Introduction

Darlington was selected as an NHS England Healthy New Town (HNT) demonstrator site in 2016. One of 10 sites in the country, Darlington could already boast an innovative track record in the delivery of sustainable and healthy transport initiatives as a Cycling Demonstration Town; and leading edge approaches to green infrastructure, design and heritage led regeneration. Initially the pilot area within Darlington was in the Eastern Growth Zone with the potential to deliver around 2,500 houses as a part of a wider growth ambition for around 10,000 in the years up until 2035. The opportunity arose through the development of the emerging Borough of Darlington Local Plan to integrate a number of design principles into policy, with specific reference to design, heritage and green infrastructure. It is intended that these principles will be ‘golden threads’ within the Local Plan to influence planning decisions, within the strategic locations.

The principles and recommendations for the Local Plan were developed in partnership with stakeholders during the summer of 2017. This process was undertaken in parallel with an examination of the existing evidence bases that demonstrate the links between the built environment with health and wellbeing. The Design Principles document was developed following this research and draws on a number of source materials:

- Creating Health Promoting Environments – TCPA (2017);
- Dementia and Town Planning – RTPI (2017);
- Spatial Planning for Health – PHE (2017); and
- Land Use Planning and Health and Wellbeing – (Barton) 2009.

Elsewhere, evidence bases are referenced where appropriate.

In addition these design principles have been developed to comply with and build on the policy, guidance and strategies within the following documents:

- Distinctly Darlington Design of New Development SPD (2011);
- Darlington Green Infrastructure Strategy and Action Plan; and,

The Design Principles document provides a summary of existing policy and guidance, cross referenced within each theme to provide an integrated basis for further policy development and to inform planning decisions, pending the implementation of the emerging Local Plan from 2019 onwards. The links identified in the illustration below demonstrate the connections between complementary and sometimes conflicting priorities. These have been consciously linked to highlight the relationship between, for example, green infrastructure and local food choices. Equally connections with the economy, transport, place making and social infrastructure are highlighted.
Transport and Movement

There is high quality evidence to suggest that improved active travel infrastructure for walking and cycling supports mobility and physical activity and reduces risks of CVD, obesity, type 2 diabetes and some cancers. Overall levels of mental health and wellbeing are associated with investments in these elements.\(^1\)

Additionally, the provision of public transport is strongly linked with physical activity levels in younger people and to a lesser extent greater social and physical mobility for the elderly. Road safety measures allied to active travel choices, such as traffic calming, public realm opportunities and the prioritisation of pedestrians and cyclists, reduce risks in the general population of CVD, obesity, and type 2 diabetes whilst also supporting musculoskeletal health and general levels of wellbeing. In gross terms traffic calming measures reduce the incidence of pedestrian injury and road traffic accidents.

General levels of access to greenspace and recreation opportunities has benefits across the whole population with particular benefits for younger people and adolescents.

Darlington has a good track record in delivering sustainable transport and active travel initiatives alongside the provision of walking and cycling infrastructure through being a Cycling Demonstration Town and latterly through the ‘Local Motion’ initiative – now ‘Let’s Go Tees Valley.’ There is still some way to go however. In new developments it is important that these are well connected to the green infrastructure network, are serviced by regular, reliable and affordable public transport and have a public realm that is conducive to walking and cycling. At a settlement level this would be facilitated by connecting new developments to the existing walking and cycling network and facilitating improvements to this where necessary.

There is more to accessibility than physical distance. The quality of the public realm, perceptions of safety, natural surveillance and clear wayfinding are all determinants of behaviours. The UK has some of the lowest levels of children walking independently to school on account of perceptions of danger from both traffic and strangers;\(^2\) and, whilst there have been significant in-roads into this at local level, the principles of safe routes to school in new development need to be considered.

To prolong the independence of the elderly and in particular people living with dementia it is essential that the public realm provides legible routes, places to sit and rest and appropriate street lighting. These principles encourage walking and physical activity across the population as a whole.

Therefore:

Transport, access and movement must be planned with the following hierarchy;

1. Walking
2. Cycling
3. Public Transport
4. Rail
5. Private Cars, taxis and motorcycles.

- Facilities for people travelling on foot or cycle must be provided in new developments and supported in existing neighbourhoods such as benches, cycle parking and adequate way marking.
- Neighbourhoods, local services and schools must be connected with safe, well-lit routes.

As an overarching principle:
- Developments above a threshold of 100 units must demonstrate that there are existing local services and access to community facilities within 400-800 metres (or 5-10 minutes’ walk), or that these will be provided. As a minimum this would equate to a convenience store.
- Adequate public transport provision must be facilitated with a bus stop within 400 metres of such new developments, with facilities and services provided if not already in place.
- Transport and Movement has a direct relationship with the other five Darlington HNT Design Principles (Green Infrastructure, Healthy Food Choices, Placemaking, Economy and Social Infrastructure).

“...the level of active travel (walking and cycling) and outdoor recreational activity is strongly affected by accessibility to local facilities. Access to green, natural environments, and to local social networks, are factors in mental well-being. The wider sub-regional pattern of housing, economic development, land use and transport is a determinant of social exclusion and therefore health inequalities. It also affects health-damaging pollution, adaptability in the face of climate change and the level of carbon dioxide emissions.”

Prof. Hugh Barton 2009.

1 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places p55
2 Barton (2009) – Land Use Planning and Health and Wellbeing p118
Green Infrastructure

A growing body of evidence suggests that at a population level the natural environment has a positive impact on mental health outcomes, with significant benefits for the individual. With around one in four adults in the UK experiencing mental health problems during their lifetime, this is a key area where the benefits of the natural environment can be realised. There are lower incidences of depression in older adults in places that have good levels of access and provision of greenspace.

There is good evidence to suggest that access and engagement with the natural environment has positive impacts on levels of physical activity for the whole population with an emphasis on children and older adults, active travel choices and mental health. To maintain the health of the natural environment both in urban and rural areas it is important to support ecosystems and natural processes by creating, protecting and enhancing habitats.

Air pollution, one of the underpinning issues that land use planning sought to improve, is one of the overriding threats to health that exist in urban areas. This, alongside the urban heat island effect where summer temperatures contribute to excess death and illness, is an area where green infrastructure can have a positive impact. There is good evidence to suggest that neighbourhood tree planting has a positive impact on moderating temperature extremes and in certain circumstances air quality. In a study undertaken in Marylebone, London the presence of street trees was shown to improve air quality by around 7% dependent upon the prevailing wind direction and speed and assist in the dispersal of particulates by 4%. Whilst poor air quality is only found in particular localities in Darlington, the principle of using green infrastructure to improve this, alongside other measures, is valuable both in areas where this is a problem and in new developments.

Natural flood management is a cost effective solution to climate change, with opportunities for green infrastructure to provide additional fluvial flood management through the interception and the detention of storm water. The threat of flooding, either from pluvial or fluvial sources is connected to poor mental health. Natural flood management is a cost effective solution to climate change resilience presents an opportunity to improve outcomes in this area.

The Council has taken an ‘Ecosystems Services’ approach to Green Infrastructure and as such recognises the importance of the natural environment in adapting to climate change, managing flood risk, providing food and contributing to health and wellbeing. There is a direct relationship between Green Infrastructure and ecosystems services and the local economy. The Local Environment and Economic Development (LEED) toolkit developed by Natural England for Local Enterprise Partnerships, allows this impact to be assessed objectively. This ongoing work is being undertaken at a Tees Valley level, identifying significant opportunities around the visitor economy and attracting inward investment.

Green Infrastructure can secure multiple benefits for people and the environment and the principle of multi-functional biodiverse blue-green space is a key mechanism to secure these.

Green infrastructure offers opportunities for creative play and healthy development in children. NICE recommends that those responsible for managing and creating open space “enhance the accessibility, quality and appeal to users of local open spaces, especially green and blue spaces, to increase their use…” and “facilities that help people of all cultures and backgrounds to feel safe and welcome, for example by providing safe areas in which children can play and picnic facilities.” The guidance goes on to recognise the importance of this not just in formal settings but as part of journeys to school or other destinations.

For this reason, in addition to those above, the concept of ‘multifunctional blue-green space’ is to underpin the emerging Green Infrastructure policies in the Local Plan recognising the multiple benefits that can be secured.

Therefore:

New developments must protect, enhance and create multi-functional green-blue infrastructure to support human and natural life contributing to combatting the urban heat island effect, tackling air pollution, improving water quality and reducing flood risk. In providing green-blue infrastructure, which should constitute 40% of the developable area, the following hierarchy must be observed:

1. Habitats and Ecology
2. Flood and Water Management, and Air Quality
3. Access Recreation and Movement
4. Play and Education
5. Amenity and Landscaping

In order to ensure that the multiple benefits of blue-green infrastructure are realised all new greenspaces must include a component of the above attributes. New development must demonstrate a net gain in biodiversity through appropriate planning and mitigation as appropriate.

Green Infrastructure has a direct relationship to the other Darlington HNT Design Principles in terms of Transport and Movement, Placemaking and the Economy. Space for local food growing and sports facilities are to be allocated separately in new development and these are covered below under Social Infrastructure and Healthy Food Choices.

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5 Natural England Access to Evidence Information Note EIN018 Links between natural environments and mental health: evidence briefing 2016
6 Wu, Y.-T. et al, Older people, the natural environment and common mental disorders: cross-sectional results from the Cognitive Function and Ageing Study (BMJ) Open, 2015. 5(9).
7 Barton (2009) – Land Use Planning and Health and Wellbeing.
8 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places p41
9 https://ecosystemknowledge.net/apply/local-economy/LEED (assessed 04/06/18)
10 NICE (2018) Physical Activity and the Environment p12

Jeanhean, A et al., Air quality affected by trees in real street canyons: The case of Marylebone neighborhood in central London 2009
8 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places p41

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HEALTHY NEW TOWNS - DESIGN PRINCIPLES

Transport and Movement

- Transport, access and movement must be planned with the following hierarchy:
  1. Walking
  2. Cycling
  3. Public transport
  4. Rail
  5. Private cars, taxis and motorcycles.
- Facilities for those on foot or cycle must be provided in new developments and supported in existing neighbourhoods such as benches, cycle parking and adequate signage.
- Connectivity and safe, well lit, routes between neighbourhoods, local services and schools must be provided for new developments.

Green Infrastructure

- New developments must protect, enhance and create multi-functional green-blue infrastructure to support human and natural life contributing to combating the urban heat island effect, tackling air pollution, improving water quality and reducing flood risk. In providing green infrastructure, which should constitute 40% of the site area, the following hierarchy must be observed:
  1. Habitats and Ecology
  2. Flood and Water Management, and Air Quality
  3. Access Recreation and Movement
  4. Play and Education
  5. Amenity and Landscaping
- Local food provision and sports facilities are to be allocated separately.

Social Infrastructure

- Healthcare, leisure, playing pitches, local services and retail must be clustered together into nodes with adequate public transport connections in local centres identified in the Local Plan.
- Local services, social infrastructure and local facilities must be provided in the first phases of development to establish a sense of community.
- The public realm must be high quality, benefit from natural surveillance and be means to connecting communities to each other and to facilities.
- Developments above a threshold of 100 units must demonstrate that there are local services and access to community facilities within 400-800 m (or 5-10 minutes walk) or that these will be created.

Healthy Food Choices

- New developments must provide adequate opportunity for local food production either through the provision of private gardens, communal spaces or where there is a lack of provision identified.
- The establishment of hot-food takeaways will be controlled in areas of over-concentration and where close to schools.
- The change of use of existing buildings to facilitate innovative approaches to local food production and distribution will be actively supported.
- Developments above a threshold of 100 units must demonstrate that there are local services and access to healthy food choices within 400-800 m (or 5-10 minutes walk).

Economy

- New developments must ensure that there is access to good links to employment opportunities and that these are integrated into mixed-use areas wherever possible.
- New employment sites must be well connected to the walking and cycling network and the public transport system.
- New developments must take the opportunity to employ local labour and provide training and skills through their construction.
- Local and town centres should be supported to ensure that the local population can be served, with an emphasis on local centres providing for community needs.
- Flexibility should be built-in to new local centres to allow change of use to commercial over time.

* Denotes measures that support a Dementia Friendly Environment
Healthy Food Choices

The links between access to healthy food choices and various behaviours leading to health outcomes can be evidenced, albeit as part of a complex system. People groups such as those on low incomes, children and young people, those who are overweight or obese and certain ethnic groups are less likely to achieve a balanced diet. Notwithstanding there is evidence to suggest that access to healthy food is an effective intervention alongside other measures.

The TCPA has identified a number of principles that support healthy environments through access to quality, affordable food and spaces to grow it. These include:

- Controlling the spread of hot food takeaways (A5 Use);
- Markets and shops that are within walking and cycling distance that stock a variety of foods;
- Allowing temporary changes of use to facilitate entrepreneurs to meet community needs; and,
- The provision of communal and private growing spaces in a combination of allotments and gardens.

The principles alongside Local Authority controls over the prevalence of hot food takeaways near schools and in areas of over-provision have been shown to have a moderate impact on health outcomes. Clearly behaviours and patterns of consumption have an equal or greater impact, but emerging evidence points to a number of built environmental factors.

The Darlington Health and Wellbeing Board has recently agreed to take action in a number of Wards to control the proliferation of hot food takeaways, these include Pierremont and Park East where childhood obesity runs at around 23%.

The prevalence of hot food takeaways often correlates with areas of deprivation.

Allotments are a popular leisure activity with positive impacts on mental health and wellbeing, in addition to the benefits of access to healthy food. As of 2016 there were a total of 196 people on waiting lists for allotments across the Borough. This demand is currently not being met through existing provision. Additionally, private gardens provide opportunities for food production and, although the use of gardens for this purpose is often cultural in nature, in times of shock or austerity this becomes more commonplace. Clearly domestic gardens contribute to wider ecosystem services that contribute to health and wellbeing including reductions in the urban heat island effect, flood resilience alongside improvements in physical health gained from maintenance activities.

Therefore:

- New developments must provide adequate opportunity for local food production either through the provision of private gardens, communal spaces or where there is a lack of provision identified in the form of allotments.
- The establishment of hot-food takeaways will be controlled in areas of over-concentration and where close to schools and in new developments.
- The change of use of existing buildings to facilitate innovative approaches to local food production and distribution will be actively supported.
- Developments above a threshold of 100 units must demonstrate that there are local services and access to healthy food choices within 400–800 metres (or 5–10 minutes’ walk).
- Healthy Food Choices have a direct relationship with other Darlington HNT Design Principles including Placemaking, Transport and Movement, Economy, and Green Infrastructure with indirect links to Social Infrastructure where provision may form part of service delivery or communal space.

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11 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places p30
12 TCPA (2014) Planning Healthy Weight Environments p12
13 TCPA (2017) Creating Health Promoting Environments p15
15 DBC Website accessed 06/06/18
Placemaking

"A well designed high street, housing development or transport network that supports inclusive and active travel and community space makes a significant contribution to staying active and connected. These are good places for everyone, including people with dementia."

RTPI – Dementia and Town Planning p6

Vibrant, mixed use neighbourhoods provide the ideal conditions for non-motorised transport choices and create opportunities for leisure and non-leisure trips and wider social interaction. To facilitate these chance meetings places must be developed with good connectivity, access and legibility allied to a hierarchy of public spaces that benefit from activity and passive surveillance. Existing places and neighbourhoods often have historic features and landmarks that assist in wayfinding and orientation for people suffering with dementia. The characteristics of neighbourhoods that support independent living for people with dementia include:

- Familiar environment – functions of places and buildings are obvious, any changes are small scale and incremental;
- Legible environment – a hierarchy of street types, which are short and fairly narrow. Clear signs at decision points;
- Distinctive environment – a variety of landmarks, with architectural features in a variety of styles and materials and a variety of practical features, e.g. trees and street furniture;
- Accessible environment – land uses are mixed with shops and services within a 5-10 minute walk from housing. Entrances to places are obvious, easy to use and conform to disabled access regulations;
- Comfortable environment – open space is well defined with toilets, seating, shelter and good lighting. Background and traffic noise should be minimised through planting and fencing. Street clutter is minimal and arranged to not impede walking or distract attention;
- Safe environment – footpaths are wide, flat and non-slip; development is orientated to avoid creating dark shadows or bright glare.

Denser housing schemes, preferably under joint venture partnerships, can ensure that green space and communal facilities are incorporated into the urban design. These communal facilities might include healthcare, extra care, step-down care, pharmacy and dentistry alongside community halls, schools, places of worship and leisure facilities. The long-list of uses that would form this are explored further under Social Infrastructure.

The natural and built heritage affords a number of opportunities to retain legibility in existing communities and also to ‘anchor’ new developments into existing places. This might include landscapes or specific landmark features such as monuments, sculptures and fountains or individual specimen trees. These features assist wayfinding. Similarly individual buildings such as banks and public buildings become integral to people’s regular activities and changes can be confusing for vulnerable people. Any changes should be managed with this in mind.

The attributes of walkable neighbourhoods support general levels of wellbeing across the population as a whole and support and promote physical activity, reducing obesity, CVD and type 2 diabetes. Additionally, street lighting and appropriate places to sit that benefit from shelter from the elements supports higher levels of activity in older adults.

Therefore:

- New developments must provide a legible and permeable environment that is easily understood and has clear signage and wayfinding*.
- Existing neighbourhoods and the historic environment must be conserved to ensure that local landmarks and key buildings and features can be used to orientate and be familiar*.
- Public spaces, streets and greenspaces must benefit from natural surveillance with a lack of clutter*.
- Car parking is to be accommodated in such a way so it does not interfere with walking and cycling*.
- The density of development must support good access to shops and services within 400-800 metres (or 5-10 minutes’ walk)*.
- *denotes measures that support a Dementia Friendly Neighbourhood


17 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places
20 PHE (2017) Planning for Health – An evidence base for planning and designing healthier places
21 Alzheimer’s Australia NSW (2011), Building Dementia and Age Friendly Neighbourhoods
Economy

Employment is a key influence on physical and mental health wellbeing. People who are unemployed have a reduced life expectancy in comparison to those in work. Impacts arising from poverty extend wider, to children who live in households where no one is working, for example in terms of lower school achievement and aspirations.

Furthermore, whilst unemployment is falling across the country the average number of unemployed people in the most deprived wards is twice that of more affluent places. The quality of employment is also a key factor in mental and physical health outcomes.

The Marmot Review sets out 10 key components of good work that protect and promote good health. Examples of these include: having a safe working environment with good job security; individuals having a degree of control through decision making on working patterns; appropriately challenging work; promoting a sense of belonging and meaningfulness; having the ability to participate in organisational decision making; and preventing social isolation. Lack of control and lack of reward at work are crucial determinants of several stress-related disorders and these are more prevalent among lower occupational status groups.

Around 88% of people in Darlington are employed in micro-businesses of 1-9 people which affords huge opportunities to integrate these into mixed-use areas, providing local employment within easy walking and cycling distance. Whilst many micro-businesses are based at home or are contract based, there is an emerging demand for shared workspace to accommodate people who can become isolated as a result of new patterns of work. The uptake in flexible and co-working space rose from 2% to 7.5% outside London in 2017.

Traditional employment areas remain a feature of the economic growth of the Borough, with new sites on the periphery of the urban area being opened up to meet demand for distribution and warehousing and manufacturing businesses. These new sites create additional demands on the road network in terms of motorised transport trips due to a number of barriers to active travel choices. Darlington has a good track record of working with employers and in creating new cycling infrastructure as a result of new development, however this needs to continue. Some deprived Wards remain isolated from employment areas either as a result of severance or poor connectivity. These issues need to be addressed if active travel and greater access for the ‘transport poor’ is to be improved. With around 18% of trips being made for directly economic purposes, either commuting or business, a lack of access to use of a car can be a barrier to employment where households in the lowest quintile only have around 50% car ownership. Red Hall, to the east of Darlington is typical of such conditions where car ownership remains low and severance is exacerbated by the Eastern Transport Corridor, despite close geographic proximity to local employment sites, and the need for multiple journeys on public transport to access others.

The provision of goods and services in local centres provides local employment, and these locations offer other opportunities to provide walkable employment opportunities. Upper floors, redundant and empty units and former pubs and clubs can provide space for flexible and co-working space, allowing homeworkers to interact socially whilst also providing clusters of entrepreneurship and innovation. This mix of uses will help to support new and existing local centres in the future to become Health and Wellbeing Hubs – see Social Infrastructure below.

Therefore:

• New developments must ensure that there is access to good links to employment opportunities and that these are integrated into mixed-use areas wherever possible.
• New employment sites must be well connected to the walking and cycling network and the public transport system.
• New developments must take the opportunity to employ local labour and provide training and skills through their construction.
• Local and town centres should be supported to ensure that the local population can be served, with an emphasis on local centres providing for community needs.
• Flexibility should be built-in to new local centres to allow change of use to commercial uses over time.
• The Economy has a direct relationship with the other Darlington HNT Design Principles around Social Infrastructure, Transport and Movement, Healthy Food Choices and Placemaking.

24 https://www.nomisweb.co.uk/reports/lmp/la/1946157057/printable.aspx
26 ONS - National Travel Survey 2015
Social Infrastructure

Existing places often have well established institutions and organisations that provide or make use of existing facilities and places. Church and village halls provide a key service to communities allowing for social interaction, the establishment of new groups and affordable space for social clubs to meet. Additionally, they may be multi-functional throughout the week and in each day, for example being the venue for a children’s playgroup, yoga venue, lunch club or exercise classes. Whilst technical definitions differ between church and community halls the core functions remain similar and the core function is often described as a community centre. In particular community centres support health and wellbeing through direct and indirect activities and help to reduce social isolation. Nationally, half of all rural village halls provide formal health and wellbeing services.

Local centres within Darlington provide clusters of services that often include existing clubs, institutions and community facilities alongside retail, health and social care facilities and education. Some of these have developed over time such as Cockerton, a village subsumed into the town in the 20th Century, or West Park, where these facilities were delivered in the early phases of creating a new community. Both of these examples serve the function of transport node and have good links to green infrastructure either in the form of a park or village green. To function correctly in the future local centres require protection and policies to maintain viability.

The clustering of uses together is being explored through the Healthy New Towns programme under the concept of a ‘Health Hub’. The characteristics of these include an appropriate form and density to support walking and cycling, good access to public transport and green infrastructure supporting physical activity, healthy travel choices and leisure alongside a range of facilities that could include:

- A GP Surgery;
- Clinical space;
- Pharmacy;
- Schools;
- Retail;
- Leisure, food and beverage;
- Social and step-down care facilities;
- Community centres; and,
- Affordable or specialist housing.

The clustering of services supports the principle of economies of scale and reduced energy consumption from transport and fixed emissions. A variety of uses at an appropriate density increases the viability of district heating. There are 17,000 district heating networks in the UK with over 490,000 connections providing low cost energy and heat to domestic, public and commercial customers. Examples where community facilities have been allied to district heating include Woking Town Centre where civic offices, hotels, swimming pools, a museum and offices are part of the network; and Derwenthorpe, York.

Denser housing schemes, meeting the needs of a variety of citizens, are a key component in the delivery of vibrant, walkable mixed neighbourhoods. Often falling outside of the standard products offered by traditional housebuilders the provision of social housing can provide joint venture opportunities between the public, private and third sectors to provide housing alongside other social infrastructure, public realm and green infrastructure. Additionally, higher density housing is more suitable for district heating networks.

Opportunities exist to share facilities, increasing the use and viability of community assets such as halls and schools from daytime into evening. Equally, local centres can provide the facilities for co-working and shared workspace, responding to demand for this type of property, alongside local community based employment and volunteering opportunities.

The early delivery of Social Infrastructure is key to establishing a community and making new developments attractive. There are numerous bad examples of large suburban estates lacking facilities, especially where there is no pre-existing core community with social facilities. There remain a number of challenges to delivery that will require new approaches including cross-sector investments that take advantage of Public Works Board Prudential Borrowing, joint ventures and other innovative mechanisms.

Local centres should be established and supported within a pedshed i.e. at the heart of a walkable neighbourhood with attractive and safe routes for pedestrians of all ages. The distribution of local centres should be created or maintained based on this criteria in both new and existing communities.

Therefore:

- Healthcare, leisure, playing pitches, local services and retail must be clustered together into nodes with adequate public transport connections in local centres identified in the Local Plan;
- Local services, social infrastructure and local facilities must be provided in the first phases of development to establish a sense of community;
- The public realm must be high quality, benefit from natural surveillance and be means to connecting communities to each other and to facilities;
- Developments above a threshold of 100 units must demonstrate that there are local services and access to community facilities within 400-800 metres (or 5-10 minutes’ walk) or that these will be created within the new development.

Social Infrastructure has a direct relationship to the other Darlington HNT Design Principles of Transport and Movement, Green Infrastructure, Economy, Placemaking and Healthy Food Choices.

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27 http://www.acre.org.uk/rural-issues/village-halls accessed 12/06/18
28 https://www.theade.co.uk/resources/what-is-district-heating accessed 12/06/18
29 https://www.jrht.org.uk/community/derwenthorpe-york
Healthy New Towns
Darlington

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A programme funded by NHS England