularly those responsible for the preparation, submission, and implementation of the development's Travel Plan. This will include but not be limited to developers, transport consultants, schools, and planners.

The guidance is designed to ensure developers produce and implement Travel Plans to a consistent format and standard, contributing to the goals and objectives of national and local policies as outlined in Appendices 1 and 2).

This includes **paragraph 111** of the National Planning Policy Framework that states that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Although this guidance has been written to ensure consistency and quality, the system allows flexibility to adapt Travel Plans to site specific conditions. The guidance will be reviewed regularly to ensure it is fit for purpose.

The guidance will outline:

- 1. What Travel Plans are and why we ask for them**
- 2. Types of Travel Plan accepted**
- 3. When a Travel Plan is required - thresholds for Travel Plan submissions**
- 4. The process of submitting a Travel Plan:**
 - a. Modeshift registration**
 - b. Required standards**
- 5. How we evaluate Travel Plan submissions**
- 6. Your obligations - fees, bonds, and conditions**

Appendix 1 Travel Plan Policy Context - National

Appendix 2 Travel Plan Policy Context - Local

Appendix 3 Travel Plan/Travel Plan Statement Thresholds

1. What Travel Plans are and why we ask for them

- 1.1** A Travel Plan is a site-specific document for travel behaviour change that can be applied to any setting (education, business, community). Its purpose is to ensure developments within the Darlington Borough Council area minimise the negative impacts of traffic as a result of their development and facilitate and promote the use of alternative sustainable transport. Its ultimate objective is to change the behaviour of individuals to more sustainable modes of travel and maintain that change once it has occurred.
- 1.2** Travel Plans are a requirement of the Darlington Local Plan (2016-2036) (Policy IN3) for any development that would result in potentially significant impacts on travel. This guidance and the thresholds set in Appendix 3 provide more detail as to when a Travel Plan is expected in different types and scales of development.
- 1.3** A Travel Plan is not a one-off document; it is a long-term management strategy for an organisation or site that is regularly reviewed and monitored to ensure it continues to achieve its objectives. Darlington Borough Council will be actively involved in this process alongside the owner of the Travel Plan for the lifetime of the document. Owners can include developers, businesses and landowners etc. It requires the author of the document and the subsequently appointed Travel Plan Coordinator to be familiar with the local transport options and maintain ongoing communication with relevant transport suppliers and Darlington Borough Council's Transport Planning team. Authors of the document can include consultants, developers, businesses etc.
- 1.4** Implementing a Travel Plan is of benefit to both the developer and the user of the site. Different settings may dictate the focus of attention of the plan's action plan and its subsequent benefits, but a summary of benefits include:

For businesses and their employees

- Enhanced image around environmental responsibilities
- Improved staff recruitment and retention
- Reduced car parking requirement and associated costs
- Healthier staff leading to reduced sickness levels
- Greater accessibility to site

For housing developers and their residents

- Improved lifestyles offer
- Enhanced image and support of environmental responsibilities
- Increased and inclusive transport choices for residents
- Reduced car travel contributing to improved air quality and safer streets

For schools and pupils/parents

- Reduced traffic congestion leading to:
 - Improved traffic safety around the school
 - Better air quality

- Helping to maintain good relationships with residents
- Enhanced Ofsted reports
- Improved physical and mental health for pupils
- Increased and inclusive transport choices for parents and pupils

1.5 The actions within a Travel Plan can, and should be, adapted to needs in the local area. It is therefore essential that the author of the plan has good local knowledge to maximise the benefits of the plan.

Case Study

An example of how literature can be adapted to appeal to local businesses

Lets shape a greener

Lingfield Together

Create a **sustainable travel plan** with our help, you could:

- Elevate your business, boost retention and recruitment.
- Help your company make cost savings.
- Become a sustainability leader in Darlington.

DARLINGTON
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BUS TRAIN WALK CYCLE

Travel greener and healthier, it's your journey

2. Types of Travel Plan

2.1 This guidance refers to Travel Plans as a holistic description of the document. However, Darlington Borough Council recognises and accepts three types of Travel Plan documents. Any plan submitted should aim to support the aims and objectives of the local and national policies (Appendices 1 and 2).

2.2 Framework - A Framework Travel Plan is a document submitted when the occupiers of the development are unknown. It sets out basic principles for the site as a whole in preparation for the future occupier's plans. The Framework Travel Plan and subsequent occupier Full Travel Plans must contain joint outcomes, targets and indicators.

- 2.3 Full Travel Plan** - A Full Travel Plan is submitted where the proposed use and accessibility needs are known, and targets can be set. All elements of the plan should be tailored to the end occupier(s) - e.g. residential/school/workplace.
- 2.4 Travel Plan Statement** - A Travel Plan statement is a simple form of Travel Plan for smaller developments and can be used where a Full or Framework Plan is not required or at the request of Darlington Borough Council for transport related projects i.e. parking permit applications. It should set out the existing conditions within and near to the development and promote sustainable travel.

3. When a Travel Plan is required - Thresholds for Travel Plan and Travel Plan Statement Submissions

- 3.1** Travel Plans will be required for all development proposals exceeding the council's thresholds (Appendix 3 - Travel Plan Thresholds), and in other circumstances where local factors make one necessary, to ensure compliance with Policy IN3 of the Darlington Local Plan. Policy IN3 of the Local Plan requires all development likely to have a 'significant impact' on travel to engage in the Travel Planning process. This guidance and thresholds set in Appendix 3 provides more detail on when this is likely to occur.

www.darlington.gov.uk/media/16694/local-plan-adopted-feb22v2.pdf

Local Factors could include but are not limited to:

Local Factor	Notes
Change of Use applications	Change of use applications will be considered as a new development and will require a Travel Plan if the thresholds set out in Appendix 3 are exceeded.
Multi-occupation of one site	Where several small developments or an initial small-scale development is incrementally increased or different use types on one site may individually fall below the thresholds set out in Appendix 3. The cumulative impacts of these individual developments or uses can be enough to justify a Travel Plan for the site.
Increased Car Parking Applications	Existing businesses, organisations and schools seeking to increase car parking capacities without linked development will be required to show that a Travel Plan has been in place and fully implemented and other options to reduce car use have been implemented.
Town Centre Development	Any development within the Town Centre will require a Travel Plan.

- 3.2** It should be noted that although Appendix 3 sets out the development thresholds above which Travel Plans would normally be expected, we will assess applications on their own merits. This may result in some cases where a smaller development warrants a Travel Plan or larger sites where one is not justified. Applicants should assume, however, that where a threshold is exceeded a Travel Plan document will be required and discuss the need and scope for the document with Darlington Borough Council at the earliest possible stage of the application.
- 3.3** We stipulate a threshold of over 50 C3 dwelling houses for a Travel Plan, however Darlington Borough Council retains the right to request a Travel Plan for developments with fewer dwellings in circumstances where it is considered/likely to impact on sustainable transport in that area. Again, discussion with the Council is recommended at the earliest possible stage of the application.
- 3.4** The submission of a Travel Plan is not a guarantee that a proposed development will not be objected to on highways grounds if other supporting documentation, such as a Transport Assessment, does not demonstrate acceptability in highways terms.
- 3.5 Travel Plan Statements** may be requested by Darlington Borough Council for any development under the council's thresholds (Appendix 3 - Travel Plan Thresholds), and in other circumstances where local factors make one necessary. This includes requests for business parking permits within Darlington town centre. All Travel Plan statement submissions must be made using the council's template which is downloadable [here](#).

4. The process of submitting a Travel Plan

a) Modeshift Registration

- 4.1** Framework and Full Travel Plans are to be submitted using the **Modeshift STARS** platform.

The platform is a comprehensive Travel Planning tool that:

- Creates, develops, and supports Travel Plans.
- Assists in monitoring and evaluation.
- Recognises and rewards excellence for the promotion of sustainable and active travel.

- 4.2** The platform is currently divided into three areas:

STARS Education - for all Travel Plans relating to educational establishments up to and including KS4

STARS Residential - for all residential and community Travel Plans

STARS Business - for all other Travel Plans including business, Further Education/Higher Education, retail and NHS sites

- 4.3** Modeshift STARS allows users to collect data and information linked to a site or a collection of sites and to input this into the system. This process is more efficient than paper and PDF Travel Plans. Users of the system will save time when putting together a Travel Plan and they will be able to access their site's information online at any time. By providing clarity and a standardised approach towards what is required in a Travel Plan, this will allow the quality of Travel Plans submitted in support of planning applications to be assessed in a fair and consistent way.

4.4 The Modeshift licence for Darlington Borough Council Travel Plans is paid for by the council and organisations can therefore utilise the platform free of charge, up to and including the ‘Good’ level of accreditation. Schools can utilise the platform free of charge to any level of accreditation. Further information on the Modeshift fees can be found [here](#) and details of accreditation for business, residential and educational plans can be found [here](#).

4.5 Registering to use Modeshift STARS can be undertaken in one of two ways:

- By completing the contact/register section at www.modeshiftstars.org website or
- By contacting the Transport Planning section at Darlington Borough Council.

4.6 Once you register and gain access to Modeshift STARS you will be able to locate your development/organisation and begin to input the required information into the headings. A full range of guidance is included within the platform.

Darlington Borough Council’s Transport Planning Officer will assign a travel survey through the system when required. This can be completed electronically or on paper (and inputted into the system).

b) Required Standards

4.7 Framework Travel Plans - If a Framework Travel Plan is submitted the ‘Approved’ standard must be attained prior to planning permission being granted and the ‘Good’ standard must be attained within three months following planning permission approval. Following this, individual Travel Plans for site occupiers (when known) must be written and submitted onto the Modeshift STARS system within three months of occupation. These subsequent plans must attain ‘Good’ standard. The Modeshift platform allows multiple occupier Travel Plans to be linked to their framework plan for administrative purposes.

4.8 Full Travel Plans - If a Full Travel Plan is submitted it must attain ‘Approved’ standard prior to planning permission being granted and the ‘Good’ standard must be attained within three months following planning permission approval.

4.9 It is hoped that all Travel Plans will go on to achieve higher standards in subsequent years and be recognised with a higher-level award. Details of the standards to be achieved for business residential and educational plans can be found [here](#).

4.10 Baseline monitoring is required for ‘Good’ standard and will typically be within three months of first occupation. For residential developments trigger points for baseline monitoring will be agreed in relation to anticipated build out schedule and development size but will be in the region of 50% occupation and annual monitoring continued thereafter for five years post completion/full occupation unless otherwise agreed.

4.11 Response rates to annual surveys must attain the following return rates. It is recommended that a number of methods of survey are employed to achieve these rates.

Residential developments (distribution of surveys to households)

Number of houses built/occupied	Minimum % of households that must respond to the survey
<50 houses	no survey
51 to 150 houses	60%
151 to 500 houses	50%
> 500 houses	40%

Staff/Student Surveys

Number of staff/students	Minimum % of staff/students that must respond to the survey
< 50 staff/students	70%
51 to 250 staff/students	60%
251 to 750 staff/students	50%
> 751 staff/students	40%

- 4.12** Prior to development, baseline data can be ascertained using census data for the ward, or data from a similar development. All Travel Plans must be updated and submitted to Darlington Borough Council for approval on an annual basis until post five years completion/full occupation of the site unless otherwise agreed.
- 4.13** All plans submitted using the Modeshift platform require the planning and implementation of ‘Travel Initiatives’ and ‘Supporting Initiatives’. These will be chosen by the Travel Plan Coordinator and reflect the aims of the Travel Plan and the targets that need to be achieved. There are however initiatives that will be compulsory elements of Travel Plans submitted and these will be in addition to the required number of initiatives required by Modeshift. These compulsory elements will be secured via S106 agreements and/or planning conditions, details of which are included in the section 6 - ‘Your Obligations - Fees, Bonds and Conditions’.

5. How we Evaluate Travel Plan Submissions

5.1 Minimum criteria to approve Travel Plans submitted on the Modeshift Platform is:

- All sections of the plan need to be completed as required for the 'Approved' or 'Good' standard and kept up to date.
- We require a named Travel Plan Coordinator and to be notified of any changes if they occur. Where the Travel Plan Coordinator has yet to be appointed, an interim named contact (such as the author of the Travel Plan) will need to be retained and held responsible for the plan until the Travel Plan Coordinator is appointed.
- Baseline survey data is required to set targets from.
- Targets need to be set. Targets will be required for multiple modes of transport. We do not accept Single Occupancy Vehicle as a suitable target.
- A commitment to annual monitoring is required for a period of the life of the Travel Plan. We require appropriate methods to be used to collect this data and this could include a mixture of trip rate data, online surveys, individual surveys etc.
- A commitment and budget allocation to provide staffing, resources, and funding to enable the delivery of the 'Travel Initiatives', 'Supporting Initiatives' and Darlington Borough Council conditioned initiatives for the life of the plan.

6. Your Obligations - Fees, Bonds and Conditions

- a. Monitoring Fee
- b. Personalised Travel Advice Fee
- c. Travel Implementation Bond
- d. Conditioned Initiatives

a) Monitoring Fee

6.1 In all cases where a Travel Plan is required, the Council will require the developer to enter into a Section 106 Agreement. This will include payment of a Travel Plan monitoring fee of £2850, which will be payable to the Council by the developer. The full fee amount should be submitted in one payment on signing the Section 106 agreement and is non-refundable. This fee does not apply to educational Travel Plans.

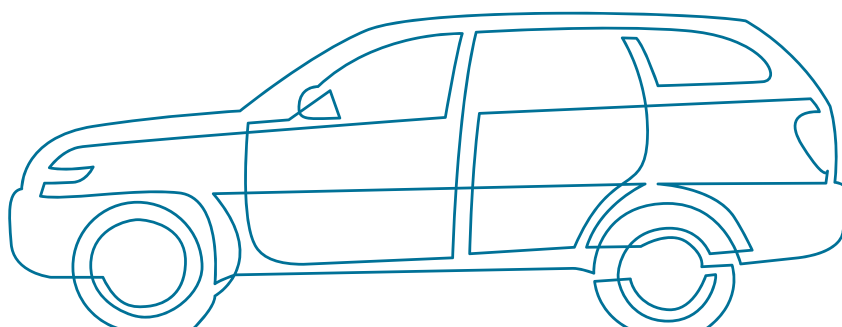
6.2 The fee amount is based on 15 hours per year of Darlington Borough Council officer time to carry out the following duties over five years of the life of the Travel Plan:

- Modeshift user system set up
- Administrative duties including survey set up and monitoring of deadlines
- Evaluation of Travel Plan submission
- Ongoing annual review of the Travel Plan and subsequent feedback/discussions with the Travel Plan Coordinator for the next year's measures

- 6.3** In some cases, particularly for residential developments, monitoring may be required beyond the five-year period. In these circumstances, fees required beyond five years will be agreed on a case-by-case basis.
- 6.4** The fee does not cover the actual conducting of surveys, data inputting onto the Modeshift platform or analysis as this is the responsibility of the Travel Plan Coordinator.
- 6.5** Guidance on local authorities' ability to use fees is available in DfT/CLG's Delivering Travel Plans through the Planning Process. In addition, Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide.

b) Personalised Travel Advice (PTA) Fee

- 6.6** In all cases where a Travel Plan is required, a personalised travel advice fee will be payable to the Council by the developer. In all cases where a personalised travel advice fee is required, the Council will require the developer to enter into a Section 106 Agreement. Fee payment and trigger points (if necessary) will be agreed with the developer, but in normal circumstances will be 50% prior to first occupation and 50% prior to 50% occupation for residential developments. For business developments the full fee will be payable prior to occupation. The fee is non-refundable. This fee does not apply to educational Travel Plans.
- 6.7** The fee required will be dependent on the type of development:
- For residential developments the fee will be £300 per household.
 - For business developments the fee will be £100 per full time employee (cumulative).
- 6.8** Monies secured by this process will be utilised in order for Darlington Borough Council to provide a personalised travel advice service. As a minimum this offer will include:
- Face to face meetings using techniques such as motivational interviewing to discuss the travel choices available to staff or residents.
 - Discussion around current and potential travel habits.
 - The provision of bespoke journey plans to encourage a more sustainable option.
 - The provision of travel resources to enable people to plan their own sustainable journeys.
 - The provision of incentives such as taster tickets to encourage sustainable transport take-up.





Travel Adviser Service

- 6.9** Delivery of this service will require close cooperation with the development's Travel Plan Coordinator and reference to this will be required in the Travel Plan document. It is anticipated that the PTA service will be delivered within 3 months of individual house occupation or employment start date.

c) Travel Plan Implementation Bond

- 6.10** In all cases where a Travel Plan is required, a Travel Plan implementation bond will be payable to the Council by the developer. In all cases where a bond is required, the Council will require the developer to enter into a Section 106 Agreement. Bond payment and trigger points (if necessary) will be agreed with the developer, but in normal circumstances will be payable prior to occupation. This bond does not apply to educational Travel Plans.

The bond required will be dependent on the type of development:

- For residential developments the bond will be £200 per household.
- For business developments the bond will be £50 per full time employee (cumulative).

The bond is RPI index linked from a base of 2021.

- 6.11** This bond would be repayable on successful completion of the Travel Plan for its full term. Successful completion of the plan is deemed as:
- The developer/owner retaining responsibility for funding and implementing the Travel Plan, its incentives, and initiatives, (PTA services excepted if PTA fee paid).
 - The appointment and retention of a Travel Plan Coordinator.
 - The surveying, monitoring, and annual reporting to Darlington Borough Council for the lifetime of the plan.
 - The achievement of baseline targets at full term.

6.12 Darlington Borough Council would have the right to retain the bond to implement remedial measures if the developer/owner fails to comply with the agreement. The payment of the bond cannot be used as mitigation to the production and implementation of the Travel Plan.

Examples of remedial measures could include - but are not limited to:

- Further personalised travel advice and incentives
- Additional promotional events
- Additional promotional resources
- Cycle training /Buddy up scheme for individuals or teams
- Implementation of a car sharing scheme
- Traffic Regulation Orders (TROs)
- Provision of sustainable transport infrastructure
- Bus service subsidies

d) Conditioned Initiatives

6.13 In appropriate circumstances specific initiatives, as listed in the Modeshift platform, will be conditioned within the planning consent. These incentives must be included within the actions of the Travel Plan and are in addition to the number and type of incentives required to achieve the Modeshift standards.

6.14 These initiatives could include (but are not limited to):

Car clubs for residential developments

Car clubs should be provided, for residential developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success. In these circumstances, measures such as the provision of infrastructure (such as marked parking bays and electric vehicle charging points for car club vehicles), the promotion of the car club, and payment towards the set-up and delivery costs of the car club should be provided by the developer.

Working with the local authority to support sustainable travel in the community.

The developer must include in their Travel Plan how they intend to work with staff at Darlington Borough Council to maximise the impact of their initiatives. This would include specific actions and SMART targets.

New residents or employee welcome pack with travel information

Developers must provide appropriate information on travel options to and from the development including the promotion of sustainable transport. Developers must consult with Darlington Borough Council prior to the development and publication of any information to ensure accuracy and obtain approval.

Secure discounts with local bike shops and/or public transport operators

Discounts should be investigated and provided at developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success.

Assistance with this document can be provided by contacting:

Transport Planning Team
Darlington Borough Council
transportplanning@darlington.gov.uk



Appendix 1

Travel Plan Policy Context - National

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out the Government's approach to the location and design of developments to ensure that plans protect and explore opportunities for the use of sustainable transport modes for the movement of goods or people. A core planning principle of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The framework promotes the hierarchy of preferred modes of transport, from walking and cycling, public transport, car sharing, the use of electric vehicles and finally to single occupancy car use, as the last option.

Cycling and Walking Investment Strategy (DfT)

This Strategy aims to create a walking and cycling nation; with a long-term goal (up to 2040) that walking, and cycling become a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, and work or leisure trips.

Gear Change

A bold vision for cycling and walking 2020 (DfT). This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality and was responsible for the establishment of **Active Travel England (ATE)**. ATE launched as an executive agency in January 2022, with one of its stated objectives being to improve the provision of walking, wheeling and cycling infrastructure.

LTN1/20 Cycle Infrastructure Design

This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure.

National Bus Policy

National policy towards buses is set out in the March 2021 Department for Transport visionary document *Bus Back Better*. This document recognises that buses are the backbone of the UK's public transport system with over 4 billion journeys made annually. The document states:

- Local Transport Authorities are the agency that should determine the shape of their local networks.
- Regulatory decisions around franchising and bus partnerships should be taken at the local level.
- Action needs to be taken to reverse the long term decline of bus services.
- Buses need support post Covid.
- Buses have a role to play in achieving net-zero and realizing other government priorities.
- Bus investment represents good value for money.

National policy advocates that Local Transport Authorities should strive to make buses:

- More frequent
- More Reliable
- Easier to understand
- More comfortable
- More innovative
- Safer
- Cheaper
- More comprehensive
- Easier to use
- Greener
- More integrated

Appendix 2

Travel Plan Policy Context - Local

Net Zero Strategy for Tees Valley

This strategy represents how the five Local Authorities within the Tees Valley will come together with one aim and vision; to deliver net zero for the region. As part of this there are opportunities that can be used to reduce emissions from travel by encouraging residents and businesses to always choose the lowest emission means of travel. This includes workplace Travel Plans, school Travel Plans personalised Travel Planning, public transport information and marketing, travel awareness and car clubs. The actions within this strategy state the following:

- Encourage a shift towards public and active transport
- Increasing the number of public electric vehicle charging points in the Tees Valley by 200% by 2025
- Develop a net zero transport network by 2036
- Creating a National Hydrogen Transport Hub

Darlington Borough Council Climate Change Strategy

The Council's ambition is for a carbon neutral council by 2040, which includes decarbonising our own fleet. Alongside that, we have a commitment to working with businesses and residents to reduce the overall emissions for the Borough. We have various initiatives underway, including:

- Support for the Active Travel Hub in Darlington
- Local Cycle and Walking Infrastructure Plans
- Implementation of safety measures around schools
- Promotion of sustainable travel to our visitor attractions



Darlington Borough Council Local Plan

Darlington Local Plan 2016 - 2036 (Adopted February 2022) seeks to ensure that the needs of the population of Darlington are met through housing, a thriving economy, community facilities and infrastructure. The Plan will also safeguard the environment and ensure that Darlington is resilient to climate change. Policy IN3 of the Local Plan requires all development likely to have a 'significant impact' on travel to engage in the Travel Planning process. This guidance and thresholds set in Appendix 3 provides more detail on when this is likely to occur.

- www.darlington.gov.uk/media/16694/local-plan-adopted-feb22v2.pdf

Darlington Transport Plans (Local Implementation Plan) 2022-2030

You can find the following strategy's below, alongside a summary document for each, which provides a brief overview of the main document, by using this link [here](#).

- Darlington Transport Plan 2022-2030
- Darlington Town Centre Transport Plan 2022-2030
- Parking Strategy 2022-2030

Darlington Borough Council Air Quality Strategy - Environmental Health

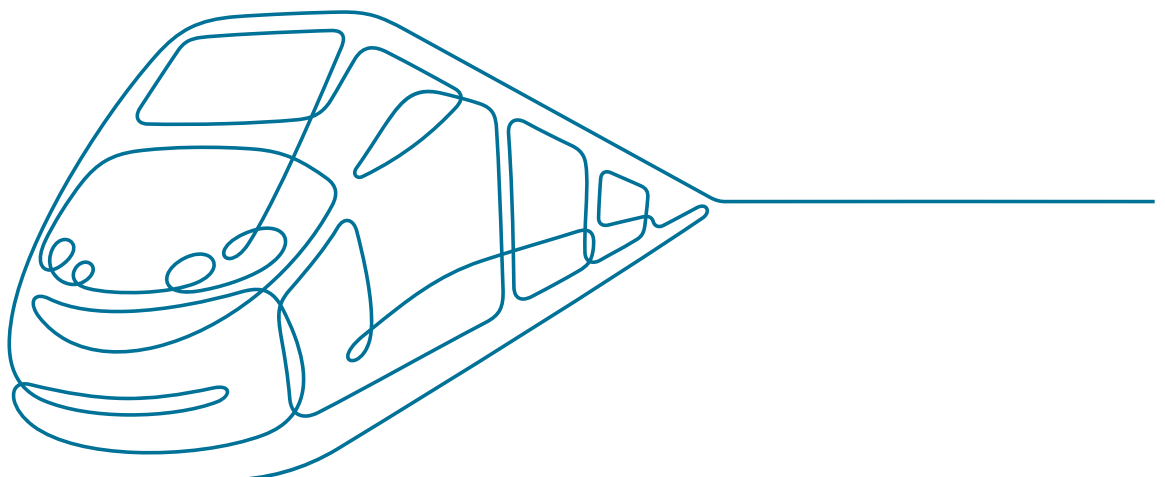
The Air Quality Strategy outlines how the Council plans to work towards improving air quality within our borough to protect public health and the environment.

Bus Service Improvement Plans (BSIP)

In order to qualify for DfT funding, all local areas are required to have BSIP's. BSIP's set out how the Local Transport Authority (Tees Valley Combined Authority) intends to improve and deliver bus services in its area.

- These plans should include:
- Targets for journey times and reliability
- Identify bus priority interventions
- Identify opportunities to improve air quality
- Bus patronage targets
- A plan for fares and ticketing (with an expectation these will be simpler and cheaper)
- Deliver quality bus information
- Promote network integration
- Meet the needs of local people
- Deliver a local Passenger Charter

Further information on Tees Valley's BSIP can be found [here](#).



Appendix 3

Travel Plan Thresholds

Land Use Pre 2020	Land Use Post 2020	Measure	Travel Plan Required	Travel Plan Statement* *may be required
A1 Food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>800 sq. m	<800 sq. m
A1 Non-food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>1500 sq. m	<1500 sq. m
A2 Financial and professional services	E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services)	Gross Floor Area	>2500 sq. m	<2500 sq. m
A3 Restaurants and cafes	E(b) Sale of food and drink for consumption (mostly) on the premises	Gross Floor Area	>2500 sq. m	<2500 sq. m
A4 Drinking establishments	Sui Generis	Gross Floor Area	>600 sq. m	<600 sq. m
A5 Hot-food takeaway	Sui Generis	Gross Floor Area	>500 sq. m	<500 sq. m
B1 Business	E(g) E(g)(i) E(g)(ii) E(g)(iii)	Gross Floor Area	>2500 sq. m	<2500 sq.m
B2 General Industry	B2 General industrial E(g) (previously class B1) (Gross Floor Area	>4000 sq. m	<4000 sq. m
B8 Storage or distribution	B8 Storage or distribution.	Gross Floor Area	>5000 sq. m	<5000 sq. m
C1 Hotels	C1 Hotels - Hotels, boarding and guest houses	Bedrooms	>100 bedrooms	<100 bedrooms
C2 Residential institutions—hospitals, nursing homes	C2 Residential institutions – Residential care homes, hospitals and nursing homes	Beds	>50 beds	<50 beds
C2 Residential institutions—residential education	C2 Residential institutions - Boarding schools, residential colleges and training centres	Students	>150 students	<150 students
C2 Residentials institutions—institutional hostels	C2A Secure Residential Institution -	Residents	>400 residents	<400 residents
C3 Dwelling houses	C3 Dwelling houses - C3(a), C3(b), C3(c), C4 Houses in multiple occupation	Dwelling unit	>50 units	<50 units
D1 Non-residential institutions	E(e) E(f) F1(a) F1(b) F1(c) F1(d) F1(e) F1(f)	Gross Floor Area	>1000 sq. m	<1000 sq. m
D2 Assembly and leisure	F2(c) F2(d) Sui generis:	Gross Floor Area	>1500 sq. m	<1500 sq. m
Education establishments	Increase in pupil numbers and/or further development of the site			
Others	Discuss with Darlington Borough Council			

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