

Core Strategy: Sustainability Appraisal Scoping Report 2009 Consultation Responses

CSSASR Ref	Respondent	Comments	DBC response	Consequential Change	Responding Officer
CSSASR/01(a)	Highways Agency	The Agency supports and welcomes the key principles in para. 2.2, in particular the Agency is supportive of the following key principles; "Promote sustainable economic development and focus regeneration in neglected areas", Improve access to a diverse range of sustainable employment opportunities"; and Reduce the need to travel, locate development close to existing public transport networks and encourage walking and cycling", all of which will support the development of a sustainable and accessible community where the need to travel, particularly by the use of the Strategic Road Network is minimised.	Noted	None	NW
CSSASR/01(b)	Highways Agency	The Agency supports the scoping report's recognition that road transport reduction has a key part to play in responding to climate change. Further, the agency supports the need for the LDF to focus on sustainably locating development such that the need to travel, particularly by private car and by the SRN is minimised	Noted	None	NW
CSSASR/01(c)	Highways Agency	With regard to economy and employment, and specifically the "good transport infrastructure which supports logistics", such uses can be of concern due to the potential for high numbers of trips to be generated and in particular those which could impact on the operation of the SRN. As such the Core Strategy will need to fully consider this issue.	Agree. Added a sentence to para 3.12.2 to highlight this concern. This concern has also been drawn to the attention of the planning policy team and will be considered along with previous comments made in the development of the Core Strategy Preferred Options. Logistics is an area of economic growth for the Borough and the impact could be mitigated for through conditions of planning such as ensuring the adoption of travel plans and times of travel to reduce congestion.	Amendment to section 3.12.2 of the Sustainability Appraisal Scoping Report	NW
CSSASR/01(d)	Highways Agency	The Agency is encouraged that a modal shift to more sustainable means of transport has started to be achieved through the DfT's Sustainable Travel Demonstration Towns scheme and considers Darlington should continue to build on this success through the LDF process and through appropriate land use decisions, robust sustainable transport measures and a comprehensive understanding and consideration of traffic and transport impacts.	Agree. This suggestion has been drawn to the attention of the planning policy team and will be considered along with previous comments made in the development of the Core Strategy Preferred Options.	None	NW
CSSASR/01(e)	Highways Agency	The Agency welcomes the documents recognition that sustainable transport is key to the wider sustainable development agenda and therefore welcomes the Objective to "Promote traffic reduction and encourage more sustainable alternative forms of transport", and the key implications for the LDF identified for Transport in the List of Plans, Policies, Programmes and Sustainability Objectives.	Noted	None	NW
CSSASR/01(f)	Highways Agency	The Agency would expect that the policies and proposals in forthcoming drafts of the Core Strategy will provide a robust and deliverable strategy to address these issues and those identified in Para 3.12.9	Noted and drawn to the attention of the planning policy team whom will consider alongside previous comments made in the development of the Core Strategy Preferred Options.	None	NW

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CSSASR/01(g)	Highways Agency	Para 3.12.11 suggests that there is a gap in the data required to identify traffic congestion levels. As identified in Circular 02/2007, the Agency is able to offer advice, technical support and data to assist in the development of a robust evidence base.	Noted. Would appreciate data regarding congestions levels and hotspots in the Borough of Darlington	Amendment to baseline data on the receipt of data in relation to congestion and hotpost areas in the Borough.	NW
CSSASR/01(h)	Highways Agency	The Agency is concerned the document identifies that a higher proportion of dwellings will be developed on greenfield land, as these areas are generally less accessible by sustainable means of transport and increase the necessity to travel by private car.	Noted. However, please note that greenfield sites that are well located will be preferred through sequential testing. Brownfield land in the open countryside is not generally sequentially preferable to well located greenfield sites.	None	NW
CSSASR/01(i)	Highways Agency	The Agency advocates the use of sequential testing for allocating development sites, particularly with regards to ensuring that new development is located where it can be safely and conveniently accessed by sustainable modes of transport, such as public transport, walking and cycling and where it minimises the need to travel by private car.	Noted. Drawn this to the attention of the planning policy team for consideration in the development of the Accommodating Growth DPD	None	NW
CSSASR/01(j)	Highways Agency	Failure to involve and gain support from the Agency at the outset can run the risk of developing a strategy and policies that are ultimately not sustainable or deliverable.	Noted	Ensure that consultation is maintained with the Highways Agency throughout the preparation of policies and the sustainability appraisal process.	NW
CSSASR/01(k)	Highways Agency	The Agency is particularly interested in the scale and location of development and the evidence to support such proposals, particularly regarding the potential quantity of trips generated by developments and the impact these could have on the safe and efficient operation of the SRN, both individually and cumulatively.	Noted and drawn to the attention of the planning policy team. This information will be set out in future DPD's	None	NW
CSSASR/01(l)	Highways Agency	The Agency is interested in what measures are proposed to mitigate these impacts, such as sustainable transport improvements, ITB measures or any physical measures. Such measures should also be supported by their own evidence demonstrating the level of mitigation provided and how this is linked to the proposed development sites.	Noted. Measures will be set out in future sustainability appraisal reports of detailed DPD's regarding mitigation measures. Advice on mitigation measures may be sought.	None	NW
CSSASR/01(m)	Highways Agency	In accordance with PPS12 and the principles of good infrastructure planning, the anticipated costs, funding sources and responsibilities for delivery should also be identified.	Noted and drawn to the attention of the planning policy team.	None	NW
CSSASR/02(a)	Natural England	Page 2 Section 1.4. This section should also recognise that all LDF documents should now be subject to Habitats Regulations Assessment under the Habitats Directive.	Agree. Added para 1.4.5 to reflect this requirement	Addition of para 1.4.5	NW
CSSASR/02(b)	Natural England	Please note that SA and HRA outputs must be clearly distinguishable and reported on separately. The Plannign Authority must ascertain that the land use plan will not adversely affect the integrity of a European site before the Plan can be adopted.	Noted. A Habitats Regulations Assessment report will be produced alongside the revised Core Strategy Preferred Options later in the year	None	NW
CSSASR/02(c)	Natural England	Page 6 National. This section could also reference the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000	Added	Added reference	NW
CSSASR/02(d)	Natural England	Page 7 Regional This section could also reference Countryside Character Volume 1 North East Region	Added	Added reference	NW
CSSASR/02(e)	Natural England	Page 8 Local. The Darlington Rights of Way Improvement Plan should also be listed and shown under Transport in Appendix 1.	Added	Added to Appendix 1	NW

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CSSASR/02(f)	Natural England	Page 8 Key principles. These should also take into account the need to allow the natural environment to adapt to the consequences of climate change such as through the protection and enhancement of habitat networks, and recognise the need to protect and enhance the green infrastructure network.	Agree. Added to Key Principles "Reduce pressures on the natural environment and build capacity for biodiversity to adapt to climate change for example through the protection and enhancement of habitat networks and green infrastructure".	Addition to Key Principles	NW
CSSASR/02(g)	Natural England	Page 15 Para 3.6.9. LDF policies should also consider adaptation measures for the natural environment with regards to climate change	Added	Addition to 3.6.9	NW
CSSASR/02(h)	Natural England	Page 18 This should consider if there are any geodiversity issues in the borough.	Agree. Have highlighted the status of Neasham Fen which is designated as a Geological SSSI	Addition to 3.8.3	NW
CSSASR/02(i)	Natural England	Page 20 Data gaps and limitations. Local Area Agreement monitoring of indicator NI197 on Local Sites may contribute to data collection on this topic.	Noted. Will include results for NI197 to baseline data when available	Reference to NI197 made in 3.8.8	NW
CSSASR/02(j)	Natural England	Page 26-29 Transport and Accessibility. This section should also refer to the strategic walking/cycling routes in the Borough	Agree.	Inclusion of para 3.12.10 and 3.12.11 regarding the Borough's Rights of Way network and current issues regarding connectivity, use etc	NW
CSSASR/02(k)	Natural England	Page 35-37 Landscape. Are there any plans to carry out a more detailed local landscape character assessment for the Borough?	It is recognised that a Local Landscape Character Assessment is required. However, there are no plans as yet to undertake one.	Addition of local landscape character assessment to data gaps and limitations under 3.16.16	NW
CSSASR/02(l)	Natural England	Assume 2001 for historic landscape character assessment should read 2010	Amended to 2011	Amendment made to 3.16.9	NW
CSSASR/02(m)	Natural England	Please note that the Natural England Landscape Character Areas will now be known as National Character Areas	Noted.	Amendment made to reference 67	NW
CSSASR/02(n)	Natural England	3.16.13 This section should also recognise the contribution of public open space/green space to the wider green infrastructure network, and the LDF should recognise the need to protect and enhance the green infrastructure network.	Agree	Included recognition within 3.16.13 and 3.16.15	NW
CSSASR/02(o)	Natural England	Page 46 Landscape. Suggest reword will it protect and enhance the quality and character of the landscape?	Noted	Rewording of sub-objective within Table 3	NW
CSSASR/02(p)	Natural England	Annex 2 Information which Natural England expect to see included in the SEA process across the North East	Noted	Inclusion of additional relevant plans and programmes to Context Review within Appendix 1	NW
CSSASR/02(q)	Natural England	Annex 3 Suggested indicators and related data sources	Noted	Inclusion of LNR indicator and local indicator from Darlington's open Space Strategy 2007-2017	NW
CSSASR/03(a)	Environment Agency	Plans, Policies and Programmes. The following documents should be included within this section: European Directive and Management of Flood Risk (2007/60/EC), Development and Flood Risk: A Practice Guide Companion to PPS25, Planning for Biodiversity and Geological Conservation: A Guide to Good Practice, Environmental Protection Act, The Pitt Review, UKCIP08 Climate Change Projections.	Added	Added to Table 1	NW

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CSSASR/03(b)	Environment Agency	Recommendations for amendment to Key principles: "Improve Darlington's resilience and ability to adapt to Climate Change by reducing flood risk and it's impacts on people and property, and ensuring that development is steered away form areas at risk where possible."	Noted	Amendment made	NW
CSSASR/03(c)	Environment Agency	Recommendations for amendment to Key principles: "Protect and improve Darlington's resources by ensuring the sustainable and efficient use of water (ground and surface), land and air."	Noted	Amendment made	NW
CSSASR/03(d)	Environment Agency	We refer the LPA to the Department of the Environment's Industry Profiles (updated in April 2008) which provides a list of previous site uses that may result in land contamination.	Noted and drawn to the attention of the Planning Policy Team	None	NW
CSSASR/03(e)	Environment Agency	The Site Waste Management Plans Regulations 2008 require all construction projects with an estimated cost of greater than £30,000 to prepare a site waste managemtn plan. Applicants should be made aware of this requirement at the earliest stage of design.	Noted and drawn to the attention of the Development Control Team	None	NW
CSSASR/03(f)	Environment Agency	The quantitative status of groundwater should be assessed as a sustainability issue within Darlington, with the underlying major Magnesian Limestone Aquifer in particular, being sensitive to pollution.	Agree	Added section to para 3.7.5 to highlight this issue and included gorundwater as a separate sustinability issue under 3.7.10	NW
CSSASR/03(g)	Environment Agency	We recommend that the LPA contact other relevant LPA's to discuss how the quantities and chemical quality of the Magnesian Limestone Aquifer could be improved through the LDF or sub-regional planning policy. We would welcome any discussions regarding the protection and improvements to the Aquifer at a local/sub-regional level.	Noted and drawn to the attention of the Planning Policy Team	Included recommendation in para 3.7.8	NW
CSSASR/03(h)	Environment Agency	We recommend that the LPA refer to the Draft River Basin Management Plans and the detailed programme of measures for each groundwater body which will be implemented within the current river basin cycle and provides information on nitrate levels.	Noted and drawn to the attention of the Planning Policy Team. Concluded that meetings of this nature need to be initiated in the first instance by the Environment Agency to help gain appreciation of the issue etc.	Included reference to the Darft River Basin Management Plan within para 3.7.5 to highlight the status of surface and ground water bodies in relation to the Water Framework Directive 'good status' target for 2015.	NW
CSSASR/03(i)	Environment Agency	The LPA should note that abstraction pressures within the underlying Magnesian Limestone Aquifer may increase within Darlington due to climate change, where changes in water levels and water availability may cause drought as well as flooding.	Noted	Included reference to this issues in para 3.7.6	NW
CSSASR/03(j)	Environment Agency	Any increase in water abstractions, should be undertaken in full consultation with the Environment Agency to ensure that the quantitative status of the Magnesian Limestone Aquifer is not compromised by any proposed abstractions.	Noted and drawn to the attention of the Planning Policy Team	Included recomendation under para 3.7.6	NW
CSSASR/03(k)	Environment Agency	The LPA should be aware that until scheduled updates take place, Darlington is included in both the Tees CAMS and the Wear CAMS, and this should be refelcted within the SA Scoping Report.	Noted	Clarification of the target status of the Skerne WRMU and inclusion of the abstraction status of the Magnesian Limestone GWRMU under para 3.7.6. Inclusion of reference to the Wear CAMS (17a)	NW

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CSSASR/03(l)	Environment Agency	We would expect any potential development sites at risk of flooding which have been identified in the Tees Valley SFRA to be subject to a Sequential Test within the later stages of the SFRA process, to ensure that development is steered away from areas at risk of flooding where suitable alternative sites exist.	Noted and drawn to the attention of the Planning Policy Team	None	NW
CSSASR/03(m)	Environment Agency	When referring to flooding the LPA should be aware that this can be a result of both ground water and surface water flooding.	Noted and drawn to the attention of the Planning Policy Team	None	NW
CSSASR/03(n)	Environment Agency	We understand that a revised SFRA has recently been commissioned for the Tees Valley area, to include Darlington. The LPA can also use this information to assess the current status of flood risk in Darlington, as well as determine which potential development sites may be at risk of flooding to inform any forthcoming allocations LDD.	Noted and drawn to the attention of the Planning Policy Team	None	NW
CSSASR/03(o)	Environment Agency	With regards for the provision of green playing pitches, we recommend that this type of development could be located in areas at risk of flooding where the risks to people and property will be considerably lower than allocating other types of development on this land. We also welcome the creation of wetlands, conservation areas and other water compatible activities on land at risk of flooding, which will contribute to the enhancement of biodiversity in Darlington without increasing flood risk to people and property.	Noted and drawn to the attention of the Planning Policy Team	Inclusion of recommendation within para 3.7.8	NW
CSSASR/03(p)	Environment Agency	We hold information in relation to recorded protected species in Darlington which can be obtained upon request.	Noted	None	NW
CSSASR/03(q)	Environment Agency	We consider that forthcoming policies should seek to address the lack of data within Darlington by ensuring that any potential risks to biodiversity are identified prior to determination of the application through appropriate assessment and surveying works. Where this is an issue, appropriate mitigation and compensation should form an integral part of the design of development to ensure the continued protection and enhancement of biodiversity in Darlington.	Agree. Addressed within the Design of New Development SPD. Drawn to the attention of the planning policy team for consideration in relation to development of Core Strategy Preferred Options	Inclusion of recommendation within para 3.8.7	NW