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1 Introduction

1.1 The County Durham Local Transport Plan is being prepared by Durham County Council to set out the strategic objectives, policies and targets for developing transport systems and services in the County between 2011 and 2016. It will also include an implementation plan to present in more detail how those objectives, policies and targets will be delivered.

1.2 European Directive 2001/42/EEC ('the SEA Directive') requires that the preparation of Local Transport Plans includes a Strategic Environmental Assessment (SEA) to ensure environmental considerations are systematically addressed in the process and integrated into the decisions made and policy options selected. The SEA is also to ensure that any significant adverse effects are identified and mitigated as far as possible, both in the preparation and implementation stages of the plan.

1.3 It is important that the SEA runs in parallel with the LTP preparation process and informs LTP development at every stage. The SEA itself should be conducted in five main stages which correspond to key stages of the LTP preparation process:

Box 1

Main Stages of SEA

- Stage A** – Setting the context and establishing the baseline
- Stage B** – Deciding on the scope of the study and developing alternatives
- Stage C** – Assessing the effects of the LTP
- Stage D** – Consulting on the draft LTP and the Environmental Report
- Stage E** – Monitoring the significant effects on the environment of implementing the LTP

1.4 The SEA of County Durham LTP3 is being carried out in accordance with the SEA Directive and with reference to Transport Analysis Guidance (TAG) Unit 2.11 '*Strategic Environmental Assessment Guidance for Transport Plans and Programmes*' published by the Department for Transport (DfT) in April 2004. The latter document sets out national guidance for complying with the requirements of the SEA Directive in the preparation of Transport Plans. The SEA will incorporate the Health Impact Assessment (HIA) of LTP3 which is also required under the statutory guidance.

1.1 Health Impact Assessment

1.5 The DfT LTP3 guidance indicates that consideration of 'Human Health' is required in an SEA and that a Health Impact Assessment (HIA) is an integral part of the SEA to identify and inform health issues in plans.

1.6 Undertaking an HIA as part of the SEA should provide an evidence base to help the decision making process in developing an effective LTP and to mitigate the negative effects on health and well-being (whether physical and/or mental health). In addition it should help:

- Secure consistency between LTP3 and work associated with Sustainable Community Strategies and Local Area Agreements

- Coordinate public health concerns in respect of air quality, noise and climate change relating to LTP3
- Contribute to the wider agenda relating to quality of life and reducing health inequalities

1.7 Draft guidance by the Department of Health aims to help authorities assess the health effects of their plans and programmes and is based on current good practice. The guidance recommends that the assessment of the impact of local transport plans should consider the following topics:

- Transport to work, shops, schools and healthcare
- Walking and cycling
- Community severance
- Frequency and severity of crashes
- Collisions causing injury and fatal accidents
- Air pollution, noise
- Ageing population and increasing disability

1.8 In developing the approach to undertake the HIA as part of the SEA of County Durham LTP3 the following guidance will be used:

- Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health 2007
- Improving Health in the North East through Transport Solutions; Atkins, Cavill Associates, University of Oxford, University of Newcastle; March 2009

1.2 Habitat Regulations Assessment

1.9 Habitat Regulations Assessment is required to establish whether LTP3 is likely to have any significant effects on the integrity of the European network of sites of importance for biodiversity. This include Special Areas of Conservation (SACs) established for the conservation of habitats under EC Directive 92/43/EEC (the Habitats Directive), Special Protection Areas (SPAs) established for the conservation of bird species under EU Directive 79/409/EEC (the Birds Directive), and Ramsar Sites, established under the Ramsar Convention to conserve wetlands of international importance. Collectively, these internationally important sites are referred to as Natura 2000 sites.

1.10 A Habitat Regulations Assessment screening exercise is being carried out in parallel with the Strategic Environmental Assessment to establish whether any aspects of the LTP3 are likely - either on their own or in combination with any other plan or programme - to have any significant effects on the integrity of the European network of Natura 2000 sites. If the screening exercise identifies areas of possible significant impact then further assessment (Appropriate Assessment) will be undertaken to examine the likely impact in more detail and identify appropriate measures to avoid or mitigate it where its significance cannot be disproved.

1.11 Appendix 3 sets out the Natura 2000 sites in and around County Durham that are being taken into account in the screening exercise. It lists their reason for designation, the conservation objectives that apply to them, and the principle threats and vulnerabilities which relate to the habitats and species of concern. This forms the basis of the Habitats Regulations Assessment screening exercise which will cross-reference this information with the different elements of the County Durham LTP3 in order to establish the potential areas and severity of likely impacts.

1.12 The following guidance documents will be used to inform the Habitat Regulations Assessment / Appropriate Assessment process:

- "Appropriate Assessment of Plans" by Scott Wilson et al 2006,

- Managing Natura 2000 sites The provisions of Article 6 of the Habitats Directive 92/43/CEE (EC 2000)
- Assessment of plans and projects significantly affecting Natura 2000 sites Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (EC Nov 2001) and;
- DCLG Planning for the Protection of European Sites : Appropriate Assessment Guidance for Regional Spatial Strategies and Local Development Documents (2006)

2 County Durham Local Transport Plan 3

2.1 The third Local Transport Plan (LTP3) for County Durham will set out the objectives, policies and targets for the development of transport services and systems in the County from 2011 and is intended to have a ten year time-span. It follows on from LTP1 (2001 – 2006) and LTP2 (2006 – 2011), the second of which was also subject to a SEA.

2.2 LTP3 will direct the spending of capital funds on transport measures in the County and also detail how transport programmes and schemes will interact with other policy areas such as health, environment and regeneration.

2.3 The overarching priorities for LTP3 have been largely decided through national guidance which sets out 5 key goals and related challenges. These will be used to frame the County Durham LTP3 objectives and policies:

Box 2

LTP3 Key Goals**1) Support Economic Growth**

Cross network challenge (national policy)

- Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight
- Improve the connectivity and access to labour markets of key business centres
- Deliver the transport improvements required to support the sustainable provision housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum to 2016
- Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks, adverse weather, accidents, terrorist attacks and impacts of climate change

2) Reduce Carbon Emissions

Cross network challenge:

- Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets

Cities and Regional Networks Challenge

- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures

3) Promote equality of opportunity

Cross network challenge

- Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability
- Cities and Regional Networks challenges
- Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability

4) Contribute to Better Safety, Security and Health

Cross network challenges

- Reduce the risk of death, security or injury due to transport accidents
- Reduce social and economic costs of transport to public health, including air quality impacts in line with UK's European obligations
- Improve the health of individuals by encouraging and enabling more physically active travel

Additional Cities and Regional Networks challenges

- Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks

5) Improve Quality of Life and a Healthy Natural Environment

Cross network challenges:

- Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals
- Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits
- Improve the experience of end-to-end journeys for transport users
- Sustain and improve the transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places

Additional Cities and Regional Networks challenges

- Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive
- Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment
- Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national and international networks

3 The SEA Scoping Stage

3.1 This SEA Scoping Report has been produced by the Sustainability Team at Durham County Council in co-operation with the Strategic Transport Team. The latter is responsible for producing the LTP itself. Assistance with the Health Impact Assessment element of the LTP is being provided to the Sustainability Team by members of the County Durham Health Improvement Partnership, which includes County Durham Primary Care Trust.

3.2 To be in accordance with the SEA Directive requirements, the Scoping Report needs to present:

- An outline of the contents and main objectives of the plan
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan
- The environmental characteristics of areas likely to be significantly affected
- Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to the EC Birds and Habitats Directives
- The environmental protection objectives established at international, European Community or Member State level which are relevant to the plan and their implications for it
- Objectives of other relevant plans or programmes established at regional or local level, and their relationship with the plan

3.3 The scoping report can also be used to set out the SEA objectives and indicators against which the LTP options and policies will be assessed to inform their refinement. The SEA Directive does not specifically require the development of separate objectives for the SEA, however the methodology used here will incorporate them to provide a framework for systematically appraising each aspect of the developing LTP.

3.4 TAG Unit 2.11 recommends that SEA objectives should ideally consist of a combination of:

- SEA topic as provided by the Directive
- DfT New Approach to Appraisal (NATA) objectives/sub-objectives
- Local issues identified during baseline data analysis or through consultation with stakeholders
- Objectives from other plans or programmes

4 Links with Other Plans and Programmes

4.1 As part of the SEA, a number of plans and strategies at the international, national, regional and local level were reviewed to identify relevant objectives which provide the broader policy context for the LTP, and which need to be given consideration.

4.2 Some of these have relevance to the LTP itself, some to the SEA, and some to both the LTP and the SEA. This review is in addition to the similar review carried out by the Strategic Transport Team to identify relevant policies and objectives from other strategies which need to be used to inform the development of the LTP.

4.3 The potential list of documents that could be studied is enormous. Appendix 1 sets out the documents reviewed and the relevant objectives together with a description of how they should be taken into account in the LTP development and/or the SEA process. Examples of the documents reviewed are set out in Table 1

Table 1: Sample of Plans and Strategies Reviewed

Context	Document
International	<ul style="list-style-type: none"> • Kyoto Protocol 1997 – United Nations Framework Convention on Climate Change • European Landscape Convention 2000 – ratified by UK in 2006 • EC Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992 • EU Directive 79/409/EEC Birds Framework Directive 1979 • EC Directive 2000/60/EC establishing a framework for the Community action in the Field of Water Policy (the Water Framework Directive) 2000 • EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe 2008
National	<ul style="list-style-type: none"> • Climate Change Act 2008 • Climate Change: The UK Programme 2006 • Transport White Paper - A New Deal for Transport, 2000 • Transport 10 Year Plan, 2000 • The Future of Transport (White Paper) 2004 • National Cycling Strategy (NCS) 1996 • Towards a Sustainable Transport System – Supporting Economic Growth in a Low Carbon World 2007 • Sustainable Communities: Building for the Future (ODPM, 2003) • Rural Strategy 2004 • The Historic Environment: A Force for Our Future 2001 • Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA 2007 • Future Water – A Water Strategy for England 2008 • Wildlife and Countryside Act 1981 (as amended) • Countryside and Rights of Way (CRoW) Act 2000 • The Conservation (Natural Habitats & c.) Regulations 1994 • Working with the Grain of Nature: A Biodiversity Strategy for England, 2002

Context	Document
	<ul style="list-style-type: none"> Natural Environment and Rural Communities (NERC) Act 2006 Range of PPGs and PPSs including PPG 13: Transport
Regional	<ul style="list-style-type: none"> Regional Spatial Strategy 2008 North East Strategy for the Environment 2008 The Integrated Regional Framework for the North East 2008 North East Leading the Way - Regional Economic Strategy 2006-2016 Heritage Counts – North East Regional Report 2005 North Pennines AONB Management Plan 2009 Northumbria River Basin Management Plan 2009
Local	<ul style="list-style-type: none"> County Durham Regeneration Statement 2009 County Durham Sustainable Community Strategy 2008-2023 County Durham Plan – Sustainability Appraisal Scoping Report 2010 County Durham Plan – draft Issues and Options report 2010 Rights of Way Improvement Plan for County Durham 2007-2011 County Durham Local Transport Plan 2 (2006 – 2011) County Durham Biodiversity Action Plan County Durham Landscape Strategy 2008

4.4 Some of the key policy lines derived from the review of other plans and programmes are set out below.

Table 2: Key Policy Lines to be Considered in relation to LTP3

Key Policy Lines of Relevance to LTP3	Source
Sustainable Communities	
Development should support existing communities and contribute to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.	PPS1: Delivering Sustainable Development 2005
Transport and Accessibility	
<ul style="list-style-type: none"> Support national economic competitiveness and growth by delivering reliable and efficient transport networks Reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health. 	Delivering a Sustainable Transport System (2008) National Cycling Strategy 1996 Sustainable Distribution: A Strategy (1999) Regional Spatial Strategy for the North East 2008

Key Policy Lines of Relevance to LTP3	Source
<ul style="list-style-type: none"> • Promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society; and • Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment <p>Double the number of cycling trips nationally by 2002 and quadruple by 2012</p> <ul style="list-style-type: none"> • Improve the efficiency of distribution • Minimise congestion • Make better use of public transport infrastructure • Minimise pollution and reduce greenhouse gas emissions • Manage development pressures on the landscape – both natural and man-made • Reduce noise and disturbance from freight movements • Reduce the number of accidents, injuries and cases of ill health associated with freight movement <p>Strategies, plans and programmes should develop public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes.</p>	
Energy and Climate Change	
<p>Reduce greenhouse gas emissions by 80% by 2050 from 1990 levels and carbon dioxide emissions by 26% by 2020. Local Transport Plans must assist in reaching national carbon reduction budgets and targets by achieving quantified reductions in emissions from local transport.</p> <p>For sectors not covered by the EU Emissions Trading System (e.g. transport farming, waste and households) – greenhouse gas emissions to be cut to 10% below 2005 levels by 2020</p> <p>At least 10% of transport fuel in each country must be renewable (biofuels, hydrogen, ‘green’ electricity etc) by 2020.</p> <p>Avoid development in areas at risk at flooding and avoid increasing flood risk to other areas. Increase use of Sustainable Urban Drainage systems, green infrastructure and general reduction in run-off from roads. Capacities of drainage systems must be carefully calculated and developments must not increase flood risk.</p>	<p>Climate Change Act 2008</p> <p>Guidance on Local Transport Plans, 2009</p> <p>EU Climate Action and Renewable Energy Package (2008)</p> <p>PPS25: Development and Flood Risk 2006</p> <p>NorthumbriaRiver Basin Management Plan 2009</p>
Housing	
<p>Deliver 3,100 new homes (in addition to the County’s allocation in the Regional Spatial Strategy) in South and East Durham Growth Point area by 2016/17, complemented by appropriate employment, transport and environmental improvement to form sustainable communities</p>	<p>South and East Durham Growth Point bid</p>

Key Policy Lines of Relevance to LTP3	Source
<p>Health and Well-being</p> <p>Improve life expectancy:</p> <ul style="list-style-type: none"> • Reduce: mortality from circulatory diseases; mortality from cancers; harm caused by alcohol; harm caused by drugs <p>Reduce health inequalities:</p> <ul style="list-style-type: none"> • Reduce obesity levels; increase physical activities <p>Improve mental health and wellbeing of the population:</p> <ul style="list-style-type: none"> • Reduce suicides; increase Social Inclusion; maximise independence <p>Tackling health inequalities in CountyDurham requires actions to narrow the gap in life expectancy between our populations and England as a whole and the gap between different parts of CountyDurham.</p> <p>Make key destinations more accessible by active modes of travel (cycling and walking) and encourage a greater take up of active travel. Also, contribute to wider road safety outcomes, by reducing the risk to cyclists and walkers of death and serious injury per km travelled in road traffic accidents.</p>	<p>CountyDurham Sustainable Community Strategy 2010-2030</p> <p>Better Health, Fairer Health: a strategy for the 21st Century health and well being in the North East of England 2008</p> <p>Strategy on Active Travel, 2010</p>
<p>Economy and Employment</p> <p>Objectives for a Thriving Durham City:</p> <ul style="list-style-type: none"> • City of Culture • Expanding Durham City Vision principles to the immediate locality • Exploiting its potential as a major retail, business and residential centre, academic hub and visitor destination <p>Objectives for Vibrant and Successful Towns:</p> <ul style="list-style-type: none"> • “WholeTown” approach • Unlock the potential of our network of major centres • Transit 15 and major transport infrastructure improvement • Building Schools for the Future <p>Objectives to develop successful and competitive people:</p> <ul style="list-style-type: none"> • Raise the aspirations, participation and attainment of young people • Re-engage adults with work and promote lifelong learning • Develop workforce skills <p>Objectives fro Sustainable Neighbourhoods and Rural Communities</p> <ul style="list-style-type: none"> • Tackling deprivation and narrowing the gap 	<p>County Durham Regeneration Statement 2009</p>

Key Policy Lines of Relevance to LTP3	Source
<ul style="list-style-type: none"> • Quality, affordable and choice of housing across the County • Building Schools for the Future <p>Objectives for Business Services:</p> <ul style="list-style-type: none"> • Nurturing business development and growth aligned with key growth sectors • Supporting an enterprise surge and increase economic activity • Creating the right environment for business development • Promoting the County as an attractive economic location for investment 	
<p>Biodiversity and Geology</p>	
<p>All potential adverse impacts on the integrity of the network of European (Natura 2000) sites of a plan or project, either on its own or in combination with other plans or projects, need to be identified and assessed through application of Habitats Regulations Assessment and further Appropriate Assessment will be required whenever significant adverse effect cannot be ruled out.</p> <p>Every local authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. The list of habitats and species of principle importance for conservation.</p> <p>Networks of natural habitats should be conserved and promoted through policies in development plans to guard against habitat fragmentation and reverse it where possible. Such networks should be protected from development, and, where possible, strengthened by or integrated within it. This can be delivered as part of the creation and conservation of multi-functional green infrastructure which also provides access for people to green space, geological features and informal recreation.</p> <p>Conservation of biodiversity should not just be confined to designated sites and areas. Biodiversity should be promoted through conserving and enhancing sites and species through local development and planning, including the priority habitats and species in the County Durham Biodiversity Action Plan. Construction and maintenance regimes for roads, rights of way and railway paths need to take account of the biodiversity value of transport corridors (e.g. verges).</p> <p>Planning authorities need to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast.</p> <p>Identify important geological and geo-morphological sites in County Durham; promote the creation of new sites; and promote suitable sites for teaching purposes.</p>	<p>UK Habitats Regulations (as amended) 1994</p> <p>Natural Environment and Rural Communities Act 2006</p> <p>PPS9: Biodiversity and geological conservation 2005</p> <p>County Durham Biodiversity Action Plan 2007</p> <p>PPG20: Coastal Planning 1992</p> <p>County Durham Geological Conservation Strategy 1994, and Geodiversity Audit 2004</p>

Key Policy Lines of Relevance to LTP3	Source
<p>Landscape and Historic Environment</p> <p>Durham County Council’s Landscape Strategy identifies six County Character Areas. For each of these it establishes a strategy that identifies component areas where the priority for landscape management should either be one, or a combination of, conservation, restoration or enhancement. These serve to inform the capacity of different areas for development, and also factors concerning the type and design of development that may be appropriate to different areas.</p> <p>Ensure the conservation and enhancement of nationally protected and defined landscapes, [which in CountyDurham comprise the North Pennines AONB and the DurhamHeritageCoast].</p> <p>Deliver sustainable development by ensuring that policies and decisions concerning the historic environment:</p> <ul style="list-style-type: none"> • recognise that heritage assets are a non-renewable resource • take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and • recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. <p>Conserve heritage assets in a manner appropriate to their significance by ensuring:</p> <ul style="list-style-type: none"> • decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset • wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation • the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and • consideration of the historic environment is integrated into planning policies, promoting place-shaping. <p>Contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost.</p> <p>Protect and sustain the historic environment for the benefit of our own and future generations, ensure its importance as an economic asset is skilfully harnessed, realise it’s potential as a learning resource and make it accessible to everyone. Base policies on a sound knowledge base of the historic environment.</p>	<p>CountyDurham Landscape Strategy 2008</p> <p>PPS 7: Sustainable Development in Rural Areas 2004</p> <p>PPS5 – Planning for the Historic Environment 2010</p> <p>The Historic Environment: A Force for Our Future 2001</p>
<p>Air, Water and Soil</p>	

Key Policy Lines of Relevance to LTP3	Source
<p>As many water bodies as possible should be classified as being in a good ecological and chemical status (surface waters) and good quantitative and chemical status (groundwaters) by 2015, and none should be deteriorating in status. All should meet these conditions by 2027.</p> <p>Reduce or prevent impacts on water bodies from diffuse urban and transport pollution which includes run-off from roads and air emissions from vehicles which are then deposited to water or land (and in some cases can cause acidification).</p> <p>Use set “standard” and “objective” pollutant concentrations to identify specific areas which need to be designated as Air Quality Management Areas, and for which an Air Quality Action Plan is needed to ensure improvements in air quality are made.</p> <p>Sustainable travel patterns/options need to be promoted and encouraged to protect air quality, and improve it where it is already a concern.</p>	<p>EU Water Framework Directive 2000</p> <p>Northumbria River Basin Management Plan 2009</p> <p>Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2007</p> <p>PPG13: Transport 2001</p>
Waste and Minerals	
<p>Waste management needs to be driven up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for. Contribute to national and regional targets on waste recovery and recycling.</p> <p>By 2012, reduce construction, demolition and excavation (CD&E) waste to landfill by 50% compared to 2008.</p> <p>Minerals should be used efficiently and important reserves of minerals should be protected from sterilisation by other forms of development.</p>	<p>Waste Strategy for England 2007</p> <p>Strategy for Sustainable Construction (2008)</p> <p>Minerals Policy Statement 1: Planning and Minerals 2006</p>

4.5 Appendix 1 provides a more comprehensive analysis of relevant plans and programmes and key points.

5 Establishing the Baseline

5.1 Recent work for the Sustainability Appraisal of the County Durham Local Development Framework (now re-named the County Durham Plan) has established an environmental baseline for the County which can be used to form the basis of the baseline for the SEA of LTP3. More detail has been added on transport-related aspects to ensure that it is fit-for-purpose for LTP3.

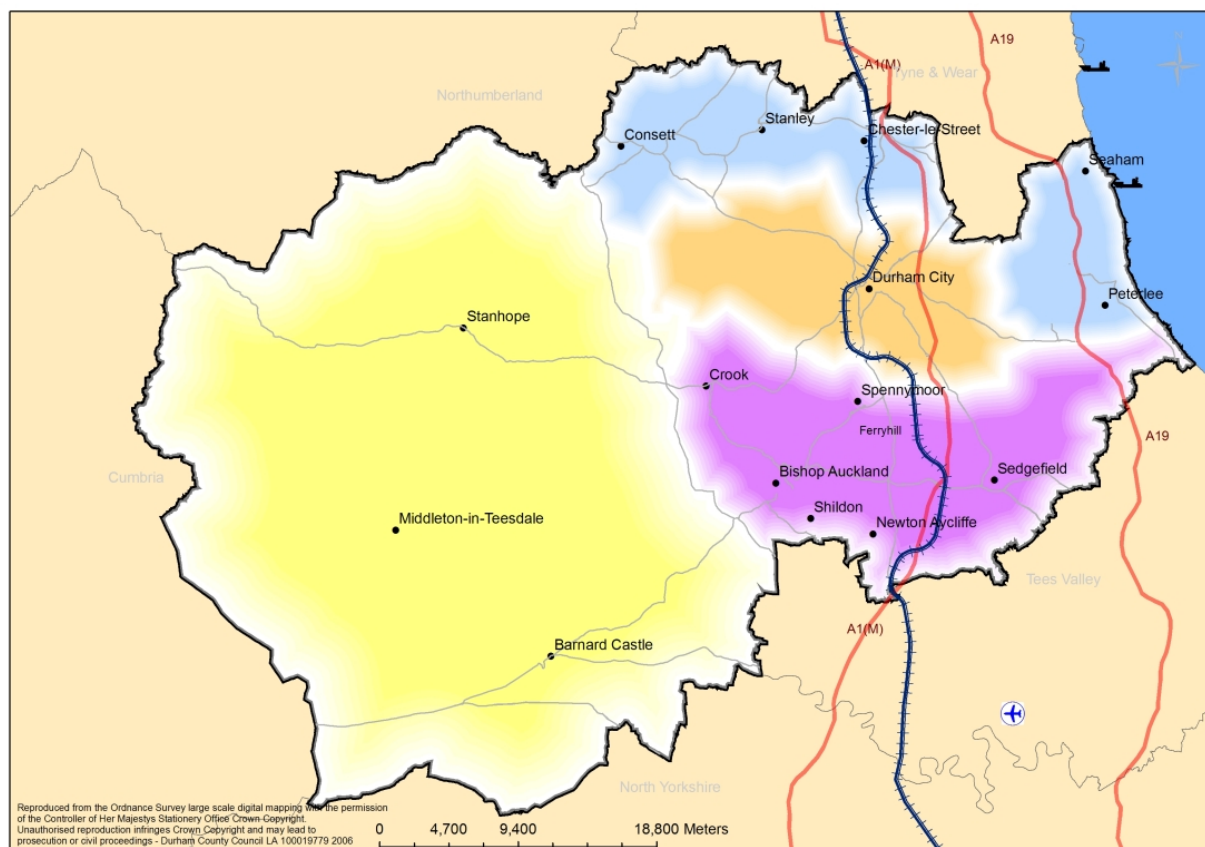
5.2 The baseline information collected is included at **Appendix 2**, and is complemented by a number of detailed studies which are also part of the evidence base for plan-making and Strategic Environmental Assessment. The studies include the Strategic Flood Risk Assessment and the Open Space Needs Assessment of County Durham which have recently been completed.

5.3 A profile of four sub-areas of the County is included here to give an appreciation of the way the key environmental problems and constraints within the County manifest themselves differently across different geographical areas. These sub-areas are based on the Policy Delivery Areas being used in the development of the County Durham Plan (Local Development Framework) to enable analysis and discussion of issues in a more locally-focused way. The environmental problems and constraints themselves have been derived from the analysis of the policy context (Section 4) and the baseline information (Appendix 2). They are further discussed later, in Section 4.3.

5.4 Because the four sub-areas being used have only recently been identified following Local Government Reorganisation in County Durham, work on dis-aggregating some county-wide data sets to the areas is still continuing.

5.5 FIGURE - MAP OF POLICY DELIVERY AREAS

Policy Delivery Areas used in the production of the County Durham Plan



Box 3

Outline of four Sub-areas of the County

Central Durham

The Central Durham Area includes Durham City and the surrounding settlements. It has a population of about 100,000 (20% of the County figure). Durham City is the main centre and the largest settlement but there are over other 30 settlements in the immediate locality of the City. According to the Regional Spatial Strategy this area largely falls within the Tyne and Wear City Region, and Durham City is recognised as a Main Settlement of the region.

North and East Durham

The towns and villages of north and east Durham form part of the Tyne and Wear City-Region. Although individual settlements generate significant local employment, the area has close links with nearby settlements in Tyne and Wear. Whilst there is no formal boundary to the City Region, this delivery area includes the towns of Chester-le-Street, Consett, Seaham, Stanley and Peterlee. The area has a population of approximately 220,000, almost half of the County's total, including a number of large settlements such as Murton, Pelton, Burnopfield, Dipton and Tow Law. It should be noted that Peterlee is included in the South and East Durham Growth Point Area, which Central Government has agreed should be a particular focus for new housing development up to 2017.

South Durham

Similarly, the towns and villages of South Durham form part of the Tees Valley City-Region. Towns in South Durham include Bishop Auckland, Newton Aycliffe, Spennymoor, Shildon, Crook and smaller settlements such as Sedgfield, Ferryhill and Coundon. The area has a population of approximately 130,000 and is the main focus of the South and East Durham Growth Point.

West Durham

The area, to the west of the A68, accounts for about 50% of the County by area but only about 10% of its population (50,000 population). It includes: the market town of Barnard Castle, serving much of lower Teesdale; Middleton-in-Teesdale, serving upper Teesdale; and Stanhope, serving upper Weardale. Numerous other settlements, mostly related to an agricultural heritage, but also reflect the area's industrial roots. In Weardale, settlements take a more linear route up the dale and tend to be larger than those in Teesdale. The geography of this area raises issues requiring a locally tailored approach.

5.1 Central Durham

General

5.6 The Central Durham Area, which in terms of retail catchment (one form of definition - although a more detailed attempt to define what comprises the locality will be developed as the County Durham Plan process evolves) runs from Lanchester in the west to Ludworth in the east, and from Sacriston in the north to Coxhoe in the south, includes a population of about 100,000 (20% of the County figure). Durham City, with a population of 42,000 is the focus of the area and the largest

settlement in the county by some way. Outside the City there are upwards of 30 encircling settlements, ranging from large villages (many a product of the County's industrial past) with their own local centres, secondary schools and employment areas, to small agricultural hamlets with few facilities.

5.7 Durham City is the administrative and employment centre of the County and includes many major employers. Given its employment base, the City has a high level of self-containment, only Newcastle has a higher net inflow of commuters in the region. Outside the City there are a number of key employment sites, many successful, notably at Bowburn, Meadowfield and Green Lane. There is potential for a rail-freight interchange of regional significance at Tursdale on a signalled junction of the east coast main line, which also provides access to the Leamside Line, a disused line with potential for improved rail access to Tyne & Wear if it were reopened. The A1(M) runs to the east of the City and through its locality, with two junctions providing good access for the area, although the capacity of these junctions to take additional traffic is now an issue.

High levels of deprivation – Including employment deprivation

5.8 Deprivation is not as concentrated in the Central Durham Area as it is in some other areas of the County. 4.5% of the Durham City AAP area is in the top 10% of deprived wards nationally, and 13.7% is in the top 30%. Pockets of high deprivation occur in the Sherburn Road area to the east of Durham City and in the ex-mining communities to the west, including Brandon, Ushaw Moor, Bearpark and Sacriston.

5.9 Most of the area around Durham City itself has relatively high employment levels as measured by the Index of Multiple Deprivation employment domain. However there are pockets of particularly low employment levels in settlements to the west of the city, notably Sacriston, Bearpark, Ushaw Moor, Brandon, Meadowfield and Langley Moor, and indeed, much of the area to the immediate west of the City is in the lowest 20% of wards nationally for employment rate. Sherburn Road to the East of the City is another area with significantly low employment rates (in lowest 5% nationally). Recent data on trends in employment rate show a significant fall in the rate in Durham City from 79% in 2005/06 to 65% in 2008/09.

Degraded urban / urban fringe environments with traffic levels contributing to community severance in some areas

5.10 Degraded urban environment is not so much of an issue in Durham City itself, where care has been taken to conserve the historic aspect of the City and the local retail economy is relatively vibrant. However, there are areas to the east of Durham City, including Sherburn Road Estate and in the ex-mining settlements to the immediate west, including Brandon, Ushaw Moor, Bearpark and Sacriston where the urban / urban fringe environment would benefit from improvement in line with similar settlements in North, South and East Durham.

5.11 Increases in traffic can contribute to the severance of a community, depending on the location and size of roads and the level and / or speed of traffic that uses it. Crossing facilities can reduce the physical obstacle to safely crossing a road, although in the worst cases of severance more significant solutions are called for to overcome both the physical and psychological obstacle caused by unacceptable traffic levels. Some settlements on the fringes of Durham City are affected in this way where they lie on arterial routes coming in and out of the City and where traffic volumes can be particularly high.

5.12 The Urban and Rural Renaissance Initiative has assisted the physical improvement of numerous settlements over recent years, and Local Transport Plan funding has reinforced schemes where there are transport aspects to be addressed.

Poor quality housing with low demand housing areas

5.13 Poor quality housing is not so much of an issue in Durham City itself. There are areas to the east of Durham City, including Sherburn Road Estate and in the ex-mining settlements to the immediate west, including Brandon, Ushaw Moor, Bearpark and Sacriston where housing quality is an issue.

Poor levels of health and wide geographical variation in health levels

5.14 The Central Durham area generally has better health levels than North, East and South Durham but with pockets of poor health, in particular in the Sherburn Road area to the East of Durham City which is in the top 5% of wards nationally on the IMD Health Domain, and is therefore on a par with the least healthy parts of East, South and North Durham. Other pockets with poorer health occur in Brandon, Ushaw Moor and Langley Park which are in the top 5-10% nationally on the IMD Health Domain.

Public confidence / fear of crime

5.15 Although crime rates in the County are relatively low - but with a number of local hotspots - data shows that the perception of anti-social behaviour as a problem is relatively high. Community safety initiatives have been underway in different parts of the County for some time. Information on this issue at the sub-County level has not been collected.

Increasing and ageing population

5.16 There was a 6% increase in the retirement age population of the Durham City AAP area between 2003 and 2007. Over the same period, the working age population fell by 8.9%. Durham City is similar to other areas in facing a significant increase in the dependency ratio (retired population : working age population) over coming years.

5.17 The overall population of the County is projected to increase by about 24,000 between 2007 and 2021 due mainly to in-migration from other areas although increasing life expectancy and birth rate will also contribute. Information on this issue at the sub-County level has not been collected.

Limited public transport provision - with poor east-west connectivity

5.18 The Central Durham is better served in this respect than other areas of the County. The City is defined as a Public Transport Hub in Regional Spatial Strategy, reflecting its role as the focus for its locality and a wider area, with good rail access (Durham Station is on the East Coast Main Line) and the bus station links to settlement in its locality and other main towns in the County as well as to the centres of Tyne & Wear and Teesside.

5.19 Public transport between the City and the settlements in its locality are for the most part very good, and congestion issues have been tackled by a number of measures, including a toll to access the Peninsula and a successful park and ride system, linked to city centre parking restrictions. Public transport services to and from other main towns in the County are variable, with east-west connections generally not being as good as north-south. Bus services to the towns in the east (Seaham and Peterlee) in particular are not very direct.

Difficult access to services, transport, local jobs and leisure opportunities

5.20 The Central Durham area is better served in this respect than other areas of the County. Due to the size of Durham City itself and the range of services, facilities and employment it offers, as well as the above average public transport system, this is not considered a key issue for the

area itself. It should not be in the future, providing a balance is maintained between the size of the resident population and the number and accessibility of services, jobs etc available. The role DurhamCity can play in assisting an improvement in access to services, transport, local jobs and leisure opportunities for other areas of the County is a more pressing issue.

5.21 The network of public rights of way is well developed, particularly around former mining settlements and older villages. The area is particularly well served by the network of former railways and wagon ways, many of which have been converted to cycleways and bridleways. The Weardale Way follows the course of the River Wear in places, but is diverted away from the river in places in the absence of public rights of way, particularly around private estates. Access in general is very limited on some of the larger estates. The cycling network in and around DurhamCity has been developed over recent years, and monitoring shows increased usage over the last three years.

Satisfaction with bus services

5.22 Satisfaction with bus services declined across the whole County between 2007/08 and 2008/09 despite an increase in the total number of bus journeys over that period. The increase in journeys is thought to be linked to good usage of the Durham City Park and Ride system, and data for this is likely to mask decline in more rural areas of the County where cuts in public subsidy has affected some services. Information on this issue at the sub-County level has not been collected.

Rising levels of car ownership and use and strong commuting patterns

5.23 Forecasts for growth in car ownership in the County are amongst the highest in the Country - an increase of over 20% is expected between 2006 and 2026.

5.24 There is a high level of commuting into Durham City for work and this causes congestion at peak times on key routes into the City, particularly east-west routes and the A167 from the south. Train travel is available and well-used by people commuting into DurhamCity from Newcastle, Chester le Street and Darlington.

Growth in the tourism sector

5.25 Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. The trend of increasing tourism is likely to continue, with a corresponding continuation in its contribution to traffic growth. Information on this issue at the sub-County level has not been collected, but Durham City holds good potential for encouraging visitor trips by other modes due to its Railway Station, major Bus Station and good connections to off-road cycle routes.

Hotspots of traffic congestion

5.26 Congestion hotspots exist on some routes in/out of the city at peak times, and episodes of high levels of localised air pollution can coincide with these hotspots, and for this reason, one Air Quality Management Area has been proposed between Framwellgate Peth and MillburngateBridge. DurhamCity has the most acute congestion / air pollution problems in the County. Car use and congestion continue to rise and the constrictions and hotspots will continue to cause problems, partly due to the complex geography of the City Centre. This is an important consideration in relation to new development in the Central Durham Area around DurhamCity.

5.27 The Park and Ride scheme in combination with town centre parking charges and the congestion charging scheme in the historic heart of Durham has helped reversed the trend of decreasing bus use in the area over recent years and ensures some of the traffic which previously entered the city is kept on the outskirts. Cycling and walking networks are being developed and offer an alternative to car travel into and around DurhamCity for some of the population – including much of the student population. An east-west connection for cyclists across the city remains an issue. Car use and congestion continue to rise and the constrictions and hotspots will continue to cause problems, partly due to the complex geography of the City Centre. Further improvements to public transport, cycling and walking networks and services will help reduce emissions from transport and ease congestions problems.

Road safety

5.28 The number of children killed or seriously injured in road accidents across the County was above local target levels in 2008/09. The total number of people killed or seriously has remained below local target levels for a number of years. Road safety schemes and initiatives such as speed management and pedestrian crossings can make roads safer and safety considerations are always designed into new schemes. Education and awareness programmes on road safety across the County help to keep casualty figures low in comparison to other authorities. Information on this issue at the sub-County level has not been collected.

Greenhouse gas emissions

5.29 There is a need to reduce greenhouse gas emissions by reducing the need to travel and increasing the use of sustainable transport modes. DurhamCity has been the County's main target for measures to achieve these aims, being the major residential area as well as the destination of many commuter journeys and a centre for shopping and other services. It is also the area which experiences the highest level of traffic congestion and car-parking demand, which adds to the reasons for reducing the need to travel and improving alternative modes.

5.30 There are good bus and rail stations in the City Centre. The Park and Ride scheme in combination with town centre parking charges and the congestion charging scheme in the historic heart of Durham has helped reversed the trend of decreasing bus use in the area over recent years and ensures some of the traffic which previously entered the city is kept on the outskirts. Although successful in this regard, it is debatable the extent to which the Park and Ride reduces carbon dioxide emissions from traffic in the area. Cycling and walking networks are being developed and offer an alternative to car travel into and around DurhamCity for some of the population – including much of the student population. An east-west connection for cyclists across the city remains an issue. Car use and congestion continue to rise and the constrictions and hotspots will continue to cause problems, partly due to the complex geography of the City Centre. Further improvements to public transport, cycling and walking networks and services will help reduce emissions from transport and ease congestions problems.

Carbon absorption assets

5.31 Deciduous woodland in the area occurs mainly along the banks of the rivers Wear and Deerness, and to a lesser extent the Brownee. The County Durham Landscape Strategy identifies large areas of the DurhamCity and its Locality area that would benefit from additional native woodland planting to enhance the landscape as well as to contribute to increased carbon absorption and improved habitat networks. The County Council is investigating the potential to grow short rotation coppice as an energy fuel on appropriate areas of reclamation land in its ownership. An area of land at UshawCollege has been planted with short rotation coppice to serve as fuel for the college in the future.

Inevitable impacts of climate change

5.32 In common with all areas, the Central Durham area will have to implement adaptations to climate change, and planning needs to be aware of the key issues. The results of the Strategic Flood Risk Assessment will be key to this. Flood incidents from surface water were experienced in Carrville and Belmont areas of the City in 2003. The large urban area of Durham, and associated hard surfacing, mean that surface water flooding from intense rainfall incidents and the capacity of the storm drain system is a particular issue to take into account. There is also the need for planning to consider the opportunities for the natural environment to adapt to climate change. The Local Transport Plan will need to recognise and enhance the role of the transport network and associated green infrastructure in aiding carbon storage, species movement and sustainable drainage/water attenuation.

5.33 In terms of flooding, the River Wear has flooded at different times in and around Durham City, including in 2009 when a large channel of a field was washed away near Houghall. This stretch of the Wear (upstream of the City / to the south and east) is particularly prone to flooding and has significant areas of flood risk, according to Environment Agency maps.

Diversity in landscape and unique sense of place

5.34 County Durham contains a diversity in landscape character and local distinctiveness which needs to be taken into account in decisions and guidance on the location and design of development. In 2003, the County Council produced a Landscape Character Assessment of the County. The assessment forms the basis for the County Durham Landscape Strategy 2008. The Strategy sets out key issues and objectives for the landscape of the County as a whole and for individual character areas. It also sets out strategies for conserving, restoring or enhancing the character of the landscape in different parts of the County.

5.35 The landscape in the Central Durham area falls into the Wear Lowlands Landscape Character Area (the area to the immediate north, east and south of Durham City) and the West Durham Coalfield (areas to the west of the City). Many of the types of features of the landscape which contribute to its quality and character (biodiversity, geology and historic environmental features) are discussed under separate headings below.

5.36 The strategy for the Wear Lowlands Character Area is: *To conserve the character of the valley landscapes of the Wear while enhancing those areas which have been most affected by development, accommodating the needs of nearby urban populations while maintaining a strong rural identity to the countryside between towns and villages. A key component of this settled landscape is the improvement of the countryside around towns and villages.*

5.37 The strategy for the West Durham Coalfield Character Area is: *To enhance the landscape where it has been degraded by mining or development while conserving what is most distinctive and valued about its character, including its rural identity, its upland fringe qualities and its strong cultural associations with the coal and steel industries. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.38 Much of the lower reaches of the coalfield valleys to the west of Durham City, as well as the Wear Lowlands to the north, south and east are designated as Areas of High Landscape Value in Local Plans. In the County Durham Landscape Strategy 2008, the majority of the land around Durham City is identified as "Landscape Conservation Priority Area", with smaller pockets - mainly around former mining settlements - being identified as "Landscape Improvement Priority Area". An area of Green Belt has been declared around the City to maintain openness between settlements and preserve the setting of the Durham Cathedral and Castle World Heritage Site.

5.39 The built environment of some former mining settlements is of a poor quality and some have run down commercial centres. Settlement edges are abrupt or poorly defined and fringed with allotments, pony paddocks and industrial land. The dereliction left by the coal mining and associated industries has been largely reclaimed although some small areas remain. Reclaimed land is often of poor agricultural quality and lacking in mature landscape features.

5.40 The pressures of urban populations on the surrounding countryside leads in places to problems such as vandalism and fly-tipping. There is ongoing pressure for new housing, industrial and commercial development in areas outside of the Green Belt.

5.41 Due to the need for regeneration and economic development, pressure for new development is likely to be concentrated around the main towns of South, North and East Durham as well as DurhamCity. It is these areas, therefore, where planning faces the greatest challenge to achieve integration between new development, social factors and the conservation, enhancement and restoration of existing landscape and townscape, including biodiversity, geology and historic environmental features.

Quality of nationally recognised landscapes

5.42 There are no nationally designated landscapes in the area, but the DurhamCastle and Cathedral World Heritage Site is an international designation that requires the protection of both the site itself and its setting. The Green Belt around DurhamCity plays a role in preserving the setting of the World Heritage Site.

Richness of heritage assets

5.43 The area is particularly rich in historic environmental assets, and this is the key factor in DurhamCity's status as one of the region's main visitor centres. The area as a whole contains archaeological remains from the Neolithic period onwards, many of which are recorded in the Durham Sites and Monuments Record (SMR). Scheduled Monuments include a large number of medieval features – bridges, monasteries, chapels and hospitals as well as prehistoric features.

5.44 There are 623 listed buildings in the area and 7 of these are Grade 1 or 2* buildings on the English Heritage "At Risk" register. There are also 19 Scheduled Monuments, two of which are on the English Heritage "At Risk" register.

5.45 DurhamCastle and Cathedral and their setting are designated internationally as a World Heritage Site whose universal value must be protected. Older villages in the area (e.g. Esh, Shincliffe), together with the city centre of Durham, terraced housing at Bowburn and several historic parklands are designated as Conservation Areas, giving a total of 9 in the area. The area is relatively rich in Listed Buildings – including domestic and ecclesiastical buildings and castles. Three of the 7 historic parks and gardens in the area (Brancepeth, Burn Hall and Croxdale) are on English Heritage's Register of Parks and Gardens of Special Historic Interest. There is one listed Historic Battlefield at Neville's cross at the edge of DurhamCity.

Deterioration or loss of heritage assets

5.46 Opencast coal extraction affects large areas of land, and historically has been responsible for the loss or deterioration of many historic landscape features. In light of this history, the recent renewed commercial interest in opencast coal extraction demands a strong policy approach towards protection of the historic environment.

5.47 Some parkland landscapes survive only as relics others are in decline through lack of positive management or have been developed as golf courses. An increase in arable cropping in previously pastoral areas has led to a loss of rigg and furrow and other archaeological features as well as old pastures and meadows, hedgerows and hedgerow trees. Features of the industrial landscape have largely been removed in land reclamation. Those that survive are often undervalued and neglected. New development can be steered to conserve and where possible, enhance valued aspects of the historic environment.

5.48 Potential development in and around Durham City needs to be very carefully considered in relation to the World Heritage Site and its setting, as well as the other historic assets which contribute to its attractiveness and overall character.

Table 3: Heritage Assets at Risk

Heritage Asset	Condition	Reason
Church, near Croxdale Hall, Croxdale	Listed Building Grade I Poor	Severe damp: rising damp in floor and walls and penetrating damp over chancel arch
Durham Prison Officers' Club – "The Tithe Barn" – Durham	Listed Building Grade II* Poor	Roof, stonework and close-studded upper floor in poor condition.
Terrace wall, south of Bow Lane, Durham	Listed Building Grade I Very bad	SE corner of structure has buckled and slipped and there are vertical structural cracks
Castle Wall behind 3 North Bailey, Durham	Listed Building Grade I Very bad	Progressive collapse of wall face and the core requires urgent attention to stop further substantial failure
Prebends' Bridge, Durham	Listed Building Grade I Poor	Masonry of eastern arch deteriorating to point of concern.
Bounds Wall, Ushaw College, Esh	Listed Building Grade II*	One section is progressively collapsing and is dangerous. The

Heritage Asset	Condition	Reason
	Very bad	remainder is at high risk due to the difficulty of maintenance and repair
Chapel of St. Michael at Ushaw College	Listed Building Grade I Poor	Moisture is causing damage to the high relief carving on the altar and the reredos and to adjoining masonry
Sherburn House Bridge, Sherburn	Scheduled Monument Very bad	Tree growth and water ingress is pushing out masonry and there are pronounced gaps running throughout the structure
Langley Old Hall, Burnhope	Scheduled Monument Very Bad	At risk from vandalism. Mature trees grow close by (saplings growing on walls). General deterioration.
Grange and Chapel, Bearpark	Scheduled Monument Generally satisfactory but with significant localised problems	Principal vulnerability is from vandalism

Richness of ecological and geological assets

5.49 There are no internationally designated nature conservation sites in the area, but there are two SSSI's at Brasside Pond and Low Butterby Oxbow. There are a number of County Wildlife Sites (now called Local Wildlife Sites), mostly ancient woodlands.

5.50 The Natural Environment and Rural Communities Act 2006 places a duty on local authorities to have regard to the conservation of biodiversity in all of its functions. The Durham Biodiversity Action plan gives the local translation of the list of species and habitats of principle importance which must be considered. Durham Biodiversity Action Plan priority habitats and species known to occur in this area, which need to be considered in planning policy and development decisions are:

Table 4: Priority Habitats Occurring in Central Durham Area

Ancient semi natural woodland	Wood pasture	Lowland heath
Other broadleaved woodland	Floodplain grazing marsh	Lowland meadows and pasture
Native hedgerows	Lowland fen habitats	Road verges of conservation importance
Parkland	Pragmites australis reedbed	Waxcap grasslands
Veteran trees	Rivers and streams	Wet woodland
Scrub	Ponds	Early successional brownfield land

Table 5. Priority Species Occurring in Central Durham Area

Badger	House sparrow	Starling	Salmon
Bats	Lapwing	Tree sparrow	Trout
Brown hare	Linnet	Yellow wagtail	Dingy skipper
Harvest mouse	Redshank	Adder	Green haristreak
Hedgehog	Reed bunting	Common lizard	White-letter hairstreak
Otter	Skylark	Grass snake	Black poplar
Water vole	Snipe	Slow worm	Juniper
Barn owl	Song thrush	Great crested newt	Curlew
Spotted fly-catcher	Eel	Small pearl bordered fritillary	Pale bristle moss
Redshank	Nightjar		

5.51 The area contains two County Geological Sites: a river section in the Wear Gorge at Durham and geomorphological features – sub glacial channels – near Sacriston on the western valley terraces.

Habitat deterioration / fragmentation

5.52 Neither of the two SSSIs in the area are in an “Unfavourable Declining” or “Unfavourable No Change” condition.

5.53 Plans and strategies need to identify semi-natural habitat networks and opportunities for their conservation and enhancement. The LTP can contribute to this in terms of how schemes are located, designed and maintained.

5.54 Semi natural habitats occupy a relatively small proportion of Central Durham. The majority of grasslands are improved with scattered patches of semi-improved pasture. The woodland network is more robust with fairly well-connected riparian corridors of woodland along the Wear and its tributaries, and areas of heavily wooded estate landscapes. Early successional brownfield land occurs in both isolated pockets and in linear corridors following former rail and waggonways. Wetland habitats occur generally as thinly scattered and isolated features on the floodplain. The quality of some tributary streams is affected by mine-water pollution which affects their value as networks for many species. The overall pattern of habitat distribution closely reflects the topography, with most semi-natural habitats found along the incised corridors of rivers and streams separated by extensive areas of farmland or built development.

5.55 Many hedgerows and hedgerow trees have been removed in the past or have declined through neglect. Changing practices in agriculture have led to an increase in arable cropping in previously pastoral areas, improvement of older, more diverse grasslands and conversion from haymaking to silage production. Many semi-natural heaths have been lost in the C20th to development, agricultural improvement and opencast mining. Those that remain are in decline through a combination of neglect and abuse.

5.56 Ancient semi-natural woodlands vary in condition. Some have been modified by the planting of exotics and a number were felled and replanted with conifers in the 1950s. Some receive little active management. Some rivers and streams remain polluted by mine water or groundwater from colliery tips. The potential for further damage from minewater in the event of the pumping of the coal measures ceasing remains a potential threat.

Variable Water Quality

5.57 Water quality in the River Wear varies from good to fair. In some of its tributaries, quality is only fair, poor and locally bad as a result of discharges from mine workings, treatment works, storm sewage overflows and surface water drainage from industrial and agricultural activities. Parts of the River Wear valley terraces lies in a Nitrate Vulnerable Zone.

Pockets of contaminated land

5.58 There are pockets of contaminated land left from coal mine spoil areas and industrial activities. Information was gathered by the former district councils to develop “Contaminated Land Registers” containing lists of sites of potential concern where the current use or history of the site suggests that contamination might be present. This responsibility now falls to the new County Council.

5.59 According to the district council information, there were the following number of “sites of potential concern” in the former district areas of Durham City and Derwentside, which make up the delivery area (only a small part of Derwentside falls into the area).

Table 6: Sites of Potential Concern for Contamination

Former District	No. of sites of Potential Concern
Durham City	1402
Derwentside	57

5.60 The former Durham City district area has a particularly high number of identified sites. There is a need to ensure sites are safe for any proposed after-use, and also to guard against the leaching of contaminants to other areas, particularly in the light of increased episodes of intense rainfall which are expected as a result of climate change.

Good Air Quality

5.61 Air quality is generally good, but episodes of poor air pollution from road traffic occur at some congestion hotspots at peak times. For this reason, there has been a need to declare the stretch of road between Framwellgate Peth and Millburngate Bridge as an Air Quality Management Area – meaning that it is an area demanding action to improve air quality.

Pockets of high quality agricultural land

5.62 There are areas of Grade 2 (very good) agricultural land along the floodplain of the River Wear. Elsewhere agricultural land is largely Grade 3 (moderate and good) with pockets of Grade 4 (poor) or 5 (very poor) in steep sided valleys and where it has been affected by mining or land reclamation.

Low household waste recycling rate / recovery rate

5.63 Household waste recovery and recycling rate is lower than the national and regional averages. There is a need to move away from landfill in order to increase the rate. The council has refined collection systems in order to improve the situation. New waste management facilities will be needed to deal with the County's waste in an appropriate way that achieves progress towards recycling and recovery targets. Some landfill activity may still be needed to deal with residual waste left after recycling / recovery / other processes have been utilised.

5.64 Waste associated with transport developments can be minimised through sustainable construction methods and on site waste management. In addition new development can be planned and designed to enable and encourage waste collection and recycling / recovery of value by the future users.

Impact of waste management operations on communities and the environment

5.65 There are no landfill sites operating in the area at the moment and historically there has not been much landfill activity in this part of the County.

Richness of minerals resources

5.66 Mineral extraction (specifically coal) has been very important to the development of the part of this area outside Durham City. Many of the settlements were originally formed in the 19th century around collieries, now all closed, creating a scattered, semi-rural settlement pattern. In the post war years the exposed coalfield has also seen extensive opencast coal extraction.

5.67 Currently, no opencast coal is extracted from within this area. The area has been an important source of clay and other brick making raw materials which were extracted from opencast coal sites as an additional economic resource. The production of fireclay has therefore stopped over recent years, in line with the cessation of opencast activity.

5.68 Sand and gravel has been worked in this area in the past, from along the River Wear.

Impact of minerals operations on communities and the environment

5.69 Historically, the area has not been as affected by minerals extraction activity as some other parts of the County, although there has been significant opencast coal extraction in the area to the west of Durham City and sand and gravel extraction in the River Wear Valley. The limestone escarpment is economically workable just to the east of this delivery area, and there are three active sites just outside the area at Sherburn Quarry, Running Waters Quarry and Witch Hill Quarry.

5.2 North and East Durham

General

5.70 The towns and villages of North and East Durham form part of the Tyne and Wear City-Region as defined by the Regional Spatial Strategy. Although there are different degrees of self containment across the area it looks primarily to the Tyne and Wear conurbation for access to jobs and services. Although there is no formal boundary to the city-region, within County Durham it is considered to include the towns of Chester-le-Street, Consett, Crook, Seaham, Stanley, Peterlee and the associated settlements in between such as Murton, Pelton, Burnopfield, Dipton and Tow Law. The area has a population of approximately 220,000 almost half of the County's total.

5.71 The towns of Chester-le-Street, Peterlee and Seaham are well located in relation to the A1(M) and A19 strategic corridors. There are some issues with junction capacities on these trunk roads which represent a potential constraint on the economic investment envisaged for the area as well as housing development linked to the South and East Durham Growth Point areas. East-west road links across this area of the County are less well developed, with poor linkages between the A19 and A1(M).

5.72 The South and East Durham Growth Point is going to see an increase in the delivery of housing within Peterlee and Easington. The County Council will be working in partnership with other regional regeneration agencies in order to harness the potential for housing growth and to support local economic growth within these areas.

High levels of deprivation – Including employment deprivation

5.73 The former Durham coalfield areas face unique economic challenges. Settlements grew up around the coals mines across the area and were historically reliant on the coal mining industry for their employment. The North and East Durham area, together with South Durham, covers the vast majority of the Durham coalfield. Although North and East Durham has experienced fundamental restructuring over the last 20 to 30 years, parts of it continue to suffer from problems of severe economic decline. Substantial parts of the area are in need of improvement and major investment.

5.74 Deprivation is a major issue throughout most of the North and East Durham Area, as measured by the Index of Multiple Deprivation (IMD) 2007. In the east, in the AAP area of Easington, 40.5% of the population live in the top 10% of deprived areas nationally, and 77% live in the top 30% of deprived areas. In the North Durham area, levels of deprivation vary between different AAP areas:

5.75 In the Crook, Willington and Tow Law area 18.7% of the population live in the top 10% of deprived areas nationally and 48.6 in the top 30%; in the Stanley AAP area 10.4% live in the top 10% of deprived areas nationally and 75.4 in the top 30%; in Chester le Street AAP area 2.9%

live in the top 10% and 32.6% in the top 30%; in Consett AAP area 0% live in the top 10% and 37.1% in the top 30%; in Mid Durham Rural West AAP area 0% live in the top 10% and 28.5% in the top 30%.

5.76 There are high levels of unemployment in the North and East Durham area, largely following the pattern of related deprivation issues (health, crime, educational attainment) concentrated around the former mining settlements. About half of the East Durham area is in the top 5% of deprived wards nationally for employment. Other concentrations in this bracket are around Stanley and Annfield Plain, Crook / Willington, south of Chester le Street, and at Moorside in Consett.

5.77 It is the same parts of the County (largely within the North / East and South Durham delivery areas) that suffer from major problems of economic inactivity/joblessness, health related issues and also poor levels of educational attainment and skills. These different factors combine to give the high overall IMD scores

Degraded urban / urban fringe environments with traffic levels contributing to community severance in some areas

5.78 Despite having a range of listed buildings and conservation areas, the quality of the urban environment is poor in many neighbourhoods within this part of the County. There is an abundant supply of previously developed land and buildings within many neighbourhoods, towns and villages. Putting brownfield land and buildings back into productive use removes the negative effects of abandonment whilst reducing pressures on the countryside for more development.

5.79 The area's proximity to the conurbation has led to pressure for commuter development in many parts of North and East Durham and has led to the designation of areas of Green Belt around Chester-le-Street and to the North of Seaham. This pressure is also experienced in the DerwentValley and in order to protect it from development pressure, Regional Spatial Strategy requires the definition of a Green Belt to the north of Consett and Stanley to join with the Green Belt surrounding Chester-le-Street. This will prevent the potential outward expansion of the conurbation and assists the urban regeneration of Consett and Stanley.

5.80 Increases in traffic can contribute to the severance of a community, depending on the location and size of roads and the level and / or speed of traffic that uses it. Crossing facilities can reduce the physical obstacle to safely crossing a road, although in the worst cases of severance more significant solutions are called for to overcome both the physical and psychological obstacle caused by unacceptable traffic levels. A number of settlements in North and East Durham are affected in this way and increasing traffic levels may exacerbate the problem.

5.81 The Urban and Rural Renaissance Initiative has assisted the physical improvement of numerous settlements over recent years, and Local Transport Plan funding has reinforced schemes where there are transport aspects to be addressed.

Poor levels of health and wide geographical variation in health levels

5.82 The East Durham area has the worst health in County Durham, as measured by the Index of Multiple Deprivation Health domain. There are large areas of East Durham which are in the top 5% of the most health-deprived areas nationally. This includes areas around the main settlements of Peterlee and Seaham, as well as the smaller former mining communities in the more rural parts (e.g. Wingate, Thornley, Shotton Colliery, Haswell, StationTown, Trimdon Colliery). The North of the delivery area does not have such large areas of very poor health as the east, but there are areas around Stanley, Consett, Chester le Street and near Tow Law in the top 10% of health-deprived wards nationally and small areas in the top 5%. There are two small areas around Crook and Willington respectively in the top 5%.

5.83 The provision of high quality accessible open space and sporting facilities can contribute to a better quality of life for residents. This is particularly important within the north and east of the county where communities are dominated by high density terraced housing without gardens and where participation in physical activity can contribute to improving poor health.

Public confidence / fear of crime

5.84 Although crime rates in the County are relatively low - but with a number of local hotspots - data shows that the perception of anti-social behaviour as a problem is relatively high. Community safety initiatives have been underway in different parts of the County for some time. Information on this issue at the sub-County level has not been collected.

Increasing and ageing population

5.85 There was a 5.4% increase in the retirement age population of the Easington AAP area between 2003 and 2007. Over the same period, the working age population rose by 3.4. Although these figures are not as bad as recent trends in other areas, East Durham still has one of the highest dependency ratios in the County, and the trend is that it will increase further.

5.86 In the north, Consett and Crook Willington and Tow Law areas saw a slight decrease in the dependency ratio between 2003 and 2007, but both remain high. Stanley and Mid Durham and Rural West saw a slight increase in the ratio. Chester le Street saw a large % increase in the ratio of 6.8%, due to a 6.5% decrease in the working age population as well as increase in the retirement population. The retirement age population increases in each area were: Consett 7.1%; Crook, Willington & Tow Law 7.0%; Stanley 7.3%; Mid Durham and Rural West 4.1%; Chester le Street 6.9%.

5.87 The overall population of the County is projected to increase by about 24,000 between 2007 and 2021 due mainly to in-migration from other areas although increasing life expectancy and birth rate will also contribute. Information on this issue at the sub-County level has not been collected.

Limited public transport provision - with poor east-west connectivity

5.88 Public transport connections are generally good between main towns and the main conurbations of Tyne & Wear, DurhamCity and Teesside, meaning that these major service centres can be reached effectively from most areas.

5.89 Connections between main towns in the North Durham area, and main towns in the East Durham area are not as good, requiring changes in DurhamCity or Sunderland. Also, journeys between some main towns in the North Durham area (e.g. Consett and Crook) require changes in DurhamCity, making the journey over an hour. These issues mean that specific journeys for people without a car can be difficult, but in general a range of services can be reached fairly easily.

5.90 People living in smaller settlements away from the main towns are generally not as well-served by public transport, although most settlements have direct services to DurhamCity and / or one of the local main towns. In the rural area around Cornsay, Satley and East Hedleyhope, bus journeys into Durham are lengthy or not possible, and in these places, access to shopping service centres is heavily dependent on car travel

5.91 Although commuting into the Tyne & Wear conurbation exists the distances involved are still relatively short. However, the long term aim will be to achieve a balance between employment and housing in each town in North and East Durham and thereby reduce the need to commute,

particularly by private car. In the interim commuting into the conurbation is likely to continue. In order to ensure that this is by sustainable means, improvements to public transport and other measures to encourage the use of public transport are required.

Difficult access to services, transport, jobs and leisure opportunities

5.92 Access to services, transport jobs and leisure opportunities is not as significant an issue in North and East Durham area as it is in West Durham, particularly in areas around the main towns. However, there is a large rural ward around Satley, Cornsay and East Hedleyhope which falls in the top 10 – 5% of deprived areas nationally under the IMD “barriers to housing and services” domain. Unlike some of the larger the former mining villages, these areas do not have a lot of high density terrace housing or any real village centre / shopping facilities, which all contribute to its ranking in this domain. This area is relatively distant from local main towns and DurhamCity. Bus journeys into Durham are lengthy or not possible, and in these places, access to shopping service centres is heavily dependent on car travel.

5.93 Most other areas – in particular East Durham - have relatively good access to both housing (although sometimes of poor quality) and services, but with some pockets around Edmondsley near Chester le Street, Ebchester / Hamsterley / Low Westwood near Consett and Willington / Oakenshaw / Brancepeth near Crook, being in the top 20 – 10% of deprived wards nationally for “barriers to housing and services”.

5.94 The East Durham area has a well-developed network of public rights of way associated with older agricultural villages and later mining settlements. Some areas of the Clay Plateau, which historically were less densely settled, are poorly accessed. Major recreational paths include the Haswell to Hart and Castle Eden walkways, both developed from abandoned railway lines, and the new coastal footpath.

5.95 The North Durham area has a very dense network of footpaths. Some follow ancient routes but the majority have their origins in paths from villages to old mines. The area is particularly well served by the network of former railways and waggonways, many of which have been converted to cycleways and bridleways. The C2C follows one such railway path. Tourism is locally important to both parts of the area, with visitor attractions including the Durham Coast, Beamish Museum, Causey Arch, Tanfield Railway, Derwentcote Forge and Binchester Fort.

Satisfaction with bus services

5.96 Satisfaction with bus services declined across the whole County between 2007/08 and 2008/09 despite an increase in the total number of bus journeys over that period. The increase in journeys is thought to be linked to good usage of the Durham City Park and Ride system, and data for this is likely to mask decline in more rural areas of the County where cuts in public subsidy has affected some services. Information on this issue at the sub-County level has not been collected.

Rising levels of car ownership and use and strong commuting patterns

5.97 Forecasts for growth in car ownership in the County are amongst the highest in the Country - an increase of over 20% is expected between 2006 and 2026.

5.98 There is significant commuting from North and East Durham into the Tyne & Wear conurbation exists, although the distances involved are relatively short. However, the long term aim of the County's development will be to achieve a balance between employment and housing in each town in North and East Durham and thereby reduce the need to commute, particularly by

private car. In the interim commuting into the conurbation is likely to continue. In order to ensure that this is by sustainable means, improvements to public transport and other measures to encourage the use of public transport are required.

Growth in the tourism sector

5.99 Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. The trend of increasing tourism is likely to continue, with a corresponding continuation in its contribution to traffic growth. Information on this issue at the sub-County level has not been collected.

Hotspots of traffic congestion

5.100 There are some hotspots of traffic congestion at key local junctions at peak times, and it will be important that new development in the area does not exacerbate problems at these points. The key hotspots are: the A19 / B1320 junction, Peterlee; the A167 / A693 Northlands Roundabout at Chester le Street; and the A693 roundabout, Stanley bypass. The bulk of congestion in County Durham remains on the routes in and out of Durham City at peak times. This can be an issue for people travelling in and out of Durham City. Bus priority measures and the Park and Ride system have been implemented in Durham City to try to limit the inconvenience to bus travellers and limit the impact of congestion on bus journey times.

Road safety

5.101 The number of children killed or seriously injured in road accidents across the County was above local target levels in 2008/09. The total number of people killed or seriously has remained below local target levels for a number of years. Road safety schemes and initiatives such as speed management and pedestrian crossings can make roads safer and safety considerations are always designed into new schemes. Education and awareness programmes on road safety across the County help to keep casualty figures low in comparison to other authorities. Information on this issue at the sub-County level has not been collected.

Greenhouse gas emissions

5.102 There is a need to reduce greenhouse gas emissions by reducing the need to travel and increasing the use of sustainable transport modes. Building sustainable communities focused around meeting local needs locally – particularly concentrating on the main towns should help to reduce the need to travel overall. Combining this with improved public transport services and sustainable transport networks would give people broader choice in their travel decisions. The provision of services by ICT also supports a reduced need to travel and can make a great deal of difference to the level of accessibility to services – particularly in remote rural areas.

Carbon absorption assets

5.103 Deciduous woodland in the north of the area is patchy and mainly occurs along the valleys of rivers and streams, including the Wear, the Derwent and the upper reaches of the Brownee. The largest area outside these valleys is between Consett and Stanley in the North and this connects with woodland in the Derwent Valley. There are numerous conifer plantations in addition to the deciduous woodlands.

5.104 In East Durham, areas of deciduous woodlands are less frequent in the landscape, mainly occurring in the denes extending inland from the coast are the main locations, along with valleys and slopes at the edges of the limestone escarpment.

5.105 The County Durham Landscape Strategy identifies large areas of the North and East Durham area that would benefit from additional native woodland planting to enhance the landscape as well as to contribute to increased carbon absorption and improved habitat networks.

5.106 The County Council is investigating the potential to grow short rotation coppice as an energy fuel on appropriate areas of reclamation land in its ownership.

Inevitable impacts of climate change

5.107 In common with all areas, the North and East Durham area will have to implement adaptations to climate change, and planning needs to be aware of the key issues. The results of the Strategic Flood Risk Assessment will be key to this. Flood incidents from surface water were experienced in Derwentside and Chester le Street areas after intense rainfall in 2007 when the storm drainage system could not cope with the volume of run off from built areas. There is also the need for planning to consider the opportunities for the natural environment to adapt to climate change. The Local Transport Plan will need to recognise and enhance the role of the transport network and associated green infrastructure in aiding carbon storage, species movement and sustainable drainage/water attenuation.

5.108 Flooding will increase as a result of climate change. Changes in winter rainfall, extreme rainfall events, mean sea levels and surges will place increasing pressure on existing flood and sea defences, and cause more frequent flooding of presently undefended areas. The standard of service provided by existing defence structures, where present, will reduce over time. Due to the topography of many of the river valleys within the county, there will not necessarily be vast additional expanses of land flooded, but rather those areas presently prone to flooding will become more frequently affected, particularly during winter months. Regeneration and redevelopment in many river-side areas susceptible to flooding will compound this problem by increasing the assets at risk of such an event.

5.109 The East Durham coast is particularly vulnerable to the effects of flooding and rising sea levels, being as it is composed of soft limestone cliffs which erode very easily. Without improved defenses, the cliffs will be eroded back from their present position at an increasing rate, causing loss of the habitat behind which includes sand dunes as well as rare magnesian limestone grassland of international importance to biodiversity. The loss of land area compounds competition between different land use interests in the coastal zone. The Shoreline Management Plan 2007 sets out the following coastal defence policies to 2105:

- Pincushion to Seaham - No active intervention
- Seaham North Prom - Hold the line
- Red acre cliffs - Retreat moving to hold the line on a retreated alignment
- Seaham harbour - Hold the line
- Seaham south - Hold the line
- Dawdon beach - No active intervention
- Blast beach - No active intervention
- Chourdon point to blackhall rocks - No active intervention
- Crimdon Valley - No active intervention

Diversity in landscape and unique sense of place

5.110 County Durham contains a diversity in landscape character and local distinctiveness which needs to be taken into account in decisions and guidance on the location and design of development. In 2003, the County Council produced a Landscape Character Assessment of the County. The assessment forms the basis for the County Durham Landscape Strategy 2008. The

Strategy sets out key issues and objectives for the landscape of the County as a whole and for individual character areas. It also sets out strategies for conserving, restoring or enhancing the character of the landscape in different parts of the County.

5.111 The North Durham area is classified as the West Durham Coalfields– The strategy for this area is: *To enhance the landscape where it has been degraded by mining or development while conserving what is most distinctive and valued about its character, including its rural identity, its upland fringe qualities and its strong cultural associations with the coal and steel industries. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.112 The East Durham Area is classified as the East Durham Limestone Escarpment – The strategy for this area is: *To enhance the landscape where it has been most affected by mining, quarrying and industrial development while conserving and restoring those local landscapes which contribute most to its quality and distinctiveness – the coast, the limestone denes, the escarpment spurs and vales and the older meadows and pastures of the pleateau. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.113 Significant areas of land along the Coast and on the limestone escarpment of East Durham, and in the coalfield valleys of North Durham are designated as Areas of High Landscape Value in Local Plans.

5.114 The built environment of some former mining settlements is of a poor quality and some have run down commercial centres. Settlement edges are abrupt or poorly defined and fringed with allotments, pony paddocks and industrial land. The dereliction left by the coal mining and associated industries has been largely reclaimed although some small areas remain. Reclaimed land is often of poor agricultural quality and lacking in mature landscape features.

5.115 Opencast coal extraction affects large areas of land, and historically has been responsible for the loss or deterioration of many landscape features in North and East Durham. In light of this history, the recent renewed commercial interest in opencast coal extraction demands planning to take a carefully considered approach towards landscape conservation and enhancement.

5.116 Due to the need for regeneration and economic development, pressure for new development is likely to be concentrated around the main towns of South, North and East Durham as well as Durham City. It is these areas, therefore, where planning faces the greatest challenge to achieve a balance between new development and the conservation, enhancement and restoration of existing landscape and townscape, including biodiversity, geology and historic environmental features.

Quality of nationally recognised landscapes

5.117 In the eastern part of the County there are significant areas of largely undeveloped coastline and sandy beaches. The quality of the coastal environment was greatly improved through the ‘Turning the Tide’ Millennium programme. The programme culminated in the national recognition of the area as a Heritage Coast for its landscape value and underlies the creation of a tourist industry within this part of the County.

Richness of heritage assets

5.118 The East Durham area contains archaeological remains from the Neolithic period onwards, many of which are recorded in the Durham Sites and Monuments Record (SMR). Features from most periods are concentrated along the coast and the limestone escarpment. Scheduled Monuments include a large number of deserted medieval settlements. North Durham also contains

remains from the Neolithic period onwards, many of which are recorded in the SMR. Scheduled Monuments range from roman roads, forts and aqueducts to medieval chapels and manor houses and industrial features like Causey Arch, the world's first railway bridge.

5.119 Some of the older settlements of the East Durham plateau are designated as Conservation Areas. The landscape is not particularly rich in listed buildings but contains a wide variety, from mediaeval park walls to colliery buildings. There are a small number of relic historic parks and gardens. Parkland at Castle Eden is included on English Heritage's Register of Parks and Gardens of Special Historic Interest as is small modern urban parkland in Peterlee.

5.120 Many of the older settlements in North Durham are designated as Conservation Areas. The wider landscape contains a wide range of listed buildings from mediaeval manors and castles to industrial buildings and structures. There are also a large number of parklands, some of which survive only as relics. Significant parkland areas at Lumley and Lambton are on English Register of Parks and Gardens of Special Historic Interest

5.121 In total in North and East Durham there are 1908 archaeological sites and monuments, 25 Scheduled Monuments, 450 listed buildings, 23 conservation areas and 14 historic parks and gardens (four of which – Lumley, Lambton, Castle Eden and Peterlee – are listed by English Heritage as being of historical importance).

Deterioration or loss of heritage assets

5.122 In North Durham, the coalfield contains a number of minor parklands – most of which no longer function as such. Many hedgerows and hedgerow trees have been removed in the past or have declined through neglect. In the upland fringes grazing regimes have become more extensive and field boundaries have been abandoned. Many hedges are reduced to lines of thorns and many dry stone walls are derelict.

5.123 Features of the industrial landscape have largely been removed in land reclamation and opencast mining. Those that survive – small spoil mounds, coke ovens and waggonways - are often undervalued and neglected.

5.124 In East Durham, an increase in the extent of arable cropping has led to a loss of old pastures and meadows, along with hedgerows, hedgerow trees, field ponds, rigg and furrow and other archaeological features. Parts of the landscape have become very open with large fields and few mature features. There are a small number of relic ornamental parklands on the Limestone Plateau. Surviving features like parkland trees are in progressive decline and are likely to disappear without positive management and some degree of restoration.

Table 7: Heritage Assets at Risk

Heritage Asset	Condition	Reasons
Mediaeval chapel at Harbour House Farm, Plawsworth	Listed Building Grade II, Scheduled Monument Fair	Further consolidation work and pointing required
Iron Gates and Railings, Lambton Castle	Listed Building Grade II* Poor	Details missing

Heritage Asset	Condition	Reasons
Lambton Castle	Listed Building Grade II* Fair	External repair programme due to be completed in 2009
Hunwick Hall, Hunwick	Listed Building Grade II* Poor	Partial collapse in 2004. Consent given to convert to three dwellings. Work is underway
Hedleyhill Colliery Coke Works	Scheduled Monument Very bad	Many bricks dislodged by livestock. Established tree growth present along entire structure
Coke Ovens at Inkerman Farm, Tow Law	Scheduled Monument Poor	Initial repair programme complete and half the site open to public. Consolidation of the rest of the site still required
Enclosed hilltop settlement at Pig Hill near Haswell	Scheduled Monument Extensive significant problems – i.e. under plough, collapse.	Principal vulnerability is from arable ploughing

5.125 Archaeological remains are associated with most of the settlements in County Durham, with implications for new developments. The main threat to Grade 1 and 2* listed buildings and scheduled monuments remains a lack of resources for positive management. New development, including transport schemes, can be steered to conserve and where possible, enhance valued aspects of the historic environment.

5.126 Opencast coal extraction affects large areas of land, and historically has been responsible for the loss or deterioration of many historic landscape features in North and East Durham. In light of this history, the recent renewed commercial interest in opencast coal extraction demands a carefully considered approach towards protection of the historic environment.

Richness of ecological and geological assets

5.127 In East Durham, most of the coast and coastal margin along with Castle Eden Dene National Nature Reserve is designated as the Special Areas of Conservation (SAC) under the European Habitats Directive. Some of the Durham Coast is also included in the Northumbria Coast Special Protection Area (SPA) for its importance to bird species populations of European importance. The area contains a relatively large number of Sites of Special Scientific Interest (SSSI) including magnesian limestone grasslands, abandoned limestone quarries and ancient ash and yew woodlands. A large number of similar habitats are designated as Local Wildlife Sites – many of them disturbed sites of old quarries and mine workings, railway lines and clay pits.

5.128 In North Durham, there are no internationally designated nature conservation sites and very few Sites of Special Scientific Interest (SSSI). Fragments of heathland and woodland at Greencroft and Annfield Plain, and a significant area of heathland at Waldrige Fell are designated

as SSSI. By contrast, there are a large number of County Wildlife Sites representing a range of habitats including lowland heath, semi-natural woodland, wetland, semi-improved pasture and early successional brownfield land.

5.129 Durham Biodiversity Action Plan priority habitats and species known to occur in the North and East Durham area, which need to be considered in planning policy and development decisions are:

Table 8: Priority Habitats Occurring in North and East Durham

Ancient semi natural woodland	Wood pasture	Lowland heath
Other broadleaved woodland	Floodplain grazing marsh	Lowland meadows and pasture
Native hedgerows	Lowland fen habitats	Road verges of conservation importance
Parkland	Pragmites australis reedbed	Waxcap grasslands
Veteran trees	Rivers and streams	Early successional brownfield land
Scrub	Ponds	Coastal soft cliffs & slopes
Wet woodland	CG8 Grassland	
Magnesian limestone grassland	Strandline	

Table 9: Priority Species Occurring in North and East Durham

Badger	House sparrow	Starling	Salmon
Bats	Lapwing	Tree sparrow	Trout
Brown hare	Linnet	Yellow wagtail	Green haristreak
Harvest mouse	Redshank	Adder	White-letter hairstreak
Hedgehog	Reed bunting	Grass snake	Black poplar
Otter	Skylark	Slow worm	Juniper
Water vole	Snipe	Great crested newt	Curlew
Barn owl	Song thrush	Small pearl bordered fritillary	Pale bristle moss
Spotted fly-catcher	Eel	Little tern	Purple samdpiper
Redshank	Nightjar	Northern brown argus	Roseate tern

Grayling	Glow worm	Sanderling	Chalk carpet moth
Least minor (moth)	Common lizard	Cistus forester (moth)	
Corn bunting	Dark green fritillary	Dingy skipper	

5.130 There are a number of Geological / Geomorphological sites of Special Scientific Interest and Local Geological / Geomorphological Sites in East Durham. These include natural and man-made exposures of the limestones and sands on the coast and in quarries, road and railway cuttings, together with glacial features including kames and melt-water channels. In North Durham, there are a small number of Local Geological / Geomorphological Sites including geological exposures in river sections and glacial features, including kames at Hoppyland and sub-glacial channels at Sacriston.

Habitat deterioration / fragmentation

5.131 In East Durham, Pig Hill SSSI near Easington Lane is in a condition described as “unfavourable – no change” and Tuthill Quarry SSSI near Haswell is in a condition described as “unfavourable – no change”. The former is because of inappropriate scrub control, and the latter due to undergrazing and illicit vehicles. These sites are not contributing to meeting the PSA target to have 95% of all SSSIs in a “favourable”, or “unfavourable improving” condition by 2010

5.132 Plans and strategies need to identify semi-natural habitat networks and opportunities for their conservation and enhancement. The LTP can contribute to this in terms of how schemes are located, designed and maintained.

5.133 In East Durham, semi natural habitats occupy a relatively small proportion of the area. The majority of grasslands are improved with scattered patches of magnesian limestone grassland associated with limestone outcrops or old quarries. There is a more continuous, though often very narrow, corridor of semi-natural grassland along the coast. The woodland network is heavily fragmented with woods largely confined to incised coastal denes, which are isolated from each other, and occasional steep slopes on the escarpment. Notable ancient ash, or ancient ash and yew woods occur in some of these places. Many woods have been re-stocked, which can affect their network value for some species – as can their generally small scale.

5.134 Early successional brownfield land occurs in both isolated pockets and in linear corridors following former railways. Wetland habitats occur generally as small and isolated features. The poor condition of some wetlands – notably stocking with fish – affects their network value for some species. The overall pattern of habitat distribution closely reflects the topography, with most semi-natural habitats found along incised denes, coastal slopes and escarpment spurs, separated by extensive areas of intensive farmland or built development.

5.135 Flower –rich limestone or neutral pastures and meadows have declined with agricultural improvement, or the encroachment of scrub. Old grasslands are now rare and survive only as isolated fragments. Some of the species found there are now genetically isolated.

5.136 An increase in the extent and intensity of arable cropping has led to a loss of old pastures and meadows, along with hedgerows, hedgerow trees, field ponds, rigg and furrow and other archaeological features. The hedgerow network that remains is heavily fragmented in places and continues to decline through removal or neglect. In arable areas hedges tend to be cut frequently and low, reducing their landscape and wildlife value.

5.137 The area is very sparse of woodland, with ancient semi-natural woods occurring only in denes and on occasional steep slopes. These areas of woodland vary in condition. Dutch Elm disease has altered the structure of many woods, with sycamore often replacing elm in the canopy. Some have been modified by the planting of exotics and a number were felled and replanted with conifers in the C20th.

5.138 In North Durham, the Greencroft and Langley Moor SSSI near Annfield Plain is in a condition of “Unfavourable – No Change” due to inappropriate scrub control and undergrazing. This means it is not on course to meet the PSA target by 2010.

5.139 Plans and strategies need to identify semi-natural habitat networks and opportunities for their conservation and enhancement. The LTP can contribute to this in terms of how schemes are located, designed and maintained.

5.140 Semi-natural habitats occupy a relatively small proportion of the area of North Durham. The majority of grasslands are improved with scattered patches of semi-improved pasture and heath. The woodland network is more robust with fairly well connected riparian corridors of woodland – particularly along the Derwent, the Wear, and the Wear’s northern tributaries – and localized areas of heavily wooded estate landscapes. There are substantial gaps in the woodland habitat network and many woods have been re-stocked, which can affect their value as networks for some species, as cona their generally modest scale.

5.141 Early successional brownfield land occurs in both isolated pockets and in linear corridors following former rail and wagonways. Wetland habitats occur generally as thinly scattered and isolated features, although there is a more robust corridor of wetlands in old gravel pits along the Wear floodplain. The quality of some rivers and streams is affected by mine-water pollution which affects their value as networks for many species. The overall pattern of habitat distribution closely reflects the ridge and valley topography, with most woodland and wetland habitats found along the incised corridors of rivers and streams, and heathlands found on the higher ridges. There is generally poor connectivity between them other than locally in valley heads. Ancient, semi natural woodlands are found in many coalfield valleys in steep sided denes and along rivers and streams. Notable areas include the valleys of the Pont Burn, the River Derwent, the River Wear, Cong Burn, Stanley Burn and the Deerness.

5.142 The dereliction left by the coal and steel industries has been largely reclaimed although some remains. Reclaimed land is often of poor quality and lacking in mature landscape features like hedges and trees. Some rivers and streams remain polluted by mine water or groundwater from colliery tips. The potential for further damage from mine water if the pumping of the coal measures ceases remains a potential threat.

5.143 Many hedgerows and hedgerow trees have been removed in the past or have declined through neglect. In the upland fringes grazing regimes have become more extensive and field boundaries have been abandoned. Many hedges are reduced to lines of thorns.

5.144 Changing practices in agriculture have led to an increase in arable cropping in previously pastoral areas, improvement of older, more diverse grasslands and conversion from haymaking to silage production.

5.145 Many semi-natural heathlands have been lost in the C20th to development, agricultural improvement and opencast mining. Those that remain survive as isolated fragments and some are in decline through a combination of neglect and abuse. Woodland cover is generally low on the coalfield although some areas are heavily wooded. Ancient, semi-natural woodlands tend to occur as isolated, often small, fragments along rivers and streams. A number were felled and replanted with conifers in the 1950s. Many receive no active management.

Variable Water Quality

5.146 The limestone of the East Durham plateau is a major aquifer providing drinking water for communities in East Durham and Sunderland to the north. Much of the area is designated as a Source Protection Zone. Water quality in most of the watercourses is poor as a result of discharges from mine workings, sewage treatment works, storm sewage overflows, and surface water drainage from industrial and agricultural activities. Parts of the area are designated as a Nitrate Vulnerable Zone. Water quality in the aquifer is now classified as being poor status for both quality and quantity.

5.147 In North Durham, water quality in the Wear and Derwent and many of their tributaries is good. In some tributaries, quality is only fair, poor or locally bad as a result of discharges from mine workings, sewage treatment works, storm sewage overflows and surface water drainage from industrial and agricultural activities. The catchments of these tributaries are designated as Nitrate Vulnerable Zones.

Pockets of contaminated land

5.148 There are pockets of contaminated land left from coal mine spoil areas and industrial activities. Information was gathered by the former district councils to develop “Contaminated Land Registers” containing lists of sites of potential concern where the current use or history of the site suggests that contamination might be present. This responsibility now falls to the new County Council.

5.149 According to the district council information, there were the following number of “sites of potential concern” in the former district areas of Derwentside, Chester le Street, Easington and Wear Valley, which together make up the North and East Durham delivery area (N.B only a small part of Wear Valley is in the area).

Table 10: Sites of Potential Concern for Contamination

Former District	No. sites of Potential Concern
Derwentside	57
Chester le Street	134
Wear Valley	532
Easington	358

5.150 There is a need to ensure sites are safe for any proposed after-use, and also to guard against the leaching of contaminants to other areas, particularly in the light of increased episodes of intense rainfall which are expected as a result of climate change.

Good Air Quality

5.151 There are no Air Quality Management Areas in the North and East Durham area. The A1 and A19 trunk roads both traverse the area, and air quality in the proximity of these roads is likely to be worse than elsewhere. In addition, there are local hotspots of traffic congestion at peak times in and around some of the main towns. The deterioration of air quality at these points at peak times is not sufficient to justify the declaration of Air Quality Management Areas at the moment, but any future development should be planned so as to maintain the good air quality and contain traffic levels in the area.

5.152 Air quality is listed as a potential threat to the internationally designated Special Area of Conservation at Castle Eden Dene, next to the A19. The implications of increasing traffic on the A19 and its potential impact on air quality and the SAC need to be understood.

Pockets of high quality agricultural land

5.153 Agricultural land in East Durham is for the most part Grade 3a (good) and 3b (moderate) with small pockets of Grade 2 (very good). In North Durham there are parts of the Wear floodplain with land of Grade 2 (very good) quality. In the rest of the lower reaches of the valleys, the Grade is generally 3a (good) and Grade 3b (moderate), though locally Grade 4 (poor) or 5 (very poor) where it has been affected by mining or land reclamation. The higher ridges and valley heads of North Durham are predominantly Grade 4, locally Grade 5 on acidic peaty soils and land affected by mineral working.

Low household waste recycling rate / recovery rate

5.154 Household waste recovery and recycling rate is lower than the national and regional averages. There is a need to move away from landfill in order to increase the rate. The council has refined collection systems in order to improve the situation. New waste management facilities will be needed to deal with the County's waste in an appropriate way that achieves progress towards recycling and recovery targets. Some landfill activity may still be needed to deal with residual waste left after recycling / recovery / other processes have been utilised.

5.155 Waste associated with transport developments can be minimised through sustainable construction methods and on site waste management. In addition new development can be planned and designed to enable and encourage waste collection and recycling / recovery of value.

Impact of waste management operations on communities and the environment

5.156 There is a need to develop and locate new waste management facilities in the County. The pressure to use less landfill and derive more value from waste will move waste management in the county away from landfill, although it is likely that some will still be needed to deal with at least some of the residual waste that remains. Landfill is generally unpopular to residents living near to a site due to amenity and transport issues, and there have been a number of sites in this area over recent years.

5.157 Up until relatively recently the North Durham area contained a number of operational landfill sites – notably Marks Quarry near West Rainton, Todhills at Byers Green, Hett Hills near Chester le Street and St.Bedes on the border with Birtley. In addition, there have been other landfill sites operating in the area, now restored, which have affected nearby communities. The Foot and Mouth crisis in the early 2000's saw sites at Tow Law and Annfield Plain being used for the mass burial of animal corpses, which caused much concern to residents.

5.158 There is currently only one operational landfill site in the North Durham area – at Lowfield Farm near Willington – which takes only small quantities of inert construction and demolition waste. Despite this low level of activity currently, the issue of cumulative impact is one of particular pertinence to some communities in the area, when addressing the question of future waste management facilities.

5.159 In East Durham, there is one operational landfill at Crime Rigg quarry on the western extremity of the area, near to Durham City. This site only takes inert waste. There is also an aerobic digester at Thornley which has been out of action recently due to legislative issues. The major

aquifer in the East Durham area is highly sensitive to the liquid pollution which can leach from landfill sites taking biodegradable or other potentially hazardous waste, and is protected by a Source Protection Zone.

5.160 There are a number of civic amenity sites across North and East Durham associated with the towns of Consett, Stanley / Annfield Plain, Chester le Street, Seaham and Peterlee. There are also waste transfer stations near Consett, Stanley, Chester le Street and Peterlee (at Thornley). The dispersed settlement pattern of the area, along with the increasing need to transport waste to different facilities for recycling, disposal etc, means that the transport of waste is an important issue to consider in assessing impacts on communities and on carbon dioxide / greenhouse gas emissions.

Richness of minerals resources

5.161 Mineral extraction has been very important to the development of this part of the County. Many of the settlements in this area were originally formed in the 19th century around collieries, now all closed, creating a scattered, semi-rural settlement pattern.

5.162 In the post war years the exposed coalfield in North Durham, where the coal measures are near the surface, has also seen extensive opencast coal extraction. Since 2000, the level of opencast activity has been at a historical low. In East Durham the coal measures area overlain with magnesian limestone, making opencasting for coal unviable, but providing another economic mineral resource. The magnesian limestone is worked at various sites at the western edge of the area near the border with Central Durham, as well as sites in the South Durham area.

5.163 The area has also been an important source of clay and other brick making raw materials, the fireclays of the Durham Coalfield being recognised as an important source of fireclay for use in local brick factories and elsewhere. Although production of fireclay is now dependent on the level of opencast activity, which has declined in recent years with a resultant decline in fireclay availability. There is one opencast coal site with planning permission in the County and this is in the North Durham area at Park Wall North, near Tow Law. There is also a proposed site at Bradley, east of Leadgate, for which a planning decision has not been made and interest in a number of other sites in the North and East Durham delivery area including: Marley Hill near Ebchester, Field House near Rainton, Castle Dene / Hurbuck near Lanchester and an area near High Pittington. Brick shale is extracted from a site at Todhills near Byers Green, on the southern extremity of the delivery area.

5.164 Glacial lake clay is also extracted on the northern border at Birtley and is used at the Union Brickworks in Gateshead. Sand and gravel has been worked in this area in the past, in particular from along the River Wear. Glacial deposits of sand & gravel have also been worked elsewhere, although no sand and gravel is currently extracted anywhere from this area.

Impact of minerals operations on communities and the environment

5.165 In the North Durham delivery area, opencast mining has affected large areas of land, removing established landscape features and eroding local landscape character. Restored land, and particularly that of earlier decades is often bland and immature or out of keeping with the character of the local landscape. The affect on communities of the noise, dust and heavy transport associated with opencast sites during their lifetime has also been significant.

5.166 There is one opencast coal site with planning permission in the County and this is in the North Durham area at Park Wall North, near Tow Law. There is also a proposed site at Bradley, east of Leadgate, for which a planning decision has not yet been made and interest in a number of other sites in the North and East Durham delivery area including: Marley Hill near Ebchester, Field House near Rainton, Castle Dene / Hurbeck near Lanchester and an area near High Pittington.

5.167 Currently, there is limited minerals extraction in the North and East Durham area, but the extraction that exists is concentrated on the magnesian limestone resource to the east of Durham City at Crime Rigg Quarry (Sherburn), Running Waters Quarry (Sherburn) and nearby Witch Hill Quarry (Shadforth). Other active minerals sites on the magnesian limestone escarpment fall into the South Durham delivery area. Due to the location and value of the magnesian limestone in the area, it tends to be the same areas that have been affected by minerals extraction and transport from sites over the years. The issue of cumulative impact, is therefore one to be considered when considering policies concerning new minerals extraction.

5.3 South Durham

General

5.168 The towns and villages of South Durham form part of the Tees Valley City-Region as defined by the Regional Spatial Strategy. Although there are sometimes significant degrees of self-containment across the area it has strong links with Tees Valley principally for access to jobs and services. Although there is no formal boundary to the city-region, within County Durham it is considered to include the towns of Bishop Auckland, Newton Aycliffe, Spennymoor, Shildon and the associated settlements in between such as Sedgfield, Ferryhill and Coundon. The area has a population of approximately 130,000.

5.169 The South Durham area has good transport connections with its proximity to the A1(M) and the A167. It also has rail connections on the East Coast Main Line with stations at Newton Aycliffe and Bishop Auckland. The Bishop Auckland to Darlington railway line is an asset which requires investment. The line runs through a commercial corridor containing the main towns of Bishop Auckland, Shildon and Newton Aycliffe. It also provides a key gateway to the Durham Dales with potential for tourism growth and connections to the major Eastgate Renewable Energy Village in Weardale and the Locomotion railway museum at Shildon.

High levels of deprivation – Including employment deprivation

5.170 The former Durham coalfield areas face unique economic challenges. Many settlements built up around the coal mines and were historically reliant on the coal mining industry for their employment. The South Durham area along with North and East Durham covers the vast majority of the Durham coalfield. Although South Durham has experienced fundamental restructuring over the last 20 to 30 years, parts of it continue to suffer from problems of economic decline. Substantial parts of the area are in need of improvement and major investment.

5.171 Deprivation is a major issue throughout a large part of the South Durham Area, as measured by the Index of Multiple Deprivation (IMD) 2007: In AAP area of Bishop Auckland and Shildon, 25.6% of the population live in the top 10% of deprived areas nationally, and 65.9% live in the top 30% of deprived areas; in the AAP area of Ferryhill and Chilton, 8.7% live in the top 10% of deprived areas and 63.2% in the top 30%; in the AAP area of Newton Aycliffe, 5.0% live in the top 10% of deprived areas and 48.0% in the top 30%; in the AAP area of East Durham Rural Corridor, 0% live in the top 10% of deprived areas and 41% live in the top 30%; in the AAP area of Spennymoor, 0% live in the top 10% of deprived areas and 39.6% live in the top 30%.

5.172 In common with the former mining settlements of North and East Durham, there are parts of the South Durham Area that have very high levels of unemployment, as measured by the IMD. Wards in and around Bishop Auckland in the west, Wingate / StationTown / Trimdons in the east, Spennymoor in the north and Newton Aycliffe in the South are in the top 5% of deprived areas nationally for employment. Chilton also stands out as being in this bracket for unemployment. Significant areas adjacent to these are in the top 10 – 5% and 10 – 20% of deprived areas nationally for unemployment.

5.173 The large rural area to the east of Newton Aycliffe again represents a different situation, being in the top 50% least deprived areas nationally for unemployment.

5.174 It is the same parts of the County (largely within the North / East and South Durham delivery areas) that suffer from major problems of economic inactivity/joblessness, health related issues and also poor levels of educational attainment and skills. These different factors combine to give the high overall IMD scores

Degraded urban environments with traffic levels contributing to community severance in some areas

5.175 The character of the towns and villages of South Durham varies considerably. Bishop Auckland has Roman and medieval origins with an attractive town centre and market place as well as important historical buildings such as the Bishop's Palace. Shildon has a rich industrial history based on its past as centre for the railways. Newton Aycliffe was one of the original new towns first developed in the 1950s. Sedgefield is a small rural town of historic character and there are other more rural villages such as Bishop Middleham and Trimdon. Many other settlements are more typical former colliery towns and villages of various sizes, including Spennymoor, Ferryhill, Coxhoe, Chilton and Fishburn.

5.176 In common with North and East Durham, the quality of the urban environment is poor in many neighbourhoods. There is an abundant supply of previously developed land and buildings within many neighbourhoods, towns and villages. Putting brownfield land and buildings back into productive use removes the negative effects of abandonment whilst reducing pressures on the countryside for more development.

5.177 The sensitive refurbishment and re-use of existing buildings wherever possible contributes to sustainable development in conserving energy and materials as well as in preserving and enhancing local distinctiveness and heritage. Good design policy and guidance is needed to steer development in a more sustainable direction by making the most of existing buildings and ensuring both new buildings and refurbishments contribute to local distinctiveness. Supplementary Planning Guidance on Design and Sustainability Issues is being produced as part of the County Durham Plan.

5.178 Brownfield land should provide the majority of locations for future housing and employment land opportunities and supply. Some brownfield land areas can be particularly rich in biodiversity and this should be taken into account in decisions regarding the location of development, biodiversity conservation and provision of open space.

5.179 Much of South Durham is a priority area for housing market renewal and forms a substantial part of the South and East Durham Growth Point. The substantial housing proposals must be integrated with economic development, environmental enhancements and health and education improvements.

5.180 Newton Aycliffe is different from other settlements in that it was one of the original 'new towns' first developed in the 1950s. Its town centre is a reflection of the architectural style of that time and is in need of major redevelopment.

Poor levels of health and wide geographical variation in health levels

5.181 Health levels, as measured by the Index of Multiple Deprivation health domain, vary widely across South Durham. There are two major areas where health levels are in the lowest 5% of wards nationally: in the western part of the area in and around Bishop Auckland, Coundon and Shildon; and in the eastern part in the settlements around Cassop, Quarrington Hill, Wingate, Station Town and the Trimdons, which are adjacent to the areas of poor health levels in East Durham. Both Spennymoor and Newton Aycliffe also have small areas where health levels are acutely low (lowest 5% nationally), and Chilton and Ferryhill also stand out as pockets in the most deprived bracket for health.

5.182 Areas adjacent to the above places tend to have only slightly higher health levels (lowest 10 – 5% nationally) e.g. Coxhoe, Cornforth and other parts of Spennymoor, Bishop Auckland and Newton Aycliffe. The more health deprived areas mentioned are all settlements which were previously dependent on coal mining and they include the main centres of population in the South Durham area.

5.183 There are large rural areas towards the middle and south of the area where health levels are relatively high. In particular, the large southern area to the east of Newton Aycliffe, which is in the least deprived 50% of areas nationally for health.

Public confidence / fear of crime

5.184 Although crime rates in the County are relatively low - but with a number of local hotspots - data shows that the perception of anti-social behaviour as a problem is relatively high. Community safety initiatives have been underway in different parts of the County for some time. Information on this issue at the sub-County level has not been collected.

Increasing and ageing population

5.185 In line with all other parts of the County, the size of the retired population increased in every AAP area in South Durham between 2003 and 2007. In some areas, there was a decrease in the size of the working age population over the same period:

Table 11: Change in working age / retirement age population in South Durham

AAP Area	Increase in working age pop. 2003-07	Increase in retirement age pop. 2003-07
Bishop Auckland and Shildon	1.4%	3.3%
East Durham Rural Corridor	-2.5%	8.9%
Ferryhill and Chilton	1.6%	3.0%
Newton Aycliffe	-2.3%	6.6%
Spennymoor	-1.8%	7.3%

5.186 The result is that the dependency ratio of all areas apart from Ferryhill and Chilton increased. This trend has important implications for the local economy and the delivery of services over coming years.

5.187 The overall population of the County is projected to increase by about 24,000 between 2007 and 2021 due mainly to in-migration from other areas although increasing life expectancy and birth rate will also contribute. Information on this issue at the sub-County level has not been collected.

Limited public transport provision - with poor east-west connectivity

5.188 The South Durham area has good north / south road connections with its proximity to the A1(M) and the A167. It also has rail stations at Newton Aycliffe and Bishop Auckland which connect with the East Coast Main Line at Darlington. The Bishop Auckland to Darlington railway line is an asset which requires investment. The line runs through a commercial corridor containing the main towns of Bishop Auckland, Shildon and Newton Aycliffe. It also provides a key gateway to the Durham Dales with potential for tourism growth and connections to the major EastgateRenewableEnergyVillage in Weardale and Locomotion at Shildon.

5.189 In common with North and East Durham, bus connections are relatively good between the main towns and DurhamCity and / or major conurbations to the south – Darlington and Stockton. Bus journeys from Bishop Auckland and Spennymoor are much quicker to Durham than they are to Darlington. However, bus journeys from Newton Aycliffe take significantly longer to get to Durham than they do to get to Darlington. Bus journeys from Sedgfield take a comparable time to Durham or Darlington. Connections between settlements within the area are variable.

Difficult access to services, transport, local jobs and leisure opportunities

5.190 Access to services, transport jobs and leisure opportunities is not as significant an issue in South Durham area as it is in West Durham, particularly in areas around the main towns. However, there is a large rural area between Bowburn and Spennymoor, including SunderlandBridge, Hett and Croxdale which is in the top 10 – 5% of deprived areas nationally under the IMD “barriers to housing and services” domain. It includes the conservation area around Croxdale Hall, and contains a number of very small settlements. Unlike some of the larger the former mining villages, this part of the area does not have a lot of relatively high density terrace housing available or any real village centre / shopping facilities, which all contribute to its ranking in this domain.

5.191 There area other parts of the South Durham Area which fall into the top 20 – 10% of deprived areas for ‘barriers to housing and services’. These include the large rural ward to the east of Newton Aycliffe on the border with Darlington and another rural area to the north of Bishop Auckland including Hunwick and much of the area covered by the AucklandCastle estate.

5.192 In South Durham, the towns of Newton Aycliffe, Spennymoor, Shildon, Bishop Auckland, provide important local facilities, services and employment. It is important that the function and vitality of these towns are supported so that they can continue to meet the local shopping, recreational and community needs of the communities which they serve. They also have links to the conurbation and main settlements where a broader range of facilities, services and employment opportunities are provided.

5.193 The footpath network is variable in its coverage. In the northern part of the area, there is a pattern more consistent with East Durham, with generally good connections between settlements along historic routes and footpaths that linked to colliery and minerals sites. In the southern part of the area there are some local well-developed networks of paths associated with older villages

but with poorly accessed tracts of land in between, particularly in the flat carr landscapes. There are few strategic recreational paths or long distance trails apart from National Cycle Network Route 1 which travels north / south along the Castle Eden Walkway from Peterlee to Stockton, and two routes north out of Bishop Auckland – the Bishop to Brandon Railway Path (which forms part of the National Byway) and the Auckland Way between Bishop Auckland and Spennymoor.

Satisfaction with bus services

5.194 Satisfaction with bus services declined across the County between 2007/08 and 2008/09 despite an increase in the total number of bus journeys over that period. The increase in journeys is thought to be linked to good usage of the Durham City Park and Ride system, and data for this is likely to mask decline in more rural areas of the County where cuts in public subsidy has affected some services. Information on this issue at the sub-County level has not been collected.

Rising levels of car ownership and use and strong commuting patterns

5.195 Forecasts for growth in car ownership in the County are amongst the highest in the Country - an increase of over 20% is expected between 2006 and 2026.

5.196 There are strong commuting patterns from the South Durham area into Darlington and the TeesValley conurbation, as well as to DurhamCity. The Newton Aycliffe and Heighington Lane industrial estates are also key journey attractors, and Netpark at Sedgefield will be further developed into a major employment site. The long term aim will be to achieve a balance between employment and housing in the main towns of South Durham and thereby reduce the need to commute, particularly by private car. In the interim commuting into the conurbation is likely to continue. In order to ensure that this is by sustainable means, improvements to public transport and other measures to encourage the use of public transport are required.

Growth in the tourism sector

5.197 Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. The trend of increasing tourism is likely to continue, with a corresponding continuation in its contribution to traffic growth. Information on this issue at the sub-County level has not been collected

Hotspots of traffic congestion

5.198 There are some hotspots of traffic congestion at key local junctions at peak times, and it will be important that new development in the area does not exacerbate problems at these points. The key hotspots are both at junctions on the A167: the A167 / A693 roundabout, Rushyford; and the A167 Thinford roundabout. The bulk of congestion in CountyDurham remains on the routes in and out of DurhamCity at peak times. This can be an issue for people travelling in and out of DurhamCity. Bus priority measures and the Park and Ride system have been implemented in DurhamCity to try to limit the inconvenience to bus travellers and limit the impact of congestion on bus journey times.

Road safety

5.199 The number of children killed or seriously injured in road accidents across the County was above local target levels in 2008/09. The total number of people killed or seriously has remained below local target levels for a number of years. Road safety schemes and initiatives such as speed management and pedestrian crossings can make roads safer and safety considerations are always

designed into new schemes. Education and awareness programmes on road safety across the County help to keep casualty figures low in comparison to other authorities. Information on this issue at the sub-County level has not been collected.

Greenhouse gas emissions

5.200 There is a need to reduce greenhouse gas emissions by reducing the need to travel and increasing the use of sustainable transport modes. Building sustainable communities focused around meeting local needs locally – particularly concentrating on the main towns should help to reduce the need to travel overall. Combining this with improved public transport services and sustainable transport networks would give people broader choice in their travel decisions. The provision of services by ICT also supports a reduced need to travel and can make a great deal of difference to the level of accessibility to services – particularly in remote rural areas.

Carbon absorption assets

5.201 There is very little ancient woodland in the South Durham area and woodland cover in general is particularly sparse. There are areas, in particular in the north and west of the area around the main towns which the County Durham Landscape Strategy identifies would particularly benefit from the additional planting of native woodland, as well as along the main transport corridors through the area.

Inevitable impacts of climate change

5.202 In common with all areas, the South Durham area will have to implement adaptations to climate change, and transport planning needs to be aware of the key issues. The results of the Strategic Flood Risk Assessment (SFRA) will be key to this. There is also the need for planning to consider the opportunities for the natural environment to adapt to climate change. The Local Transport Plan will need to recognise and enhance the role of the transport network and associated green infrastructure in aiding carbon storage, species movement and sustainable drainage/water attenuation. In terms of flooding, flood incidents were experienced Bishop Auckland and Witton le Wear in 2003 and at Bishop Auckland after intense rainfall in 2009 when the storm drainage system could not cope with the volume of run off from built areas. There are also areas around Trimdon Colliery in the east of the area, and Mordon near Newton Aycliffe that the Environment Agency identifies as being at particular risk of flooding. The Sedfield Borough Council SFRA suggests that development at Woodham Burn, Newton Aycliffe and Demon's Beck at Aycliffe Village may be constrained due to flood risk.

5.203 Flooding will increase as a result of climate change. Changes in winter rainfall, extreme rainfall events, mean sea levels and surges will place increasing pressure on existing flood and sea defences, and cause more frequent flooding of presently undefended areas. The standard of service provided by existing defence structures, where present, will reduce over time. Due to the topography of many of the river valleys within the county, there will not necessarily be vast additional expanses of land flooded, but rather those areas presently prone to flooding will become more frequently affected, particularly during winter months. Regeneration and redevelopment in many river-side areas susceptible to flooding will compound this problem by increasing the assets at risk of such an event.

Diversity in landscape and local distinctiveness

5.204 County Durham contains a diversity in landscape character and local distinctiveness which needs to be taken into account in decisions and guidance on the location and design of development. In 2003, the County Council produced a Landscape Character Assessment of the County. The assessment forms the basis for the County Durham Landscape Strategy 2008. The

Strategy sets out key issues and objectives for the landscape of the County as a whole and for individual character areas. It also sets out strategies for conserving, restoring or enhancing the character of the landscape in different parts of the County.

5.205 The County Durham Landscape Strategy identifies two main landscape character areas which occur in the South Durham Area. The bulk of the area is covered by the Tees Lowlands, and the strategy for that is: *To conserve the existing rural character of the landscape while enhancing those areas affected most by urban and industrial development and agricultural intensification*

5.206 Areas in the north and west fall into the West Durham Coalfield landscape character area. The strategy for this is: *To enhance the landscape where it has been degraded by mining or development while conserving what is most distinctive and valued about its character, including its rural identity, its upland fringe qualities and its strong cultural associations with the coal and steel industries. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.207 Some of the east of the area falls into East Durham Limestone Escarpment landscape character area – The strategy for this area is: *To enhance the landscape where it has been most affected by mining, quarrying and industrial development while conserving and restoring those local landscapes which contribute most to its quality and distinctiveness – the coast, the limestone denes, the escarpment spurs and vales and the older meadows and pastures of the pleateau. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.208 Bishop Auckland is particularly important to the history of County Durham, and has a unique character because of its historic connections and built environment. Like Durham City, a key issue is how development might take place to improve local quality of life, without undermining the special qualities which make the place unique and interesting.

5.209 Tracts of the Wear Valley north of Bishop Auckland and Spennymoor are designated as Areas of High Landscape Value in Local Plans, along with a section of the limestone escarpment that extends into the South Durham area from the east.

5.210 The built environment of some former mining settlements is of a poor quality and some have run down commercial centres. Settlement edges are abrupt or poorly defined and fringed with allotments, pony paddocks and industrial land. The dereliction left by the coal mining and associated industries has been largely reclaimed although some small areas remain. Reclaimed land is often of poor agricultural quality and lacking in mature landscape features.

5.211 Due to the need for regeneration and economic development, pressure for new development is likely to be concentrated around the main towns of South, North and East Durham as well as Durham City. It is these areas, therefore, where planning faces the greatest challenge to achieve a balance between new development and the conservation, enhancement and restoration of existing landscape and townscape, including biodiversity, geology and historic environmental features.

Quality of nationally recognised landscapes

5.212 A small section of South Durham contains County Durham's coastline. The quality of the coastal environment was greatly improved through the 'Turning the Tide' Millennium programme. The programme culminated in the national recognition of the area as a Heritage Coast for its landscape value and underlies the creation of a tourist industry within this part of the County.

Richness of historic environmental assets

5.213 The landscape contains archaeological remains from the Neolithic period onwards, many of which are recorded in the Durham Sites and Monuments Record (SMR). There are particularly strong concentrations around the historic settlements of Sedgefield and Bishop Auckland. A number of these monuments (9) are designated as Scheduled Monuments – mostly mediaeval features ranging from deserted villages to bridges and manorial settlements, but also include Binchester Roman Fort at Bishop Auckland.

5.214 A number of the older villages in the area are designated as Conservation Areas, and also parts of Bishop Auckland. The Whindlestone Hall estate, the Hardwick Hall estate and the parklands around Auckland Castle are all on the English Heritage Register of Parks and Gardens of Special Historic Interest and the first two have also been given Conservation Area Status.

5.215 In total there are 1686 archaeological sites and monuments, 13 scheduled monuments, 391 listed buildings, 24 conservation areas and 6 historic parks and gardens (including three listed by English Heritage as being of historical importance (see above)).

Deterioration or loss of historic environmental assets

5.216 An increase in the extent and intensity of arable cropping has led to a loss of old pastures and meadows, hedgerows, hedgerow trees, field ponds, rigg and furrow and other archaeological features. Parts of the landscape in the south of the area have become very open and featureless. The enlargement and amalgamation of arable fields has led to heavy fragmentation of the hedgerow network in places.

5.217 Hedgerows tend to be cut frequently and low, reducing their vigour as well as their wildlife and landscape value. Hedgerow trees are particularly important features, helping to articulate space in the open, often relatively flat landscapes in the south. Many are senescent or suffering from the effects of close cultivation, and there are low levels of recruitment of young trees to replace those that die.

5.218 Successive drainage schemes in the Carr landscapes have lowered water tables and the area of wetland and wet pasture has been significantly reduced.

5.219 Some historic parklands survive only as relics, others are positively managed. Surviving features like water bodies and veteran trees in relic parklands are in progressive decline and likely to disappear without intervention and some degree of restoration.

Table 12. Heritage Assets at Risk

Heritage asset	Designation and Condition	Reasons
Remains of Stockton and Darlington Railway, Etherley	Scheduled Monument Very bad	Some sections slowly deteriorating such as Gaunless Bridge abutments, or overgrown, such as the cutting with stone revetment between North Leazes and St. Helen's Auckland
West Mural Tower at Auckland Castle	Listed Building Grade I Very Bad	Requires urgent remediation work as there is immediate risk of loss of historic fabric

Heritage asset	Designation and Condition	Reasons
Clock Tower, Windlestone Hall, near Coundon	Listed Building Grade II* Poor	Stonework repairs needed. Clock face has been stolen
Windlestone Hall, near Coundon	Listed Building Grade II* Poor	Lack of maintenance with some internal water ingress

Richness of ecological and geological assets

5.220 There are three internationally designated nature conservation sites in the South Durham Area – Thrislington Special Area of Conservation (SAC) just to the west of Ferryhill next to the A1, Durham Coast SAC, and Teesmouth and Cleveland Coast SPA. Thrislington is also a National Nature Reserve. Thrislington Plantation falls into the northern part of the area (on the limestone escarpment), which also contains a number of nationally designated Sites of Special Scientific Interest including magnesian limestone grasslands and abandoned limestone quarries. There are also two small wetland SSSIs at Pike Whin Bog and Railway Stell West. Durham Coast SAC is also a National Nature Reserve and SSSI and is designated due to its importance as the only example of vegetated sea cliffs on magnesian limestone exposures in the UK. Teesmouth and Cleveland Coast SPA supports bird populations of the following European Importance; Little Tern; Sandwich Tern; Ringed Plover; Knot and Redshank. A number of Local Wildlife Sites have also been designated in the area, many on disturbed sites of old quarries and mine workings, railway lines, road verges, clay pits, as well as small areas of woodland and wetland.

5.221 Biodiversity Action Plan habitats and species which occur in the area and require protection and enhancement include:

Table 13: Priority Habitats Occurring in the South Durham Area

Ancient semi natural woodland	Wood pasture	Lowland heath
Other broadleaved woodland	Floodplain grazing marsh	Lowland meadows and pasture
Native hedgerows	Lowland fen habitats	Road verges of conservation importance
Parkland	Pragmites australis reedbed	Waxcap grasslands
Veteran trees	Rivers and streams	Wet woodland
Scrub	Ponds	Early successional brownfield land
Magnesian limestone grassland	CG8 Grassland	

Table 14: Priority Species Occurring in the South Durham Area

Badger	House sparrow	Starling	Salmon
Bats	Lapwing	Tree sparrow	Trout
Brown hare	Linnet	Yellow wagtail	Dingy skipper
Harvest mouse	Redshank	Adder	Green haristreak
Hedgehog	Reed bunting	Common lizard	White-letter hairstreak
Otter	Skylark	Grass snake	Black poplar
Water vole	Snipe	Slow worm	Juniper
Barn owl	Song thrush	Great crested newt	Curlew
Spotted fly-catcher	Eel	Small pearl bordered fritillary	Pale bristle moss
Redshank	Nightjar	Cistus forester (moth)	Chalk carpet moth
Grayling	Glow worm	Northern brown argus	Dark green fritillary
Least minor (moth)	Common lizard	Sanderling	Corn bunting

5.222 The South Durham area is sparsely distributed with areas of Semi Natural Ancient Woodland, with the most significant areas being found in denes and valleys of the river Wear system north of Bishop Auckland. A few other smaller areas are found in steep sided denes further east. There is a single example of wet woodland – Carr Wood, near Bishop Middleham.

5.223 There are a number of Geological / Geomorphological Sites of Special Scientific Interest and Local Geological / Geomorphological Sites in South Durham associated with the limestone escarpment. These are mainly focused on natural and man-made exposures of the limestones in quarries, road and railway cuttings.

Habitat deterioration / fragmentation

5.224 In South Durham, the Railway Stell West SSSI near Newton Aycliffe is in a condition of “Unfavourable – No Change” due to drainage. The Bottoms SSSI near Thornley is in a condition of “Unfavourable – No Change” due to inappropriate scrub control and inappropriate weed control. Neither of these sites are contributing to meeting the PSA target to have 95% of all SSSIs in “Favourable” or “Unfavourable Recovering” condition by 2010.

5.225 Plans and strategies need to identify semi-natural habitat networks and opportunities for their conservation and enhancement. The LTP can contribute to this in terms of how schemes are located, designed and maintained.

5.226 Semi-natural habitats occupy a very small proportion of South Durham. The majority of grasslands are improved with scattered patches of semi-improved or wet pasture and magnesian limestone grassland associated with limestone outcrops and old quarries. The woodland network is heavily fragmented with woods largely confined to heavily wooded, but isolated, estate landscapes and on occasional steep slopes of the limestone escarpment. Many woods are plantations or have

been re-stocked which affects their network value for some species – as does their generally small scale. Wetland habitats occur as small isolated features with some concentration on the flat Carrs of the Skerne and the Langley Beck. The overall pattern of habitat distribution is ‘patchy’ with localized pockets of semi-natural habitats separated by extensive areas of intensive farmland or built development.

5.227 An increase in the extent and intensity of arable cropping has led to a loss of old pastures and meadows, hedgerows, hedgerow trees, field ponds, rigg and furrow and other archaeological features. Parts of the landscape in the south of the area have become very open and featureless. The enlargement and amalgamation of arable fields has led to heavy fragmentation of the hedgerow network in places.

5.228 Hedgerows tend to be cut frequently and low, reducing their vigour as well as their wildlife and landscape value. Hedgerow trees are particularly important features, helping to articulate space in the open, often relatively flat landscapes in the south. Many are senescent or suffering from the effects of close cultivation, and there are low levels of recruitment of young trees to replace those that die.

5.229 Successive drainage schemes in the Carr landscapes have lowered water tables and the area of wetland and wet pasture has been significantly reduced.

Variable Water Quality

5.230 Water quality in the River Wear and many of its tributaries is good. In some tributaries it is only fair, poor or locally bad as a result of discharges from mine workings, sewage treatment works, storm sewage overflows and surface water drainage from industrial and agricultural activities. In the River Skerne, water quality is only fair or poor as a result of discharges from treatment works, storm sewage overflows and surface water drainage from industrial and agricultural activities. Most of the South Durham area, apart from the extreme west, is a Nitrate Vulnerable Zone, and the Source Protection Zone of the major limestone aquifer also extends significantly into the area.

Pockets of contaminated land

5.231 There are pockets of contaminated land left from coal mine spoil areas and industrial activities. Information was gathered by the former district councils to develop “Contaminated Land Registers” containing lists of sites of potential concern where the current use or history of the site suggests that contamination might be present and in a quantity and or location which is cause for concern. This responsibility now falls to the new County Council.

5.232 According to the district council information, there were the following number of “sites of potential concern” in the former district areas of Sedgefield (which covers most of the South Durham area) and Wear Valley, which covers only a small part of the South Durham area.

Table 15: Sites of Potential Concern for Contamination

Former District	No. Of sites of potential concern
Sedgefield	3079
Wear Valley	532

5.233 There is a need to ensure sites are safe for any proposed after-use, and also to guard against the leaching of contaminants to other areas, particularly in the light of increased episodes of intense rainfall which are expected as a result of climate change. Sedgefield has a very high number of identified sites compared to other former districts

Good Air Quality

5.234 There are no Air Quality Management Areas in the South Durham area. The A1 and A19 trunk roads both traverse the area, and air quality in the proximity of these roads is likely to be worse than elsewhere. In addition, there are local hotspots of traffic congestion at peak times in and around some of the main towns. The deterioration of air quality at these points at peak times is not sufficient to justify the declaration of Air Quality Management Areas at the moment, but any future development should be planned so as to maintain the good air quality and contain the traffic levels in the area.

5.235 Air quality is listed as a potential threat to the internationally designated Special Area of Conservation at Thrislington Plantation, next to the A1. The implications of increasing traffic on the A1 and its impact on air quality and the SAC need to be understood.

Pockets of high quality agricultural land

5.236 The vast majority of the agricultural land in South Durham is Grade 3a (good) or 3b (moderate). There are some areas of Grade 4 (poor) on the flat, poorly drained land of the Skerne Carrs.

Low household waste recycling rate / recovery rate

5.237 Household waste recovery and recycling rate is lower than the national and regional averages. There is a need to move away from landfill in order to increase the rate. The council has refined collection systems in order to improve the situation. New waste management facilities will be needed to deal with the County's waste in an appropriate way that achieves progress towards recycling and recovery targets. Some landfill activity may still be needed to deal with residual waste left after recycling / recovery / other processes have been utilised.

5.238 Waste associated with transport developments can be minimised through sustainable construction methods and on site waste management. In addition new development can be planned and designed to enable and encourage waste collection and recycling / recovery of value.

Impact of waste management operations on communities and the environment

5.239 There is a need to develop and locate new waste management facilities in the County. The pressure to use less landfill and derive more value from waste will move waste management in the county away from landfill, although it is likely that some will still be needed to deal with at least some of the residual waste that remains. Landfill is generally unpopular to residents living near to a site, and there have been a number of these in this area over recent years.

5.240 In South Durham, there are operational landfill sites at: Coxhoe (taking household, industrial and commercial waste as well as inert construction and demolition waste); Old Quarrington, taking the same waste types as Coxhoe; Aycliffe Quarry, taking the same as Coxhoe plus some hazardous waste; Bishop Middleham Quarry, taking only inert construction and demolition waste.

5.241 The major aquifer in the East Durham area is highly sensitive to the liquid pollution which can leach from landfill sites taking biodegradable or other potentially hazardous waste, and much of it is protected by a Source Protection Zone to ensure potentially polluting activity does not take place and contaminate water supplies. The aquifer extends significantly into the South Durham area, and much of it in the area is covered by a Source Protection Zone.

5.242 There are civic amenity sites situated near to the main towns of Bishop Auckland, Spennymoor and Newton Aycliffe as well as Coxhoe. There are also waste transfer stations near to the main towns and the landfill sites in the area. The dispersed settlement pattern of the area, along with the increasing need to transport waste to different facilities for recycling, disposal etc, means that the transport of waste is an important issue to consider in assessing impacts on communities and on carbon dioxide / greenhouse gas emissions.

Richness of minerals resources

5.243 The north eastern part of the South Durham area is on the magnesian limestone escarpment and has been worked for magnesian limestone at various places and is currently worked at Thrislington, Coxhoe, Bishop Middleham and Old Quarrington making this area the most active in the County for magnesian limestone extraction. Magnesian limestone is also worked at Aycliffe Quarry in the extreme south of the area.

5.244 Sand and gravel is also extracted from Thrislington and Old Quarrington.

5.245 Magnesian limestone varies in nature and quality in different locations. The “Raisby Formation” of magnesian limestone at Thrislington is noted by the British Geological Survey as being “ a major source of high grade dolomite for steel making”. As such it has a high value and is of national importance as a resource.

5.246 To the west, places in the exposed coalfield south and west of Spennymoor have been worked for opencast coal and fireclay, in common with other areas of the coalfield. There is also a similar history in relation to deep coal mining and the evolution of settlements in this part of the area. Brick Shale is extracted at Eldon near Bishop Auckland to supply the brick-making plant there. A significant extension to the quarry at Eldon has been permitted in order to assist the long-term security of the plant. In addition to the 2,330,000 tonnes of brick making materials, 55,000 tonnes of coal will also be extracted as a secondary product.

5.247 Historically, the southern part of the area has not been important for mineral working. The Tees Lowlands are formed by thick layers of drift deposits which overlay the magnesian limestone in many places. The only active quarry within the southern part is at Aycliffe, extracting magnesian limestone, although in the past several sites within this area have been worked for sand and gravel.

Impact of minerals operations on communities and the environment

5.248 The South Durham Area has not been as extensively affected by opencast mining as North and East Durham, with the area west of Spennymoor and north of Bishop Auckland being the principal place affected

5.249 Historically there has been a high level of activity in the north east of the area to exploit the magnesian limestone resource that occurs there. This activity continues at a number of quarries (listed above) some of which have planning permission to continue extraction until 2042.

5.250 Due to the location and value of the magnesian limestone in the area, it tends to be the same areas that have been affected by minerals extraction and transport from sites over the years. Transport impacts of heavy goods vehicles can be significant on the narrow rural roads.

5.4 West Durham

General

5.251 The area, which comprises in simplistic terms that part of the County to the west of the A68 north-south road, accounts for about 50% of the County by area but only about 10% of its population. It includes the attractive market town of Barnard Castle, serving much of lower Teesdale, Middleton-in-Teesdale, serving upper Teesdale and Stanhope serving upper Weardale. Around these are numerous settlements, mostly relating to an agricultural heritage, but also to industrial roots – mainly linked to mineral extraction. In Weardale settlements take a more linear route up the dale and tend to be larger than those in Teesdale.

5.252 Over half of the West Durham area is designated as part of the North Pennines Area of Outstanding Natural Beauty (AONB) which also extends into Cumbria and Northumberland. Within this designated area there are several significant areas of international importance for nature conservation.

5.253 The North Pennines part of the area is a recreational resource of regional significance, linked to the attractiveness of its countryside and villages. Tourism is increasingly important to the local economy, with facilities at Killhope Lead Mining Museum, Weardale Railway, Bowlees Visitor Centre and attractions like High Force together with a range of opportunities for active and passive recreation. There is a well developed network of public rights of way in this part of the area – many with a legacy of the mining industry – and quiet minor roads, which make it very accessible to walkers and cyclists. It is crossed by national trails including the C2C and the Pennine Way, and regional trails like the Weardale Way and the Teesdale Way. Extensive tracts of open moorland are designated as access land.

High levels of deprivation – Including employment deprivation

5.254 The two AAP areas of Teesdale and Weardale, which cover the West Durham area, have the lowest deprivation levels in the County, as measured by the Index of Multiple Deprivation. They are also lower than the England and Wales average for deprivation. In Teesdale, 0% of the population live in the top 10% of deprived areas nationally, and 10.5% live in the top 30% of deprived areas nationally. In Weardale, 0% live in the top 10% of deprived areas and 2.1% live in the top 30% of deprived areas nationally.

5.255 The higher levels of deprivation in Teesdale is likely to be due to conditions in some of the former coalfield settlements in the eastern part – e.g. Cockfield and Evenwood – that are in the top 10- 5% and top 20 – 10% of deprived areas nationally for employment, respectively. The area around Tow Law on the A68 is also in the top 20 – 10% nationally for employment deprivation

Degraded urban environments with traffic levels contributing to community severance in some areas

5.256 Physically degraded urban environments are not such an issue in the West Durham area, apart from the eastern area of Teesdale mentioned above where there are similar degraded urban environments around settlements as experienced elsewhere in the coalfield.

5.257 Increases in traffic can contribute to the severance of a community, depending on the location and size of roads and the level and / or speed of traffic that uses it. Crossing facilities can reduce the physical obstacle to safely crossing a road, although in the worst cases of severance

more significant solutions are called for to overcome both the physical and psychological obstacle caused by unacceptable traffic levels. A number of settlements in County Durham are affected in this way and increasing traffic levels may exacerbate the problem.

5.258 The Urban and Rural Renaissance Initiative has assisted the physical improvement of numerous settlements over recent years, and Local Transport Plan funding has reinforced schemes where there are transport aspects - such as reducing community severance - to be addressed.

Poor levels of health and wide geographical variation in health levels

5.259 This is not such an issue in the West Durham area, apart from the eastern area of Teesdale mentioned above where there are lower health deprivation levels (but not as low as the lowest experienced elsewhere in the coalfield) – e.g. in the small Evenwood area, health deprivation is in the top 10 –5 % of areas nationally and in the neighbouring Cockfield it is in the top 20 –10% nationally. In the area around Tow Law on the A68, poor health levels are also in the top 5 – 10% nationally. Elsewhere in the West Durham area, health levels are relatively good, with Teesdale generally fairing better than Weardale.

Public confidence / fear of crime

5.260 Although crime rates in the County are relatively low - but with a number of local hotspots - data shows that the perception of anti-social behaviour as a problem is relatively high. Community safety initiatives have been underway in different parts of the County for some time. Information on this issue at the sub-County level has not been collected.

Increasing and ageing population

5.261 There was a 7.4% increase in the retirement age population in Teesdale between 2003 and 2007 and an 11.3% increase in Weardale. Over the same period there was a 1.9% decrease in the working age population in Teesdale and a 2.1% decrease in Weardale. There is therefore a trend of increasing Dependency Ratio in these areas, in common with other areas of the County and this has serious implications for the local economy and the ability to develop and sustain services to cater for an increasing elderly population over coming decades.

5.262 The overall population of the County is projected to increase by about 24,000 between 2007 and 2021 due mainly to in-migration from other areas although increasing life expectancy and birth rate will also contribute. Information on this issue at the sub-County level has not been collected.

Limited public transport provision - with poor east-west connectivity

5.263 Reliance on the private car is a particular characteristic of this area as a result of the difficulty of serving dispersed and relatively remote communities by public transport. It is therefore critical that existing local services are encouraged and protected to prevent the increased travelling that would result if they were lost.

5.264 The Weardale Railway Company currently runs tourist trains between Wolsingham and Stanhope. In the long term the Weardale Railway Company plans to re-open traffic up the Dale to Eastgate and down the Dale to Bishop Auckland. If this line is reopened to Bishop Auckland, the line could potentially be used to transport minerals from a number of existing and potential mineral sites as well as commuters and visitors.

Difficult access to services, transport, local jobs and leisure opportunities

5.265 This is the one domain of the Index of Multiple Deprivation on which the West Durham area fairs worse than the rest of the County. There is a particular problem with access to services associated with major parts of the area due to a shortage of housing available at an affordable price to newly forming households of the indigenous population, and also due to the distance from major employment and service centres and lack of public transport.

5.266 Pockets near to the main towns of Barnard Castle and Stanhope enjoy good access to jobs and services, while the more remote rural areas are in the top 5% of deprived areas nationally on this indicator. Significant other areas are also in the top 10 –5% and top 20 –10% of deprived areas nationally.

5.267 There is a need to create a stronger local employment base, for example by improving broadband access to allow e-business home working, or through tourism related developments whilst at the same time protecting the attractive environment, notably the AONB.

5.268 There is a well developed network of public rights of way in this part of the area – many with a legacy of the mining industry – and quiet minor roads, which make it very accessible to walkers and cyclists. It is crossed by national trails including the C2C and the Pennine Way, and regional trails like the Weardale Way and the Teesdale Way. Extensive tracts of open moorland are designated as access land. The rights of way network in this area is much more important as a recreational resource than a utility one, given the significant distances involved in traveling between settlements.

5.269 In the Dales Fringe around Barnard Castle, public rights of way are relatively sparse and largely absent from some estate landscapes.

Satisfaction with bus services

5.270 Satisfaction with bus services declined across the County between 2007/08 and 2008/09 despite an increase in the total number of bus journeys over that period. The increase in journeys is thought to be linked to good usage of the Durham City Park and Ride system, and data for this is likely to mask decline in more rural areas of the County where cuts in public subsidy has affected some services. Information on this issue at the sub-County level has not been collected.

Rising levels of car ownership and use and strong commuting patterns

5.271 Forecasts for growth in car ownership in the County are amongst the highest in the Country - an increase of over 20% is expected between 2006 and 2026. This includes West Durham, where car ownership is already relatively high.

5.272 Reliance on the private car is a particular characteristic of this area as a result of the difficulty of serving dispersed and relatively remote communities by public transport. It is therefore critical that existing local services are encouraged and protected to prevent the increased travelling that would result if they were lost.

5.273 Services and facilities vary but retail expenditure retention is very low, even in the towns, with Darlington and Bishop Auckland the destinations of choice for many residents. Barnard Castle has a relatively self-contained labour market, but there is a significant amount of commuting from the rest of the area to Durham City and Darlington in particular.

Growth in the tourism sector

5.274 Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. The trend of increasing tourism is likely to continue, with a corresponding continuation in its contribution to traffic growth. Information on this issue at the sub-County level has not been collected

Hotspots of traffic congestion

5.275 This is not such an issue in West Durham as it is elsewhere in the County. None of the most acute congestion hotspots identified are in the West Durham area. However, traffic from this area travelling at peak times (e.g. to and from Durham City and east through Bishop Auckland) will contribute to the congestion experienced at hotspots on local networks in those areas.

Road safety

5.276 The number of children killed or seriously injured in road accidents across the County was above local target levels in 2008/09. The total number of people killed or seriously injured has remained below local target levels for a number of years. Road safety schemes and initiatives such as speed management and pedestrian crossings can make roads safer and safety considerations are always designed into new schemes. Education and awareness programmes on road safety across the County help to keep casualty figures low in comparison to other authorities. Information on this issue at the sub-County level has not been collected.

Greenhouse gas emissions

5.277 There is a need to reduce greenhouse gas emissions by reducing the need to travel and increasing the use of sustainable transport modes. Building sustainable communities focused around meeting local needs locally – particularly concentrating on the main towns should help to reduce the need to travel overall. Combining this with improved public transport services and sustainable transport networks would give people broader choice in their travel decisions, although public transport services are generally declining in rural areas such as West Durham. The provision of services by ICT also supports a reduced need to travel and can make a great deal of difference to the level of accessibility to services – particularly in remote rural areas.

Carbon absorption assets

5.278 The valleys in the fringes of the North Pennines and the river valleys of the Tees and Wear which penetrate the uplands contain significant pockets of ancient woodland. The County Durham Landscape Strategy identifies that additional woodland planting would benefit many parts of these valleys. The uplands themselves are chiefly moorland, heathland and grassland, are relatively bereft of woodland, and should be conserved as they are.

5.279 Hamsterley Forest is a major commercial plantation (coniferous) in West Durham. As such it is a major sink of carbon dioxide, as well as being an important visitor attraction – particularly for cyclists. There are no other major coniferous plantations in the area, but various smaller coniferous woods including the Stang Forest, south of Barnard Castle on the North Yorks border and the Weardale Forest around Killhope in upper Weardale.

5.280 The large areas of blanket bog in the North Pennines are major sinks of Carbon Dioxide which is dissolved in the water of the bogs. Land management practices aimed at draining and drying out bogs result in this carbon dioxide being released to the atmosphere as well as destruction

of the important blanket bog habitat. The conservation of blanket bogs therefore has multiple benefits, and should be encouraged through more land management agreements with landowners / tenants etc.

Inevitable impacts of climate change

5.281 In common with all areas, the West Durham area will have to implement adaptations to climate change, and transport planning needs to be aware of the key issues. The Environment Agency identifies particular areas of risk in the West Durham area near Barnard Castle from the river Tees and at Staindrop from flooding of Langley and Sudburn Becks. Transport planning will also need to recognise and enhance the role of the transport network and associated green infrastructure in aiding carbon storage, species movement and sustainable drainage/water attenuation

5.282 Flooding will increase as a result of climate change. Changes in winter rainfall, extreme rainfall events, mean sea levels and surges will place increasing pressure on existing flood and sea defences, and cause more frequent flooding of presently undefended areas. The standard of service provided by existing defence structures, where present, will reduce over time. Due to the topography of many of the river valleys within the county, there will not necessarily be vast additional expanses of land flooded, but rather those areas presently prone to flooding will become more frequently affected, particularly during winter months. Regeneration and redevelopment in many river-side areas susceptible to flooding will compound this problem by increasing the assets at risk of such an event.

5.283 Planning authorities allocating land for development should apply the 'sequential test' to demonstrate that there are no reasonably available sites in an area of lower probability of flooding that would be appropriate to the type of development or land use proposed. If following the sequential test does not allow development to be located in zones of lower probability of flooding, the 'exception test' provides a method for managing flood risk while still allowing necessary development to occur.

5.284 Other issues relating to intense rainfall events in West Durham concern the leaching of metal contamination from old lead mine tailings and the erosion of peat from moorland drains into water courses.

Diversity in landscape and unique sense of place

5.285 County Durham contains a diversity in landscape character and local distinctiveness which needs to be taken into account in decisions and guidance on the location and design of development. In 2003, the County Council produced a Landscape Character Assessment of the County. The assessment forms the basis for the County Durham Landscape Strategy 2008. The Strategy sets out key issues and objectives for the landscape of the County as a whole and for individual character areas. It also sets out strategies for conserving, restoring or enhancing the character of the landscape in different parts of the County.

5.286 The majority of the West Durham area falls into the North Pennines Landscape Character Area, as identified by the County Durham Landscape Strategy. The strategy for this area simply: *To conserve and enhance the natural beauty of the landscape*

5.287 The area to the South and east around Barnard Castle falls into the Dales Fringe Landscape Character Area. The Strategy for this area is: *To conserve the character of the landscape and restore it where it has been weakened*

5.288 A strip of West Durham running north-south along the west side of the A68 is included in the West Durham Coalfield Landscape Character Area. This includes the former mining settlements of Evenwood and Cockfield amongst others. The strategy for this area is : *To enhance the landscape where it has been degraded by mining or development while conserving what is most distinctive and valued about its character, including its rural identity, its upland fringe qualities and its strong cultural associations with the coal and steel industries. A key component of the strategy for this settled landscape is the improvement of the countryside around towns and villages.*

5.289 A small part of the area, east of Barnard Castle and bordering Darlington falls into the Tees Lowlands Landscape Character Area. The strategy for this area is: *To conserve the existing rural character of the landscape while enhancing those areas affected most by urban and industrial development and agricultural intensification.*

5.290 The lower dales and moorland areas in the south and east of the area lying outside of the Area of Outstanding Natural Beauty (AONB) are designated as Areas of High Landscape Value (AHLV) in local plans. The greater part of the Dales Fringe area around Barnard Castle and the Tees Lowlands east of Barnard Castle to the border with Darlington is designated as an Area of High Landscape Value in Local Plans.

Quality of nationally recognised landscapes

5.291 Over half of the West Durham area is designated as part of the North Pennines Area of Outstanding Natural Beauty (AONB) which also extends into Cumbria and Northumberland. The AONB has its own management plan, setting out policies and actions needed to meet its objectives, and overall aim - *To conserve and enhance the natural beauty of the landscape.* The County Durham Plan should have regard to the AONB management plan and contribute to its objectives – i.e. to protect and enhance its special qualities. The natural resources of wind (for energy) and minerals occur in abundance in the area and there is commercial interest in exploiting them. This pressure for development is in tension with the valuable landscape of West Durham, and policies and approaches are needed which ensure a sustainable balance is maintained.

Richness of heritage assets

5.292 The West Durham area is rich in archaeological remains from the Neolithic period onwards, many of which are recorded in the Durham Sites and Monuments Record (SMR). Scheduled Monuments range from bronze age ritual landscapes and cairn fields, mediaeval sheilings, iron workings, fortified dwellings and abbey remains to industrial remains from the lead industry.

5.293 Many of the settlements of West Durham are designated as Conservation Areas – these include villages of essentially agricultural origins and later settlements that developed with lead mining and quarrying. The landscapes of the West Durham area are particularly rich in listed buildings, principally farmsteads, field barns and industrial buildings and structures as well as domestic buildings in historic market towns and villages, monastic buildings, castles and country houses.

5.294 In the North Pennines part of West Durham, historic parks and gardens are scarce, but in the Dales Fringe around Barnard Castle there is a notable number of these assets, four of which (Raby, Rokeby, Lartington and Bowes Museum) are on English Heritage's Register of Parks and Gardens of Special Historic Interest. Other large areas of parkland of local historic interest occur, some only as relics.

5.295 In total, the West Durham Area contains 7641 archaeological sites and monuments, 196 scheduled monuments (by far the greatest of the four delivery areas), 1572 listed buildings (by far the greatest of the four delivery areas), 39 conservation areas 10 historic parks and gardens, four of which are on listed by English Heritage as being of historical importance (see above).

Deterioration or loss of heritage assets

5.296 Changes in agriculture over the last 50 years or so have led to the decline of traditional landscape features such as dry stone walls, field barns and hedges and the improvement of hay meadows and pastures. Traditional agricultural practices are supported in the Pennine Dales Environmentally Sensitive Area management agreements with farmers. Outside of the ESAs pressures for intensification or extensification continue.

5.297 The stock of field and hedgerow trees is slowly declining. There is a very low level of recruitment of younger trees and particularly in walled landscapes.

5.298 Relics of the mining and quarrying industry are an important part of the character and cultural heritage of the North Pennines. Many relic features, particularly abandoned buildings and structures, are in physical decline.

5.299 The strong vernacular character of older villages and buildings has been weakened in places by more recent development and by the use of newer building materials. Farms and agricultural buildings are increasingly being converted to residential use as agricultural employment declines.

5.300 Mineral extraction has had a substantial impact on all aspects of the landscape and has left dereliction in places. Active mineral workings affect large areas and can be visually intrusive.

Table 16: Heritage Assets at Risk

Heritage Asset	Designation and Condition	Reason for condition / principal vulnerability
Dovecote south of Gainford Hall	Listed Building Grade II* Poor	Stone repairs, roof renewal and repointing required
Gainford Hall, Gainford	Listed Building Grade I Poor	Defective roof valley and localised structural deformation of walling
Monastic Grange at Priory Farm, Muggleswick	Listed Building Grade I, Scheduled Monument Poor	Ruin, with rubble core eroding from the north and south walls. Urgent repairs needed for which EH offered a grant in 2009
Gateway, Mortham Tower, Rokeby	Listed Building Grade I Poor	Structural movement in gateway

Heritage Asset	Designation and Condition	Reason for condition / principal vulnerability
Brandon Walls Lead Mine, Stanhope	Scheduled Monument Poor	Some elements in need of conservation action
Ruins of St. Lawrence's Chapel, Barforth	Listed Building Grade II*, Scheduled Monument Very bad	Severe deterioration and recent loss of historic fabric. Further collapse imminent.
Barforth Bridge, Barforth	Listed Building Grade II*, Scheduled Monument Very bad	Requires repointing, masonry work and removal of vegetation
Dovecote, north of St. Lawrence's Chapel, Barforth	Listed Building Grade II*, Scheduled Monument Very bad	Loss of historic fabric. Repairs urgently needed
Medieval Lead Mine, Greenlaws, Stanhope	Listed Building Grade II, Scheduled Monument	
Low Slit Lead Mine and Ore Works, Westgate, Stanhope	Scheduled Monument Poor	Package of urgent repairs completed in 2008 but further works are required
Westgate Primitive Methodist Chapel, Westgate, Stanhope	Listed Building Grade II* Poor	Roof leaks causing localised internal damage
Harperley Working Camp, Wolsingham	Scheduled Monument Very Bad	Grants for condition survey and to develop repair methodology offered. Extensive repairs needed
Cairn and carved rock west of Cowclose Gill, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Cairn, carved rock and rubble bank, south west corner of Scale Knoll Allotment, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining

Heritage Asset	Designation and Condition	Reason for condition / principal vulnerability
Carved rock and boulder walling, south wall of Scale Knoll Allotment, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Carved rock and cairn in Rowley Intake, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Carved rock and prehistoric enclosure on west side of Scale Knoll Gill, Barningham Moor	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – plant growth Declining
Prehistoric enclosure and rubble bank east of Haythwaite, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Prehistoric enclosure on west side of Scale Knoll Gill, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Ring cairn east of Haythwaite, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Unenclosed settlement south east of Cowclose House, Barningham Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – plant growth Declining
Cup marked rock, north of West Loups's, Cotherstone Moor	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – other Stable
Cup, ring and groove marked rock west of East Loups's, Cothersone Moor	Scheduled Monument Generally satisfactory but with major localised problems	Principal Vulnerability – Moderate natural erosion Stable

Heritage Asset	Designation and Condition	Reason for condition / principal vulnerability
Pike Law Lead Hushes and Mines, Forest and Frith	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – animal burrowing Declining
Roman period native settlement at Calf Holm, Dine Holm Scar, Forest and Frith	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – Scrub / tree growth Declining
Packhorse Bridge, Headlam	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – Scrub / tree growth Declining
Two romano-british hut circles and three sheilings on Holwick Scars, Holwick	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – plant growth Declining
Area of carved bedrock, south of the Rigg, Lartington	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – Extensive natural erosion Declining
Carved bedrock with cups and grooves south east of the Rigg, Lartington	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – Extensive natural erosion Declining
Cup, ring and groove marked rock, south west of West Loups's, Cotherstone Moor	Scheduled Monument Generally satisfactory but with major localised problems	Principal vulnerability – Moderate natural erosion Stable
Four areas of carving on a rock outcrop south west of the Rigg, Lartington	Scheduled Monument Generally unsatisfactory with major localised problems	Principal vulnerability – Extensive natural erosion Declining

5.301 The richness of the historic environment in the North Pennines in particular is an important dimension of the high quality landscape which requires protection from the adverse impacts of development, and where appropriate, positive management and interpretation. Wind development

and minerals extraction are particularly relevant activities when considering potential adverse impacts on the historic environment of this area, but transport schemes can also have a significant impact.

Richness of ecological and geological assets

5.302 West Durham contains significant areas of international importance for nature conservation. Large tracts of the Pennine moors and Dalesmeadows are designated as Special Protection Area (SPA) and / or Special Areas for Conservation (SAC). The Moorhouse and Upper Teesdale National Nature Reserve (NNR) is also designated as an International Biosphere Reserve.

5.303 All the SPA and SAC moorlands are also designated as Sites of Special Scientific Interest (SSSI) on a national level, as are other areas of moorland, wetland, old quarries and ancient woods in gills and ravines. A larger number of sites containing similar habitats are designated as Local Wildlife Sites.

5.304 The landscape holds a large number of national and local Biodiversity Action Plan priority habitats and species. The following are known to occur in the area:

Table17: Priority Habitats Occurring in the West Durham Area

Ancient semi-natural woodland	Ponds	Upland hay meadows
Other broadleaved woodland	Rivers & Streams	Upland scree and rock habitats
Native hedgerows	Blanket bog and upland wet heath	Early successional brownfield land
Parkland	Calamarian grassland	Road verges of conservation importance
Scrub	Species rich upland acid grassland	Waxcap grassland
Veteran trees	Upland calcareous grassland	Wood pasture
Upland dry heath	Exposed riverine sediments	Juniper woodland

Table 18: Priority Species Occurring in the West Durham Area

Badger	Lapwing	Tree sparrow	Northern dart (moth)
Bats	Linnet	Adder	Round-mouthed whorl snail
Brown hare	Merlin	Common lizard	White clawed crayfish
Hedgehog	Nightjar	Slow worm	Juniper
Otter	Redshank	Eel	Ladies mantles

Red squirrel	Reed bunting	Salmon	Pale bristle moss
Water vole	Ring ouzel	Trout	Yellow marsh saxifrage
Barn owl	Skylark	Dark green fritillary	Black grouse
Curlew	Song thrush	Glow worm	Hen harrier
Spotted fly-catcher	Grayling	House sparrow	Starling
Green hairstreak	Harvest mouse	Snipe	Dingy skipper

5.305 The middle and lower dales in the area contain many ancient, semi-natural woodlands, often in narrow daleside gills, on the banks of rivers and streams, or in the deeper ravines of the main rivers.

5.306 The North Pennines AONB area was designated as the first European Geopark by UNESCO in 2003, reflecting the importance of its geology and its role in the development of the sciences of geology and mineralogy. There are a number of Geological/Geomorphological Sites of Special Scientific Interest (SSSI) in the North Pennines ranging from quarries and lead mines to caves and other limestone features. A large number of sites are designated as County Geological/Geomorphological Sites. These range from old mines and quarries to glacial features including drumlins and melt water channels. MokingHurthCave is designated as a Regionally Important Geological Site (RIGS).

5.307 The richness of biodiversity and geology in the North Pennines in particular is an important dimension of the high quality landscape which requires protection from the adverse impacts of development, and where appropriate, positive management and interpretation. Wind development and minerals extraction are particularly relevant activities when considering potential adverse impacts on the natural environment of this area.

Habitat deterioration / fragmentation

5.308 In the West Durham uplands (North Pennines), there is considerable area of land designated as SSSI. In previous surveys large areas have been classified by Natural England as being in an unfavourable condition, mainly due to land management practices such as moor burning, drainage and over-grazing although there are other influencing factors in addition to these. Although it is still the case that only a small proportion of the SSSI area is classified as "Favourable", the most recent condition survey (March 2010) indicates some improvement in the situation, with significant areas moving into the "Unfavourable – recovering" classification. This is thought to be due mainly to effective management agreements with relevant landowners / managers.

5.309 Semi natural habitats occupy a large proportion of West Durham – the majority being in the upland North Pennines area. Networks of heath, grassland, moor and bog in particular are extensive and continuous. Locally they may be in poor condition which can affect their value as networks for some species.

5.310 The woodland network is more fragmented, with fairly robust riparian corridors of woodland in the lower dales and a more heavily fragmented pattern of widely dispersed and poorly connected small woodlands in the middle and upper dale. Individual woods may be in poor condition through over grazing or re-stocking which can affect their value as networks for some species, as can their generally small scale.

5.311 The overall pattern of habitat distribution closely reflects the topography, with most woodland habitats found along the incised corridors of rivers and streams, and heath, bog, mire and grassland habitats on the higher ridges with often poor connectivity between them. In the lowland parts of the area to the east and in the Dales Fringe around Barnard Castle, there is a much lower frequency of semi-natural habitat and higher frequency of improved agricultural land and semi improved pasture, with the distribution of habitat networks being closer to that described for North Durham.

5.312 The extent and quality of heather moorland has declined with increased stocking densities. Substantial areas are now covered with species poor 'white moor' or moor mat grass. Moorland drainage has led to the erosion or degradation of peat in places. In addition to the damage to peatland habitats this has affected water quality with increased peat solids both in suspension and in sediments in water courses. Moor burning for grouse management has also had an adverse effect on the condition of SSSI areas in West Durham.

5.313 Semi-natural woodlands occur as isolated features. Many have little active management and area often grazed through by livestock which inhibits natural regeneration. Juniper woodland is locally diminishing in its extent under grazing pressure.

5.314 Hedgerows are unmanaged in places, and in particular in the upland fringes and lower dales, and are locally in progressive decline. The diversity of grasslands has diminished under the impacts of re-seeding, conversion from hay to silage and increased stocking densities.

5.315 The development of commercial forestry in the moorland fringes in the C20th introduced large-scale plantations into formerly open moorland landscapes. Plantations are dominated by Sitka Spruce, of limited wildlife value and are often poorly integrated visually into the wider landscape.

5.316 Mineral extraction has had a substantial impact on all aspects of the landscape and has left dereliction in places. Active mineral workings affect large areas and can be visually intrusive.

Variable Water Quality

5.317 The North Pennines contain a number of reservoirs taking their water from extensive moorland catchments and serving settlements in the lowlands to the east through water abstraction from the lower reaches of the Tees, Wear and Derwent. Water quality is generally high with some localized contamination from discharges from abandoned mines, mine tailings and acid run-off from peat moorland. In the Dales Fringe area, water quality in the River Tees and its tributaries is generally good.

Pockets of contaminated land

5.318 There are pockets of contaminated land left from metal mine spoil areas in the North Pennines and from coal mining in the extreme east of West Durham. Information was gathered by the former district councils to develop "Contaminated Land Registers" containing lists of sites of potential concern where the current use or history of the site suggests that contamination might be present and in a quantity and or location which is cause for concern. This responsibility now falls to the new County Council.

5.319 According to the district council information, there were the following number of "sites of potential concern" in the former district areas of Teesdale and Wear Valley, which together cover the vast majority of the West Durham area.

Table 19: Sites of Potential Concern for Contamination

Former District	No. Of sites of Potential Concern
Teesdale	2
Wear Valley	532

5.320 There is a need to ensure sites are safe for any proposed after-use, and also to guard against the leaching of contaminants to other areas, particularly in the light of increased episodes of intense rainfall which are expected as a result of climate change. The very low number of sites in Teesdale may reflect the isolated nature of sites such as metal mine tailings which are significantly contaminated but unlikely to affect “receptor” sites due to their isolated location. The cumulative impact of them leaching into water courses, is however a cause for concern.

Good Air Quality

5.321 There are no Air Quality Management Areas in the West Durham area. Some of the upland habitats, protected for their nature conservation value, are sensitive to the deposition of nitrogen oxides out of the atmosphere, which increases the fertility of soil and reduces the relative viability of some sensitive species. Nitrogen oxide levels in the air can be affected by pollution from diffuse and distant sources.

Pockets of high quality agricultural land

5.322 Agricultural land in the dales of the North Pennines is generally Grade 4 (poor) with pockets of Grade 3b (moderate) on the floors of the lower dales. The poorer soils of the moors and moorland fringes are generally classified as Grade 5 (very poor). On the lower lying areas of the Dales Fringe around Barnard Castle, land is mainly Grade 3a (good) or 3b (moderate) with some significant pockets of Grade 2 (very good) land around Staindrop and Gainford near the border with Darlington.

Low household waste recycling rate / recovery rate

5.323 Household waste recovery and recycling rate is lower than the national and regional averages. There is a need to move away from landfill in order to increase the rate. The council has refined collection systems in order to improve the situation. New waste management facilities will be needed to deal with the County’s waste in an appropriate way that achieves progress towards recycling and recovery targets. Some landfill activity may still be needed to deal with residual waste left after recycling / recovery / other processes have been utilised.

5.324 Waste associated with transport developments can be minimised through sustainable construction methods and on site waste management. In addition new development can be planned and designed to enable and encourage waste collection and recycling / recovery of value.

Impact of waste management operations on communities and the environment

5.325 There are no operational landfill sites in the West Durham area at the moment although there are two sites where Northumbrian Water Ltd dispose of sludge from water treatment processes – at Lartington and Wearhead in Teesdale and Weardale, respectively.

Richness of minerals resources

5.326 Historically, the North Pennines has been very important for mineral extraction and a wide range of minerals have been worked from within this area including carboniferous limestone, igneous rock (dolerite), high silica sandstone (ganister), silica sand (also known as moulding sand)

and vein minerals from the North Pennines ore field including barytes, fluorspar, lead and zinc. In addition, limited deposits of sand and gravel and coal have been worked from sites within this area. Modern day mineral working is, however, more limited in extent. The box below provides a summary of current activity.

Box 4

- Igneous rock (dolerite) is currently extracted at Force Garth Quarry. In addition, Teesdale also contains several dormant igneous rock quarries including Park End, Middleton and Crossthwaite Quarry;
- Carboniferous limestone is currently extracted at Heights Quarry and at Broadwood Quarry. In addition as part of works to restore Newlandside Quarry, historic stockpiles of carboniferous limestone are being worked. The area also contains a number of carboniferous limestone quarries which have now been recently restored including Selset Quarry and Eastgate (associated with cement manufacture at Eastgate Cement Works). Harrow Bank Quarry and Ashy Bank Quarry also lie within this area. Both of these quarries are currently dormant but are known to contain extensive reserves of carboniferous limestone;
- Sandstone is currently extracted at Baxton Law Quarry, Dead Friars Quarry, Windy Hill and Shipley Banks Quarry;
- Moulding Sand (Silica Sand) is currently extracted at Weatherhill Quarry; and
- High silica sandstone (Ganister) is still worked, in small quantities, at Harehope Head Quarry. This material is suitable for use in forming refractory products, but is now only used for building stone purposes.

Impact of minerals operations on communities and the environment

5.327 The West Durham area, and the North Pennines in particular has been exploited for minerals over centuries, and the environment and local communities have been both shaped, and adversely affected by this activity. The highly valued landscape of the North Pennines now has national recognition and protection as an Area of Outstanding Natural Beauty, and the special qualities of the area need to be conserved and enhanced in the face of continued interest in and need for the commercial extraction of minerals. The logical approach is to contain mineral extraction in areas where it does not adversely affect the AONB or other areas of equivalent status and where it does not have unacceptable adverse impact on communities.

5.328 Minerals extraction clearly is a major industrial activity taking large areas of land and is inherently intrusive to the landscape as well as causing disturbance from noise, dust and the movement of large vehicles. The plant used in extraction and road transport of minerals is highly energy intensive and therefore is a source of carbon dioxide which is contributing to global climate change.

5.329 Consideration of communities which have suffered cumulative impact due to the proximity of minerals working in their area over a continuous period also needs to be given. There are many dormant and inactive sites in County Durham where operations have ceased due to lack of demand or economic conditions, but for which planning permission still exists. The extinguishing of permissions on such sites where possible reduces the possibility of resumed activity in areas which may no longer be considered appropriate and contributes to greater certainty and confidence in the actual extent and level of minerals extraction in the future.

5.5 Data limitations

5.330 It should be remembered that the purpose of indicators such as those included in Appendix 2 is to provide quantified, objective information in order to show how things change over time. They do not explain why particular trends are occurring or identify the secondary, or knock-on, effects of any changes.

5.331 Some data-sets and information which would have been valuable for indicators but was not found to be readily available are:

- Locations of protected species across the County
- Quality, connectivity and opportunities for enhancement of green infrastructure in the County
- Details of transport-related noise issues
- The extent of community severance due to traffic
- Fear of crime on public transport

5.332 The collection of other data at a sub-County level was affected by the recent Local Government Reorganisation in the County (completed in 2009) and the need to disaggregate data to new sub-areas within the County. Previously the former districts provided a delineation for the disaggregation of data within the County, but the four Policy Delivery Areas identified in the emerging County Durham Plan are now thought to provide a better basis for considering issues for strategic planning. Some data-sets are still collected at the district level and the indicators in Appendix 2 reflect this. It has also been possible to attach some data to the Policy Delivery Areas for use in the profiles include in Chapter 5. Work on re-focusing data to the Policy Delivery Areas is still continuing.

6 Environmental Problems and Constraints

6.1 The review of other plans and objectives together with the baseline information help to identify the major environmental issues, problems and constraints in County Durham which are relevant to the Local Transport Plan and the Strategic Environmental Assessment. These have been identified as:

Table 18: Environmental Problems and Constraints

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
High levels of deprivation – including employment deprivation	Index of Multiple Deprivation, 2007	LTP3 must not contribute to further deprivation, whether environmental, social or economic. It must contribute to reducing social exclusion by improving accessibility and supporting regeneration. Integration with regeneration schemes will be crucial.
Degraded urban environments with traffic levels contributing to community severance in some areas	County Durham Landscape Strategy, 2008 County Durham LTP2, 2006 - 2011	Sustainable transport solutions are needed to reduce the need to travel and reduce the impact of traffic on communities. Integration with regeneration schemes such as the Urban and Rural Renaissance Initiative will be crucial.
Difficult access to services, transport, local jobs and leisure opportunities in some areas and for some groups	Index of Multiple Deprivation, 2007	LTP3 must contribute to improving access to jobs, services, transport and leisure opportunities by a range of modes, especially in areas which currently have poor access. Catering for the access needs of vulnerable groups such as the elderly and mobility impaired is fundamental to the development of high quality transport systems and services.
Limited public transport provision in some areas – with poor east-west connectivity	County Durham LTP2, 2006-2011	Improve public transport services and frequencies where possible and develop community transport solutions.

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
Declining satisfaction with bus services	LTP2 First Progress Report, 2006-2008	Remove barriers to public transport access, improve services and transport related infrastructure and information Develop community transport solutions
Rising levels of car ownership and use, including for tourist / visitor trips	Census, 2001 Department for Transport - forecast growth in car ownership, 2006-2026 One NorthEast: Visitor Survey: County Durham Report, 2008	Sustainable transport solutions are required to improve accessibility by more sustainable travel modes: public transport, cycling and walking. Demand management measures (e.g. parking charges, congestion charges, school & workplace travel plans) are also required to influence travel behaviour. Integration with County Durham Plan (LDF) will be crucial in order to reduce the need to travel through the location of development.
Growth in tourism sector	One NorthEast: County Durham STEAM report, 2007 One NorthEast: Visitor Survey: County Durham Report, 2008	Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. LTP3 to promote and enhance sustainable transport modes for tourists and visitors
Hotspots of traffic congestion at peak times	LTP2 First Progress Report, 2006-2008	Implement demand management measures and encourage / improve alternatives to the private car Improve bus services and frequencies.

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
		Consider appropriate junction improvements and other infrastructure schemes in priority areas where demand management alone cannot achieve required traffic reductions
Road safety	Durham County Council Strategic Transport Planning Team, 2010	LTP3 will need to continue to invest in safety measures such as pedestrian crossings and speed management measures at priority locations, as well as meeting design requirements for safety aspects of new infrastructure.
Greenhouse gas emissions	National Indicator 185 annual results	<p>Implement sustainable transport solutions including public and shared transport, cycling and walking schemes and low carbon fuels and technologies. Integration with the County Durham Plan (LDF) will be crucial.</p> <p>Increasing the proportion of freight that is moved by rail is likely to make a significant contribution to CO2 emission reductions</p>
Inevitable impacts of climate change	<p>North East Climate Change Adaptation Study, 2008</p> <p>County Durham Strategic Flood Risk Assessment, 2010</p>	Locate and design schemes to avoid or reduce flood risk. Increased use of Sustainable Urban Drainage schemes has potential to contribute.
Poor levels of health and wide geographical variation in health levels	Index of Multiple Deprivation, 2007	<p>Further investment in provision for and promotion of cycling and walking has potential to contribute to better health levels.</p> <p>Improving access to health services and facilities, sports facilities as well as public green space will also contribute.</p>

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
		Reducing impacts of traffic on communities is needed to ensure good air quality and road safety and avoid unacceptable noise disturbance and community severance
Public confidence / fear of crime	Floors Target interactive websites, 2009	LTP3 will need to invest in measures that help the population feel safe whilst using transport facilities in the County. Appropriate lighting schemes, secure luggage and cycle storage and CCTV are examples.
Increasing and ageing population	Durham County Council Corporate Research and Information Unit, 2008 County Durham Plan Core Evidence Base: Technical Paper 23, 2009	Improving access to town centres, and other key services by all modes will help develop a transport system that better caters for an older population. Transport Services and infrastructure will also need to match overall population growth.
Diversity in landscape and unique sense of place	County Durham Landscape Assessment and Strategy, 2008 County Durham Historic Landscape Characterisation, 2010	Ensure LTP policies / schemes are informed by the evidence base distilled into these strategic documents as a means of respecting landscape character, local distinctiveness and heritage.
Quality of nationally recognised landscapes	North Pennines AONB Management Plan, 2009-2014 Durham Heritage Coast Management Plan, 2005-2010	Ensure LTP schemes are in accordance with objectives and constraints relating to the North Pennines Area of Outstanding Natural Beauty and the Durham Heritage Coast.

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
Richness of heritage assets	<p>County Durham Sites and Monuments Record</p> <p>County Durham Historic Landscape Characterisation (draft) 2010</p> <p>Listed Buildings register</p> <p>Conservation Area designations</p> <p>English Heritage registers of Parks and Gardens of Historic Interest, Historic Battlefields</p>	<p>Ensure information and policy on historic environment, heritage assets and their setting is collected and analysed before the planning of schemes, and appropriate conservation and/or mitigation measures implemented.</p> <p>Identify opportunities to improve condition of and / or access to heritage assets as part of relevant schemes.</p>
Deterioration or loss of heritage assets	<p>English Heritage register of heritage assets at risk, 2010</p> <p>County Durham Historic Landscape Characterisation (draft) 2010</p>	<p>Ensure information and policy on historic landscape, heritage assets and their setting is collected and analysed before the planning of schemes, and appropriate conservation and/or mitigation measures implemented.</p> <p>Identify opportunities to improve condition of and / or access to heritage assets as part of relevant schemes.</p> <p>Take measures to reduce levels of highways and street furniture clutter.</p>
Richness of ecological and geological assets	<p>County Durham Biodiversity Action Plan 2007</p>	<p>Ensure information on biodiversity and geodiversity is collected and analysed before the planning of schemes, and appropriate conservation and/or mitigation measures implemented.</p>
Habitat deterioration / fragmentation and wildlife conservation	<p>SSSI condition information (Natural England) 2010</p> <p>County Durham Landscape Assessment and Strategy 2008</p>	<p>Transport schemes can have an adverse affect by severing habitats and causing fragmentation as well as the impact of any land-take required and associated</p>

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
	Durham County Council Ecology Section 2010	<p>destruction of habitat and harm to associated species. Transport corridors can also play a positive role in biodiversity if planned and managed sensitively.</p> <p>Light and noise pollution are associated with increases to transport networks and this also needs to be taken into account and adverse effects avoided or minimised.</p>
Carbon absorption assets	County Durham Landscape Assessment and Strategy 2008	Trees, woodland and peatlands are important sinks of carbon dioxide as well as contributing to landscape character and quality in some areas.
Variable water quality	Northumbria River Basin Management Plan 2009	<p>Expansion of transport infrastructure can increase surface run-off to water bodies and contribute to pollution.</p> <p>Using effective interceptor and treatment methods in schemes will ensure this is prevented and could contribute to an overall improvement in water quality. The effects of increased frequency of intense rainfall events due to climate change needs to be taken into account.</p>
Pockets of contaminated land	County Durham Plan Core Evidence Base: Technical Paper on Contamination and Pollution 2009	<p>Avoiding and reducing flood risk from transport schemes will help contain the threat of contamination leaching from existing sites.</p> <p>Collecting information on potentially contaminated sites before the planning of schemes will enable appropriate measures to be taken to remediate or contain any contamination, as appropriate.</p>

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
Generally good air quality, but issues at some specific locations	<p>County Durham Plan Core Evidence Base: Technical Paper on Contamination and Pollution 2009</p> <p>Former District and Borough Council air quality monitoring reports</p>	<p>Air quality is an issue at some congestion hotspots at peak times. Nitrogen oxides from traffic are the chief concern.</p> <p>Improving and encouraging alternative travel modes to the private car will be important.</p> <p>Appropriate junction improvements and other infrastructure measures may also be needed.</p> <p>There needs to be an awareness that air pollution critical loads are being breached at some European designated biodiversity sites in the County, and this could have implications for schemes which increase traffic near to affected sites.</p>
Pockets of high quality agricultural land	County Durham Landscape Assessment and Strategy 2008	Ensure the best quality and most versatile agricultural land is not taken up in transport schemes.
Need for greater re-use and recycling of waste	<p>National Indicators 192 & 193 annual results</p> <p>North East Regional Aggregates Working Party annual reports</p>	Increasing the proportion of recycled materials in transport maintenance and construction schemes will help increase minerals recycling and reduce energy consumption.
Impact of waste management operations on communities and the environment	County Durham Plan Core Evidence Base: Technical Paper 19 - Waste 2009	<p>Heavy vehicles carrying waste contribute to local cumulative environmental impact in some areas.</p> <p>Transport measures that reduce this impact or prevent continued impact will help the situation.</p>

Problem / Constraint	Supporting Data / Policy	Implications for LTP3
Richness of minerals resources	County Durham Plan Core Evidence Base: Technical Paper 20 - Minerals 2009	Reserves of some high quality minerals will be protected for potential future extraction and these locations should be identified before planning new transport infrastructure projects.
Impact of minerals operations on communities and the environment	County Durham Plan Core Evidence Base: Technical Paper 20 - Minerals 2009	<p>Heavy vehicles carrying minerals contribute to local cumulative environmental impact in some areas.</p> <p>Transport measures that reduce this impact or prevent continued impact will help the situation.</p>

7 Likely Evolution of Baseline without LTP3

7.1 Appendix 2 includes an assessment of each indicator in the baseline and its likely evolution in the absence of LTP3.

7.2 Table 19 below provides a summary of the likely evolution of the baseline in relation to the key environmental problems and constraints identified for County Durham in Chapter 6.

Table 19: Summary of Likely Evolution of Baseline in the Absence of LTP3

Issue / Topic	Likely Evolution in Absence of LTP3
High levels of deprivation – including employment deprivation	Deprivation levels in County Durham should improve over coming years as programmes of economic regeneration, health and environmental improvement continue. Without particular focus on the poorest areas, the gap between the most and and least deprived areas may continue as both categories improve.
Degraded urban environments with traffic levels contributing to community severance in some areas	As above, improvements in the physical urban environment should continue as regeneration programmes such as the Urban and Rural Renaissance Initiative continue. However, traffic levels are likely to continue to increase and, without LTP3, congestion, speed and community severance may get worse.
Difficult access to services, transport, local jobs and leisure opportunities in some areas and for some groups	<p>The County Durham Plan should guide new development to locations which will help improve overall accessibility to jobs, services and facilities. This will be important, but the general trend of increasing centralisation of services (banks, post offices etc) combined with the rural nature of much of the County and pressures on rural bus services means that some areas and groups will continue to face declining accessibility. People without access to a car are most likely to be affected.</p> <p>Access to health facilities by public transport is generally good, although clearly there is great variation across the County and rural areas of the West are more likely to face problems.</p> <p>There has been a significant reduction in the percentage of Rights of Way that are rated "easy to use" and without LTP3 this trend is likely to continue.</p>
Limited public transport provision in some areas – with poor east-west connectivity	Bus services have been reduced in some more rural areas due to declining subsidy available from Central Government. This trend is likely to continue. Poor east-west connectivity will remain the same without LTP3.
Satisfaction with bus services	Satisfaction with bus services declined between 2007/08 and 2008/09 despite an increase in the total number of bus journeys over that period. The increase in journeys is thought to be linked to good usage of the Durham City Park and Ride system, and data for this is likely to mask

Issue / Topic	Likely Evolution in Absence of LTP3
	decline in more rural areas. Satisfaction levels are likely to remain the same without LTP3.
Rising levels of car ownership and use	Rising levels of car-use are likely to continue without LTP3. Commuting patterns are likely to remain much the same, with some variation in relation to new development guided by policies in the County Durham Plan. Forecasts for growth in car ownership in the County are amongst the highest in the Country. Car ownership will therefore continue to increase and car-use may increase at an enhanced rate without the positive influence of LTP3 on alternative modes to the private car.
Growth in the tourism sector	Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. Without LTP3 the trend of increasing tourism is likely to continue, with a corresponding continuation in its contribution to traffic growth.
Hotspots of traffic congestion at peak times	Without LTP3, traffic congestion is likely to get worse at the existing hotspots, with the potential for more places to become hotspots due to lack of measures to manage demand for car travel or relieve pressure points.
Road safety	The number of children killed or seriously injured in road accidents was above local target levels in 2008/09. The total number of people killed or seriously injured has fallen and has remained below warning target levels. Without LTP3 there may be reduction in investment in road safety schemes and initiatives such as crossings and speed management. This is likely to result in increases in casualties.
Greenhouse gas emissions	These should decrease in line with national targets as more measures are implemented to reduce emissions from buildings, vehicles and industry. Transport emissions per capita in County Durham fell between 2005 and 2007. Further progress will not be as significant without LTP3 and its commitment to realise quantified reductions in carbon dioxide emissions from local transport.
Inevitable impacts of climate change	Changes in the climate will occur whether or not LTP3 is implemented. Impacts will depend upon the ability of different sectors and communities to adapt to these changes. It is likely that impacts will increase anyway (e.g. from flooding) without LTP3, and may be more severe without the potential influence of LTP3 on the adaptation of transport networks to climate change.
Poor levels of health and wide geographical variation in health levels	Health levels should improve in the absence of LTP3, in line with health improvement objectives and programmes. Narrowing the gap between the best and worst areas depends upon improving the situation in the worst areas in particular. Increasing cycling and walking opportunities and participation is not likely to happen as quickly without LTP3.
Public confidence / fear of crime	Although crime rates in the County are relatively low - but with a number of local hotspots - data shows that the perception of anti-social behaviour as a problem is relatively high. Community safety initiatives have been

Issue / Topic	Likely Evolution in Absence of LTP3
	underway in different parts of the County for some time. It is considered likely that public confidence will remain at current levels without LTP3.
Increasing and ageing population	<p>The trend in the ageing population will continue, with or without LTP3. Opportunities to improve transport systems in ways that better cater for an ageing population will not be as many without the LTP.</p> <p>The overall population is also likely to continue to increase. Without LTP3 services and infrastructure would not be effectively planned to manage and meet new demand.</p>
Diversity in landscape and unique sense of place	The County will continue to have a landscape rich in diversity and local distinctiveness. How the landscape changes will depend on the level, nature and location of future development, land management practices and the effects of climate change. It is thus very difficult to predict. It is most likely to change in places which become foci of development, according to policies in the County Durham Plan (LDF).
Quality of nationally recognised landscapes	The County will continue to be home to nationally recognised landscapes in the form of the North Pennines AONB and the Durham Heritage Coast. How these landscape change will depend mainly on land management practises and the effects of climate change, but also on the level, nature and location of future development. Erosion of the coast and increasing washing out of moorland areas due to increased rainfall and inappropriate ditch management may be two key areas of change.
Richness of historic environmental assets	The County will continue to be rich in heritage assets - both designated and non-designated - without LTP3.
Deterioration and loss of historic environmental assets	Some of the historic environmental assets in the County are deteriorating, and the more important amongst these are included on English Heritage's "Heritage at Risk" register. In many cases, the decline is to do with a lack of resources for repair and maintenance. This trend is likely to continue, although there is potential to include positive policies in the Local Development Framework (County Durham Plan) which could help to steer resources towards the conservation / remediation of some assets. Further to this, 1 in 7 Conservation Areas are considered 'at risk' and traffic management was identified as a causal factor. Without LTP3 policies and funding it is possible that increased traffic and unsympathetic street and highways furniture may increasingly affect Conservation Areas and other aspects of heritage.
Richness of ecological and geological assets	Overall, the County will continue to be rich in ecological and geological assets.
Deterioration and loss of ecological and geological assets	In 2010, 12% of the SSSI area in the County was classified as in "Favourable Condition". This is a reduction from 18% in 2009. Despite this, the area meeting the overall PAS target increased over that period due to more area being classified as "Unfavourable recovering". One of the key reasons for the relatively poor performance of the County is linked to large SSSI areas in the West where moor burning and

Issue / Topic	Likely Evolution in Absence of LTP3
	<p>inappropriate ditch management and drainage for grouse shooting and agriculture have negative effects. The evolution of the baseline is difficult to predict, with some improvement likely in areas where management agreements are effective, and deterioration in other areas due to factors such as inappropriate land management, development and climate change.</p> <p>Climate change will affect habitats in the County, and the internationally important habitats on the Durham Coast and in the North Pennines are particularly sensitive in this regard. Coastal habitats will be more at risk of the effects of "Coastal Squeeze" between eroding coastline and other land uses or development adjacent to the coast. Networks of habitats will become more important in order to allow species to migrate in response to climate change.</p> <p>Air pollution has become a significant issue in relation to some sensitive biodiversity sites and may have more significant impact without policies in LTP3.</p> <p>A low proportion of local wildlife sites in the County have had or are undergoing positive conservation management. This is likely to continue without the identification of more resources.</p>
Carbon absorption assets	<p>The County has a relatively low tree cover compared to the rest of the region and nationally. This will probably increase very slowly with new development being encouraged to incorporate tree cover in appropriate places, according to the woodland strategy in the County Durham Landscape Strategy. The ambition of the County Council to utilise some of its own reclamation land for short rotation coppice promises to add to the figure. Peatlands in the North Pennines are other important sinks of carbon dioxide. Their ability to perform this function may reduce with climate change and the adverse effects of drainage on peat bogs.</p>
Variable water quality	<p>Quality of surface waters is likely to improve slowly in line with measures in the Northumbria River Basin Management Plan, although most bodies won't meet the Water Framework Directive target to be in favourable condition by 2015. The status of groundwater in the East Durham Aquifer is not favourable on either the qualitative or quantitative measure, and is less likely to improve.</p> <p>Increased incidence and severity of flooding due to climate change is expected and this may lead to adverse effects on water quality from an increase in the incidence of overflowing storm drains and also leaching from contaminated sites into water courses.</p> <p>Water courses in the West of the County are generally rated as good status, but some are significantly affected by heavy metal pollution which leaches from lead mine tailings in the area. This pollutant is not reflected in the water quality rating system.</p>

Issue / Topic	Likely Evolution in Absence of LTP3
Pockets of contaminated land	Pockets of contaminated land are likely to slowly reduce without LTP3, as more of them are remediated for appropriate end-uses. Pollution prevention and control legislation should prevent new areas of land from becoming contaminated.
Generally good air quality, but issues at some specific locations	<p>Areas of deteriorating or poor air quality associated with traffic congestion hotspots at peak times are likely to increase or intensify without LTP3 as traffic increases and exacerbates existing problems. Durham City is a particular concern in this regard. In the longer term, developments in vehicle technologies and fuels may help contain vehicular air pollution levels, despite traffic numbers and movements.</p> <p>Air pollution levels have been calculated to be breaching critical thresholds at Castle Eden Dene SAC next to the A19 and Thrislington Plantation SAC next to the A1. This is likely to continue or increase with increasing traffic levels on those roads.</p>
Pockets of high quality agricultural land	The areas of highest quality and most versatile agricultural land should persist in the absence of LTP3
Need for greater re-use and recycling of waste	Re-use and recycling of waste should increase without LTP3 in line with national and regional targets. Increases in the re-use / recycling of construction and demolition waste may not be as significant without LTP3 and its potential positive impact on this area – increasing the use of re-used and recycled materials in transport infrastructure maintenance and construction.
Impact of waste management operations on communities and the environment	New waste management operations are planned for the County and should be located so as to minimise adverse impacts on communities and the environment. Changes in levels of impact depend on the location and type of new waste management operations to be implemented and these are not known at the moment. There may be a higher risk of negative transport impacts without LTP3's ability to provide appropriate transport infrastructure to support new operations.
Richness of minerals resources	The County will continue to be rich in mineral resources without LTP3. These will continue to be exploited for commercial use in line with regional apportionments and policies in the County Durham Plan (LDF).
Impact of minerals operations on communities and the environment	Minerals operations should be located and managed to minimise impacts on communities and the environment, following national planning guidance and policies in the County Durham Plan (LDF). Changes in levels of impact are difficult to predict at the moment as they depend on the quantity of different minerals to be extracted within the County (according to regional apportionments) and the magnitude and locations of new mineral working, as well as conditions relating to the management of sites and transport of minerals.

8 Description of Areas likely to be Significantly Affected

8.1 At this stage in the development of the LTP there is insufficient detail available on plan policies and measures to be able to identify which elements may have significant impact upon specific areas of the County. In general terms, areas likely to be most significantly effected by LTP3 are those areas in the vicinity of major transport schemes, whether they be road schemes or major improvements to public transport facilities and infrastructure. Those areas to be served by/connected to the new or enhanced transport infrastructure and systems provided by LTP3 may also be subject to significant effects. As LTP3 policy options are developed and refined, further information will be included in this section on specific geographical areas likely to be significantly affected.

8.2 It is likely that LTP schemes and measures will be influenced by the policies in the County Durham Plan (Local Development Framework) on the scale, nature and location of new development, as well as the existing issues identified in this scoping report. The County Durham Plan Core Strategy is at the Issues and Options stage and therefore cannot yet be relied upon for a clear picture of the scale, nature and location of development which is likely in the County over the next 15 years.

8.3 However, even with the County Durham Plan at an early stage, it is possible to identify Durham City as a specific place where road capacity on arterial roads is already being reached and / or breached at peak times and where any significant new development is likely to have a significant effect on existing transport systems, and require the consideration of new transport measures and schemes which provide a balanced approach to managing and accommodating increased demand. It is therefore likely to be an area where significant impacts on the environment could occur.

8.4 Other areas highlighted as foci of development in the County Durham Plan are the other main towns of the County and the towns included in the South and East Durham Growth Point programme are particularly relevant in this regard, having been earmarked specifically for enhanced levels of housing development and associated infrastructure, employment and retail development. The towns involved are Peterlee, Spennymoor and Bishop Auckland.

9 SEA Objectives and Indicators

9.1 Following the examination of existing plans and programmes, and considering the significant environmental issues identified as a result of analysis of the baseline position, a set of draft SEA objectives were prepared. Indicators have also been selected which add definition to the objectives and will inform the monitoring and review of the LTP after its adoption and to assess whether progress is being made toward greater sustainability within the County. The draft SEA objectives and indicators are detailed in **Table 19** below:

Table 19: SEA Objectives and Indicators

SEA Objective	Indicators
To improve access to services, facilities and employment for all	<ul style="list-style-type: none"> Improve the affordability of public transport services Improve access to transport services for the elderly and/or those who are mobility impaired Improve access to services, facilities and employment for those living in rural parts of the County Involve the community in decisions regarding local transport services
To promote safe and secure communities	<ul style="list-style-type: none"> Reduce road traffic accidents and pedestrian / cyclist deaths and injuries Reduce impact of HGVs on communities Reduce the fear of crime on public transport
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	<ul style="list-style-type: none"> Increase and develop local cycling and walking networks Encourage healthy travel through promoting workplace and school travel plans, and awareness campaigns Improve accessibility to health facilities, sports facilities and open spaces for informal recreation Maintain good air quality and improve it where it is a problem Avoid community severance by traffic Ensure noise levels from transport are kept to acceptable levels
To reduce deprivation and support a sustainable local economy	<ul style="list-style-type: none"> Support the regeneration of deprived areas Improve accessibility to jobs and services and reduce social exclusion Improve connectivity with the rest of the region Improve accessibility to major towns

SEA Objective	Indicators
	<p>Support the movement of freight</p> <p>Reduce road congestion</p>
To reduce the need to travel and promote sustainable transport options	<p>Improve and promote the public transport system in ways which encourages greater patronage (information, ticketing, frequency, reliability, journey times)</p> <p>Promote uptake of workplace and school travel plans</p> <p>Implement demand management measures</p> <p>Develop and promote local cycling and walking networks</p>
To reduce the causes of climate change	<p>Reduce the demand for travel</p> <p>Develop low carbon transport systems, including cycling, walking and electric vehicle infrastructure</p> <p>Support the increased use of rail for freight movement</p> <p>Increase use of recycled materials in transport construction & maintenance schemes</p>
To respond and enable adaptation to the inevitable impacts of climate change	<p>Reduce flood risk associated with transport infrastructure</p> <p>Ensure ability of infrastructure to withstand weather extremes</p>
To protect and enhance biodiversity and geodiversity	<p>Do not cause fragmentation / severance of priority habitats or adversely affect sites of national, regional or local importance</p> <p>Ensure no significant adverse effect to the integrity of sites of European importance (use Habitats Regulations Assessment)</p> <p>Ensure light, noise, air pollution and run off from transport schemes do not adversely affect designated sites or listed species</p> <p>Design and manage transport corridors and associated infrastructure to contribute positively to habitats and habitat networks</p> <p>Improve understanding of and appropriate access to biodiversity in the County</p>

SEA Objective	Indicators
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	<p>Plan and design transport schemes to protect and enhance landscape character</p> <p>Ensure transport schemes are not in conflict with the objectives of nationally designated or defined landscapes (AONB and HeritageCoast), and contribute to objectives where possible</p> <p>Improve accessibility to the countryside</p>
To protect and enhance cultural heritage & the historic environment	<p>Ensure transport schemes do not adversely affect designated heritage assets or non-designated assets of local importance</p> <p>Ensure archaeological assessment is carried out in advance of planning transport schemes</p> <p>Improve accessibility to historic environmental assets, where appropriate</p>
To protect and improve water and soil resources	<p>Ensure schemes will not contribute to increased flood risk or water pollution</p> <p>Reduce run-off to drain systems by using sustainable urban drainage systems / green infrastructure</p> <p>Ensure schemes will not contribute to land contamination</p> <p>Protect the best and most versatile agricultural land</p>
To reduce waste and encourage the sustainable and efficient use of materials	<p>Increase use of recycled materials in transport construction & maintenance schemes</p> <p>Avoid sterilising minerals resources under transport schemes</p>

9.2 Table 20 sets out the inter-links between the draft SEA objectives for the LTP, the topics that are required to be covered under the SEA Directive and the sub-objectives of NATA (New Approach to Transport Appraisal) which should also inform the SEA of the LTP:

Table 20: Links between SEA Objectives, SEA Directive Topics and NATA Sub-objectives

LTP3 SEA Objective	SEA Directive Topics	NATA Sub-objective
Improve access to services, facilities & employment for all	<ul style="list-style-type: none"> Population 	<ul style="list-style-type: none"> Community severance Access to the transport system
To promote safe & secure communities	<ul style="list-style-type: none"> Population 	<ul style="list-style-type: none"> Accidents Community severance Security

LTP3 SEA Objective	SEA Directive Topics	NATA Sub-objective
To reduce health inequalities, promote healthy lifestyles & reduce health impacts from transport	<ul style="list-style-type: none"> Human health Population Air 	<ul style="list-style-type: none"> Local air quality Physical fitness
To reduce deprivation & support a sustainable local economy	<ul style="list-style-type: none"> Material assets Population 	<ul style="list-style-type: none"> Public accounts Business users & Providers Consumer users
To reduce the need to travel and promote sustainable transport options	<ul style="list-style-type: none"> Climate factors 	<ul style="list-style-type: none"> Noise Local air quality Greenhouse gases Physical fitness
To reduce the causes of climate change	<ul style="list-style-type: none"> Climate factors 	<ul style="list-style-type: none"> Greenhouse gases Local air quality
To respond and enable adaptation to the inevitable impacts of climate change	<ul style="list-style-type: none"> Climate factors Water 	<ul style="list-style-type: none"> Landscape Townscape Water environment
To protect and enhance biodiversity & geodiversity	<ul style="list-style-type: none"> Biodiversity Flora Fauna Landscape 	<ul style="list-style-type: none"> Landscape Biodiversity
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural & built environment	<ul style="list-style-type: none"> Landscape Biodiversity Cultural heritage 	<ul style="list-style-type: none"> Landscape Townscape Heritage Noise
To protect and enhance cultural heritage & the historic environment	<ul style="list-style-type: none"> Cultural heritage Landscape 	<ul style="list-style-type: none"> Landscape Townscape Heritage
To protect and improve water & soil resources	<ul style="list-style-type: none"> Human health Water Soil Material assets 	<ul style="list-style-type: none"> Water environment Landscape
To reduce waste and encourage the sustainable & efficient use of materials	<ul style="list-style-type: none"> Material assets Climate factors 	<ul style="list-style-type: none"> Population Landscape Greenhouse gases

10 Next Stages and Methodology

10.1 The draft SEA scoping report will be consulted upon between March and May 2010 with the comments received being used to inform amendment of the scoping report, as appropriate.

10.2 Stage B of the appraisal process involves appraising and refining policy options and then assessing the preferred options and suggesting mitigating measures. To achieve this, the following tasks are required;

- Testing the LTP3 objectives against the SEA objectives
- Appraising and refining the LTP3 options
- Predicting the effects of the LTP3 preferred options
- Evaluating the effects of the LTP3 preferred options
- Mitigating against adverse effects and maximising beneficial effects
- Monitoring LTP3 effects

10.3 The following tables give an example of the format of how specific policies and policy options will be appraised. The overall impact of the policy will be considered using the SEA objectives set out. In some instances both qualitative and quantitative approaches may be applied to appraise policy impacts. Possible mitigation and enhancement measures will be identified through the appraisal. The process will provide an important audit trail as to how the SEA influences policy development.

10.4 Example assessment scoring system and assessment table

++	likely to have a very positive impact
+	likely to have a positive impact
+/-	likely to have a neutral impact, or positive impacts would balance out negative impacts
0	neutral impact
-	likely to have a negative impact
--	likely to have a very negative impact
I	could have a positive or a negative impact depending on how it is implemented

SEA Objective	Indicators	Assessment Score and Commentary	Suggested Mitigation / enhancement
To improve access to services, facilities and employment for all	<ul style="list-style-type: none"> • Improve the affordability of public transport services • Improve access to transport services for the elderly and/or those with a disability 		

SEA Objective	Indicators	Assessment Score and Commentary	Suggested Mitigation / enhancement
	<ul style="list-style-type: none"> • Improve access to services, facilities and employment for those living in rural parts of the County • Involve the community in decisions regarding local transport services 		
To promote safe and secure communities	<ul style="list-style-type: none"> • Avoid community severance by traffic • Reduce road traffic accidents and pedestrian / cyclist deaths and injuries • Reduce impact of HGVs on communities • Reduce the fear of crime on public transport 		
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	<ul style="list-style-type: none"> • Increase and develop local cycling and walking networks • Encourage healthy travel through promoting workplace and school travel plans, and awareness campaigns • Improve accessibility to health facilities, sports facilities and open spaces for informal recreation • Maintain good air quality and improve it where it is a problem • Reduce road congestion • Ensure noise levels from transport are kept to acceptable levels 		
To reduce deprivation and support a sustainable local economy	<ul style="list-style-type: none"> • Support the regeneration of deprived areas • Improve accessibility to jobs and services and reduce social exclusion • Improve connectivity with the rest of the region • Improve accessibility to major towns • Support the movement of freight 		
To reduce the need to travel and promote sustainable transport options	<ul style="list-style-type: none"> • Improve and promote the public transport system in ways which encourages greater patronage (information, ticketing, frequency, reliability, journey times) • Promote uptake of workplace and school travel plans 		



SEA Objective	Indicators	Assessment Score and Commentary	Suggested Mitigation / enhancement
	<ul style="list-style-type: none"> Implement demand management measures Develop and promote local cycling and walking networks 		
To reduce the causes of climate change	<ul style="list-style-type: none"> Reduce the demand for travel Develop low carbon transport systems, including cycling, walking and electric vehicle infrastructure Increase use of recycled materials in transport construction & maintenance schemes 		
To respond and enable adaptation to the inevitable impacts of climate change	<ul style="list-style-type: none"> Reduce flood risk associated with transport infrastructure Ensure ability of infrastructure to withstand weather extremes 		
To protect and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> Do not cause fragmentation / severance of priority habitats or affect any sites of national, regional or local importance Ensure no significant adverse effect to the integrity of sites of European importance (use Habitats Regulations Assessment) Ensure light and noise pollution from transport schemes do not adversely affect designated sites or listed species Design and manage transport corridors and associated infrastructure to contribute positively to habitats and habitat networks Improve understanding of and appropriate access to biodiversity in the County 		
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	<ul style="list-style-type: none"> Plan and design transport schemes to have minimal adverse effect on local landscape character and quality (including from noise and light pollution) Ensure transport schemes are not in conflict with the objectives of nationally designated or recognised landscapes (AONB and 		


SEA Objective	Indicators	Assessment Score and Commentary	Suggested Mitigation / enhancement
	<p>HeritageCoast), and contribute to objectives where possible</p> <ul style="list-style-type: none"> • Improve accessibility to the countryside 		
To protect and enhance cultural heritage & the historic environment	<ul style="list-style-type: none"> • Ensure transport schemes do not adversely affect designated heritage assets or non-designated assets of local importance • Ensure archaeological assessment is carried out in advance of planning transport schemes • Improve accessibility to historic environmental assets, where appropriate 		
To protect and improve water and soil resources	<ul style="list-style-type: none"> • Ensure schemes will not contribute to increased flood risk or water pollution • Reduce run-off to drain systems by using sustainable urban drainage systems / green infrastructure • Ensure schemes will not contribute to land contamination • Protect the best and most versatile agricultural land 		
To reduce waste and encourage the sustainable and efficient use of materials	<ul style="list-style-type: none"> • Increase use of recycled materials in transport construction & maintenance schemes • Avoid sterilising minerals resources under transport schemes 		

1 Appendix 1: Review of other plans, policy and programmes


1.1 APPENDIX 1: REVIEW OF PLANS, POLICY AND PROGRAMMES


1.2 INTERNATIONAL AND UK NATIONAL


KEY TO TABLES	
	This symbol indicates that the selected text sets out a key policy principle that the LTP will need to have regard to.
	This symbol indicates text that provides background/explanation or amplification.

Plans/Policies and Programmes	Key Objectives or requirements relevant to plan and SEA	How objectives or requirements might be taken on board in the LTP	Implications for LTP
International and European			
Kyoto Protocol 1997 – United Nations Framework Convention on Climate Change	<p>Each Party included in Annex I, in achieving its quantified emission limitation and reduction commitments under Article 3, in order to promote sustainable development, shall:</p> <ul style="list-style-type: none"> • Implement and/or further elaborate policies and measures in accordance with its national circumstances, such as: • Enhancement of energy efficiency in relevant sectors of the national economy; 	Ensure that LTP supports the reduction of greenhouse gas emissions, particularly through the delivery and promotion of energy efficient and low carbon forms of transport. Demand management measures and supporting the planning objectives of improving accessibility and reducing the need to travel will also contribute.	


	<ul style="list-style-type: none"> • Protection and enhancement of sinks and reservoirs of greenhouse gases not controlled by the Montreal Protocol, taking into account its commitments under relevant international environmental agreements; promotion of sustainable forest management practices, afforestation and reforestation; • Promotion of sustainable forms of agriculture in light of climate change considerations; • Research on, and promotion, development and increased use of, new and renewable forms of energy, of carbon dioxide sequestration technologies and of advanced and innovative environmentally sound technologies; • Progressive reduction or phasing out of market imperfections, fiscal incentives, tax and duty exemptions and subsidies in all greenhouse gas emitting sectors that run counter to the objective of the Convention and application of market instruments; • Encouragement of appropriate reforms in relevant sectors aimed at promoting policies and measures which limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol; • Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol in the transport sector; • Limitation and/or reduction of methane emissions through recovery and use in waste management, as well as in the production, transport and distribution of energy; • Cooperate with other such Parties to enhance the individual and combined effectiveness of their policies and measures adopted under this Article, pursuant to Article 4, paragraph 2(e)(i), of the Convention. To this end, these Parties shall take steps to share their 	<p>SEA will include objective on carbon reduction</p> <p>UK is meeting its Kyoto Protocol targets. The Climate Change Act sets new targets for the UK to 2020 and 2050.</p>	
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	<p>experience and exchange information on such policies and measures, including developing ways of improving their comparability, transparency and effectiveness. The Conference of the Parties serving as the meeting of the Parties to this Protocol shall, at its first session or as soon as practicable thereafter, consider ways to facilitate such cooperation, taking into account all relevant information.</p> <p>Under the protocol the UK is committed to a 12.5% reduction emissions of a “basket” of greenhouse gases between 1990 and 2008/12.</p>		
	<p>The Parties included in Annex I shall, individually or jointly, ensure that their aggregate anthropogenic carbon dioxide equivalent emissions of the greenhouse gases listed in Annex A do not exceed their assigned amounts, calculated pursuant to their quantified emission limitation and reduction commitments inscribed in Annex B and in accordance with the provisions of this Article, with a view to reducing their overall emissions of such gases by at least 5 per cent below 1990 levels in the commitment period 2008 to 2012.</p>		
<p>The UNECE Convention on Access to Information, Public Participation in Decision Making and Access to Justice for Environmental Matters (The Aarhus Convention – ratified by the UK in 2005)</p>	<p>In order to contribute to the protection of the right of every person of present and future generations to live in an environment adequate to his or her health and well-being, each Party shall guarantee the rights of access to information, public participation in decision-making, and access to justice in environmental matters in accordance with the provisions of this Convention.</p>	<p>The Planning Green Paper, Planning Bill and the SEA Directive underline the growing importance of the need for greater public participation in the planning process, particularly in decision-making of planning proposals.</p>	


	Each Party shall take the necessary legislative, regulatory and other measures, including measures to achieve compatibility between the provisions implementing the information, public participation and access-to-justice provisions in this Convention, as well as proper enforcement measures, to establish and maintain a clear, transparent and consistent framework to implement the provisions of this Convention.		
	Each Party shall endeavour to ensure that officials and authorities assist and provide guidance to the public in seeking access to information, in facilitating participation in decision-making and in seeking access to justice in environmental matters.		
European Landscape Convention 2000 – ratified by UK in 2006	<p>The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all landscapes in Europe.</p> <p>The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007.</p> <p>The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies</p> <p>Specific measures include:</p>	<p>LTP needs to ensure conservation of landscape character and quality and the appropriate remediation measures are taken in relation to road and other transport schemes to support Landscape objectives. LTP to further recognise the role that transport networks and associated green infrastructure can play toward enhancing landscape character</p> <p>SEA to include objective on landscape conservation and enhancement</p>	



	<ul style="list-style-type: none"> • raising awareness of the value of landscapes among all sectors of society, and of society's role in shaping them; • promoting landscape training and education among landscape specialists, other related professions, and in school and university courses; • the identification and assessment of landscapes, and analysis of landscape change, with the active participation of stakeholders; • setting objectives for landscape quality, with the involvement of the public; • the implementation of landscape policies, through the establishment of plans and practical programmes. <p>The convention also promotes European co-operation, mutual assistance and information exchange on landscape issues. There is a particular emphasis on the need for co-operation in implementing programmes relating to landscapes that cross administrative and national boundaries.</p>		
<p>EC Directive 2004/35/EC on Environmental Liability with regard to the prevention and remedying of environmental damage ("The Environmental Liability Directive") 2004</p>	<p>Establishes a framework based on the "polluter pays" principle, according to which the polluter pays when environmental damage occurs. As the ELD deals with the "pure ecological damage", it is based on the powers and duties of public authorities ("administrative approach") as distinct from a civil liability system which is more appropriate for "traditional damage" (damage to property, economic loss, personal injury).</p> <p>The Directive's main objective is to prevent and remedy "environmental damage". Environmental damage is defined as damage to protected species and habitats (nature), damage to water and damage to soil. The liable party is</p>	<p>LTP needs to be part of the preventative approach to ensure damage does not occur. Hierarchy of policies on designated international and national sites and protected species, local sites and priority habitats and species would be advisable.</p>	



	<p>in principle the "operator", i.e. the one (natural or legal person) who carries out an occupational activity. The operator, who carries out certain dangerous activities as listed in the Directive, is strictly liable (without fault) for the environmental damage he caused. He might though benefit from certain exceptions and defences allowed by the ELD (for example <i>force majeure</i>, armed conflict, third party intervention) or by transposing legislation of the Member States (for example regulatory compliance defence, state of the art defence). All operators carrying out occupational activities are liable for fault-based damage they cause to nature as defined by the ELD.</p> <p>Operators have to take the necessary preventive action in case of immediate threat of environmental damage. They are equally under the obligation to remedy the environmental damage once it has occurred ("polluter pays"). In specific cases where the operators fail to do so or are not identifiable, the competent authority may step in and carry out the necessary preventive or remedial measures. Remediation has to consist basically in the restoration of the damaged natural resources (nature, water, soil) either in kind or by recreation of similar resources.</p> <p>Civil society plays an important part when it comes to necessary preventive and remedial action: Affected natural or legal persons including environmental NGOs have the right to request the competent authority for action if they deem it necessary. If the entitled persons consider that the competent authority, which has to inform them about the decision to accede or to refuse the request for action,</p>		
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	<p>has failed to take the appropriate decision, they even have the right to appeal before a court or other independent public body to review the decision.</p> <p>Embedded into UK law through the Environmental Damage Regulations</p>		
EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment 2001	The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.	Carry out Strategic Environmental Assessment	
	The environmental assessment referred to in Article 3 shall be carried out during the preparation of a plan or programme and before its adoption or submission to the legislative procedure.		
	Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.		
	The environmental report prepared pursuant to paragraph 1 shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.		

<p>EC Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992</p>	<p>The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies.</p> <p>In the UK, the Habitats Regulations, as amended, embed the Directive into UK Law.</p>	<p>Ensure that the LTP recognises the location and sensitivities of European protected sites and the listed natural habitats and species and take appropriate steps to avoid significant impact on these habitats and avoid disturbance of scheduled, scarce or rare species.</p>	
<p>EU Directive 79/409/EEC Birds Framework Directive 1979</p>	<ul style="list-style-type: none"> • Preservation, maintenance or restoration of a sufficient diversity and area of habitats is essential to the conservation of all species of birds • Effective bird protection is typically a trans-frontier environment problem entailing common responsibilities • The introduction of any new species of wild bird not naturally occurring in the European territory of the Member States does not cause harm to local flora and fauna. 	<p>LTP needs to ensure protection and enhancement of habitats and flora and fauna to support overall objectives and requirements of the Directive. Habitats Regulations Assessment must be used to make sure policies have no significant affect on SPA's.</p> <p>SEA to include objective on protecting / enhancing biodiversity and protecting designated areas</p>	
<p>Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat 1971</p>	<p>A United Nations treaty which provides the framework for national action and international co-operation for the conservation and intelligent use of wetlands and their resources. Together with sites designated under the EU Wild Birds and Habitats Directives, Ramsar Sites are the most important nature conservation sites in the UK. All Ramsar sites are designated as SSSIs. The Northumbria Coast Ramsar site extends into County Durham from the North and is also a Special Area of Conservation under the EU Wild Birds Directive. The Teesmouth and Cleveland Coast Ramsar Site extends into the County from the south and is also a Special Area of Conservation</p>	<p>Use Habitat Regulations Assessment to ensure that policies in the LTP do not result in damage to Ramsar Sites in the plan area and elsewhere, and ensure that the European network of sites is maintained.</p> <p>SEA to include objective on conserving and enhancing biodiversity.</p>	


	<p>A coherent European ecological network of Special Areas of Conservation shall be set up under the title Natura 2000. This network, composed of sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, shall enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range.</p> <p>The directive applies to the listed habitats and species both within and outwith protected sites.</p>	<p>Use Habitat Regulations Assessment to ensure that policies in the LTP are not likely to result in significant impact on Special Areas of Conservation (SACs) in the plan area and elsewhere, and ensure that the European network of sites is maintained or restored; as appropriate.</p> <p>Ensure that integrity of listed habitats and species outside protected sites is recognised and conserved.</p> <p>SEA to include an objective on protection and enhancement of biodiversity</p>	
<p>EC Directive 2000/60/EC establishing a framework for the Community action in the Field of Water Policy (the Water Framework Directive) 2000</p>	<p>The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <ul style="list-style-type: none"> • prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems; • promotes sustainable water use based on a long-term protection of available water resources; • aims at enhanced protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the 	<p>The LTP should minimise the risk of pollution and damage to surface and ground waters through careful location of transport infrastructure and appropriate design and mitigation. LTP to further recognise the role that transport networks and associated green infrastructure play toward drainage and water conservation</p> <p>SEA to include an objective on protection of surface and groundwaters</p>	



	<p>cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances;</p> <ul style="list-style-type: none"> ensures the progressive reduction of pollution of groundwater and prevents its further pollution, and contributes to mitigating the effects of floods and droughts and thereby contributes to: the provision of the sufficient supply of good quality surface water and groundwater as needed for sustainable, balanced and equitable water use, a significant reduction in pollution of groundwater, the protection of territorial and marine waters, and achieving the objectives of relevant international agreements, including those which aim to prevent and eliminate pollution of the marine environment, by Community action under Article 16(3) to cease or phase out discharges, emissions and losses of priority hazardous substances, with the ultimate aim of achieving concentrations in the marine environment near background values for naturally occurring substances and close to zero for man-made synthetic substances. 		
Groundwater Directive (80/68/EC) (1980) & Groundwater Daughter Directive (06/118/EC) 2006	<ul style="list-style-type: none"> Aims to protect groundwater from pollution by controlling discharges and disposals of certain dangerous substances (nitrates in particular) to groundwater 	LTP3 to reduce impact on groundwater and the potential for such impacts	
EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe 2008	<ul style="list-style-type: none"> Maintain ambient air quality where it is good and improve it in other cases. 	Targets and objectives adopted in national Air Quality Strategy (see below) should be supported by LTP policies and text. Opportunities to improve air quality by promoting and delivering	



		<p>alternatives to private car use should be incorporated into the LTP strategy and implementation plan.</p> <p>SEA to include objective on air quality and ensure that the requirements of the Directive are reflected in the framework.</p>	
Environmental Noise Directive (02/49/EC)	<p>Aims to: Monitor the environmental noise problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators</p>	<p>The LTP3 will need to consider how to prevent and minimise noise pollution from current and planned transport related activities. (for example, implementation of noise reducing surfaces)</p>	
EU Climate Action and Renewable Energy Package (2008)	<p>The package of EU climate and energy measures approved in December 2008 sets the following targets (relevant to the LTP3) which are likely to be effective from 2011:</p> <ul style="list-style-type: none"> • For sectors not covered by the EU Emissions Trading System (e.g. transport (except aviation, which will join ETS in 2010), farming, waste and households) – greenhouse gas emissions to be cut to 10% below 2005 levels by 2020 • At least 10% of transport fuel in each country must be renewable (biofuels, hydrogen, 'green' electricity etc) by 2020 Biofuels must meet agreed sustainability criteria 	<p>LTP3 to consider what measures/actions will need to be taken to meet the 10% target for Durham by 2020</p> <p>LTP3 to consider how to encourage greater use of alternative fuel sources (for example, when encouraging travel plans or drawing up/negotiating new public transport service contracts)</p>	


<p>White Paper: European Transport Policy for 2010: Time to decide (2001)</p>	<p>Aims to develop a European transport system capable of shifting the balance between modes of transport, revitalising the railways, promoting transport by sea and inland waterways and controlling the growth in air transport.</p> <p>Objectives to:</p> <ul style="list-style-type: none"> • Address the imbalance between the overuse of road and air transport and the under-use of rail and sea modes • Improve the links between all methods of transport • Need for interconnected infrastructure • Place users at the heart of transport policy, in particular address safety concerns • Rationalise urban transport – current lack of integrated policy approach to town planning and transport is allowing the private car an almost total monopoly 	<p>LTP3 to support and encourage rail use in the County</p> <p>Improve all transport links and consider interconnectivity of infrastructure.</p> <p>LTP3 to improve public safety and address current causes for concern.</p> <p>LTP3 objectives to inform LDF policies and vice versa</p>	
<p>UK National</p>			
<p>Climate Change</p>			
<p>Climate Change Act 2008</p>	<p>Two key aims:</p> <ul style="list-style-type: none"> • To improve carbon management and help the transition towards a low carbon economy in the UK • To demonstrate strong UK leadership internationally <p>Key provisions:</p> <ul style="list-style-type: none"> • Legally binding targets: Green house gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline. 	<p>Reducing the need for transport, and encouraging sustainable transport and sustainable construction and design in schemes are key ways the LTP can contribute. LTP to also recognise the role and opportunities for enhancement of carbon sinks through transport networks and associated green infrastructure.</p>	



	<p>The 2020 target will be reviewed soon after Royal Assent to reflect the move to all greenhouse gases and the increase in the 2050 target to 80%.</p> <ul style="list-style-type: none"> • A national carbon budgeting system which caps emissions over five year periods, with three budgets set at a time, to set out our trajectory to 2050. • The creation of the Committee on Climate Change, a new independent, expert body to advise Government on the level of carbon budgets and where cost effective savings could be made. • International aviation and shipping emissions - the Government will include international aviation and shipping emissions in the Act or explain why not to Parliament by 31 December 2012.. • Use of International credits - Government is required to “have regard to the need for UK domestic action on climate change” when considering how to meet the UK’s targets and carbon budgets. The independent Committee on Climate Change has a duty to advise on the appropriate balance between action at domestic, European and international level, for each carbon budget. The Government also amended the Bill in its final stages to require a limit to be set on the purchase of credits for each budgetary period, by secondary legislation requiring debate in both Houses of Parliament, and taking into account the Committee’s advice. • Further measures to reduce emissions include powers to introduce domestic emissions trading schemes more quickly and easily through secondary legislation; measures on biofuels; powers to introduce pilot financial incentive schemes in England for household waste; powers to require a minimum charge for single-use carrier bags (excluding Scotland). 	SEA to include an objective on reducing carbon emissions and mitigating climate change	
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	<ul style="list-style-type: none"> • On adaptation the Government must report at least every five years on the risks to the UK of climate change, and publish a programme setting out how these impacts will be addressed. • An Adaptation Sub-Committee of the Committee on Climate Change, in order to provide advice to and scrutiny of the Government's adaptation work. • A requirement for the Government to issue guidance next year on the way companies should report their greenhouse gas emissions. • New powers to support the creation of a Community Energy Savings Programme • New requirement for annual publication of a report on the efficiency and sustainability of the Government estate. 		
Climate Change: The UK Programme 2006	<p>Sets out the Government's policies and priorities for action in the UK and internationally in order to meet commitments in the Kyoto Protocol</p> <p>In the UK, the policies and priorities are broken down into the following relevant sectors:</p> <ul style="list-style-type: none"> • Energy supply sector • Business sector • Transport sector • Domestic sector • Public sector and local government • Agriculture, forestry and land management sector • Personal action by the individual <p>Action by Local Government is seen as critical in achieving the strategies objectives and is expected to have an integrated approach to both reducing its own emissions</p>	<p>Reducing the need to travel, promoting sustainable transport and sustainable design and construction of schemes are three key ways the LTP can contribute to the strategy's aims.</p> <p>Transport Policies from the UK Climate Change Programme flow through guidance on LTP production</p>	


	<p>(from its own activities) and using its leadership and powers (e.g. through planning, transport planning, regulation, housing provision etc) to influence general emissions reductions within local communities.</p> <p>The strategy is far-reaching and its priorities and aspirations are being delivered through various pieces of legislation (e.g. Climate Change Act 2008), other strategies, policies and systems.</p>		
The UK Renewable Energy Strategy (2009)	<p>Recognises that to meet the challenge of climate change carbon needs to be saved in every sector of society which will involve a rapid transition to renewable energy. Sets a goal of 15% of UK's energy to be renewables by 2020. Re-iterates the EU's target that the transport sector should achieve 10% energy from renewable sources by 2020.</p>	LTP3 to encourage renewable sources of transport energy such as sustainable biofuels, electricity and hydrogen	
Low Carbon Transport: A Greener Future (2009)	<p>Strategy recognises that greenhouse gas emissions from transport represent 21% of total UK domestic emissions and that decarbonising transport must be part of the solution. Objectives to:</p> <ul style="list-style-type: none"> • Support a shift to new technologies and sustainable fuels • Make public transport an accessible, attractive and low carbon and easy to use option for individuals and businesses • Improve co-ordination, integration and interchange between different modes, including cycling • Promote other sustainable modes • Promote eco-driving techniques • Develop ICT systems to reduce the need to travel 	<p>LTP3 polices and actions to support the objectives of the strategy. For example, the LTP3 could:</p> <ul style="list-style-type: none"> • Specify actions to build on the success of the Sustainable Travel Towns Programme to continue promotion of sustainable modes. • Integrate with and influence the LDF process <p>Consider how to use / introduce market mechanisms effectively in County Durham. For example,</p>	

	<ul style="list-style-type: none"> • Ensure that the planning system takes full account of the potential consequences of development for transport • Use market mechanisms to encourage a shift to lower carbon transport 	discounted public transport, increase in town centre parking costs etc	
Community Leadership and Climate Change – Guidance for LAs	Each Local Authority has a vital role in leading community responses to the challenge of climate change. Strategies developed now could pay huge dividends in the future.	Included for reference	
Sustainability			
Securing the Future – the UK Government Sustainable Development Strategy 2005	<p>Sets out key principles and priorities for sustainable development.</p> <p>Guiding principles:</p> <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly <p>Shared priorities for action:</p> <ul style="list-style-type: none"> • Sustainable consumption of resources and production • Climate change and energy • Natural resource protection and environmental enhancement • Sustainable communities 	<p>Sets the national context for sustainable development which should be reflected in strategies, plans and guidance at all levels. Environmental objective for transport flow through guidance on LTP production and the key priorities set out on carbon reduction, better safety, security and health and improved quality of life and healthy natural environment.</p> <p>SEA objectives will reflect the objectives, and carrying out SEA will help ensure the LTP contributes to sustainable development</p>	

<p>Sustainable Communities: Building for the Future (ODPM, 2003)</p>	<p>Sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply in the South East, low demand in other parts of the country and the quality of our public places.</p> <p>The Regional Action Plan for the North East sets out the regional priorities as “strategic challenges” under the following key areas:</p> <p>Housing:</p> <ul style="list-style-type: none"> • Market restructuring; in particular to tackle low demand housing areas • Affordable housing and decent homes – to improve quality and affordability within the housing stock <p>Tackling deprivation and renewing communities:</p> <ul style="list-style-type: none"> • Deprivation – coalfield areas and rural deprivation issues are highlighted • Crime – there are regional “hotspots” where crime is a significant issue • Health – as a region, the North East is the least healthy in England. County Durham reflects the regional picture • Liveability – degraded environments in deprived areas that need improving <p>Economic regeneration, education and skills:</p> <ul style="list-style-type: none"> • Unemployment and economic inactivity are high in the region • GDP is lower than other UK regions 	<p>Some of the regional priorities are expressed through the RSS or national policy guidance (e.g. housing policies and allocations). LDF policies should seek to positively influence the regional priorities wherever possible. LTP will need to support the priorities and policies set out in the County Durham LDF</p>	
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	<ul style="list-style-type: none"> • Large unskilled workforce is ill-prepared for the trend in employment opportunities (i.e. for more skilled jobs) • Education attainment is low compared to other regions <p>Planning and the built environment:</p> <ul style="list-style-type: none"> • Meet regional target of 65% new housing on previously developed land • Large areas of vacant, derelict and contaminated land still an issue • Need for innovative and high quality urban design • Performance targets for planning departments in local authorities (i.e. turnaround time for planning applications and producing the official local strategic planning document) 		
Communities			
Strong and Prosperous Communities: The Local Government White Paper (2006)	<p>The aim of the White Paper is to give local people and local communities more influence and power to improve their lives. Local communities should be</p> <ul style="list-style-type: none"> • Consulted and involved in running services • Informed about the quality of services in their area • Enabled to call local agencies to account if services fail to meet their needs. 	LTP3 to consult with the public alongside other stakeholders on the preparation of the LTPs policies and implementation plan	
The Urban White Paper (Our Towns & Cities: The Future) (2000)	<p>Main objectives are:</p> <ul style="list-style-type: none"> • Enhanced community involvement 	LTP3 preparation to involve public consultation	

	<ul style="list-style-type: none"> • Environmentally sustainable design and planning of towns • Provision of good quality services, e.g. health, education, housing • Towns and cities are attractive, well kept and use space and buildings well 	LTP3 policies and actions to contribute to the sustainable layout and attractiveness of the town centre including provision of green infrastructure	
The Rural White Paper (Our Countryside: The Future) (2000)	<p>Rural service standard to:</p> <ul style="list-style-type: none"> • Support vital village services • Modernise rural services • Provide affordable homes • Deliver local transport solutions • Rejuvenate market towns & local economies • Reform farming • Preserve and protect the countryside • Improve access to the countryside • Devolve power to town and parish councils <p>Rural proof other policies and strategies</p>	LTP3 to contribute to meeting the transport needs of rural communities in the Borough (rural proofing). Consideration of all options to be taken into account. For example community transport schemes.	
Transport			
Local Transport Act 2008	Retains the statutory requirement for local transport authorities to produce a Local Transport Plan. Also requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and polices.	LTP3 is to meet local transport needs in the light of local circumstance whilst having due regard to environmental objectives. SA/SEA will help with this process.	


<p>The Future of Transport (White Paper) 2004</p>	<p>This White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. It aims to create transport networks founded on the following:</p> <p>Road networks enhanced by:</p> <ul style="list-style-type: none"> • new capacity where it is needed, assuming that any environmental and social costs are justified; • locking in the benefits of new capacity through various measures including some tolling and carpool lanes where appropriate; • Government leading the debate on road pricing and its capacity to lead to better choices for motorists; • better management, exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and • using new technology to keep people informed both before and during their journey. <p>Railways where:</p> <ul style="list-style-type: none"> • Government sets the strategy, working with the industry to get the costs under control and with the Office of Rail Regulation ensuring that it pays the proper price for what it is buying; • the structure of the industry is improved, with clear lines of responsibility that focus the industry on delivering for its customers; 	<p>LTP needs to respond to the long term aims of the White Paper and will need to integrate with the LDF to ensure effective progress.</p> <p>LTP Guidance reflects aims for “Local Travel” of the white paper.</p> <p>SEA should take account of and help integrate the aims on “Respecting the Environment”</p>	
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	<ul style="list-style-type: none"> • there is a single point of accountability for performance to improve standards across the industry; and • local and regional stakeholders are involved in decisions on the balance between rail and other forms of transport. <p>Local travel enhanced through:</p> <ul style="list-style-type: none"> • freer flowing local roads delivered through measures such as congestion charging; • more, and more reliable buses enjoying more road space; • demand responsive bus services that provide accessibility in areas that cannot support conventional services; • looking at ways to make services more accessible so that people have a real choice about when and how they travel; • promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars; and • creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children. <p>A balanced approach to aviation:</p> <ul style="list-style-type: none"> • working with all those involved to implement the conclusions of the Air Transport White Paper; 		
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	<ul style="list-style-type: none"> • ensuring that, over time, aviation meets its external costs; and • ensuring that the impact on environment and communities is minimised, with appropriate mitigation and compensation measures put in place. <p>Reflected in our shipping policy:</p> <ul style="list-style-type: none"> • reviewing the policy framework for ports development by late 2005; and • working with the European Union and global bodies to maintain high quality in the shipping industry. <p>Sustainable freight transport that:</p> <ul style="list-style-type: none"> • focuses on approaches which offer the best outcomes for our economy, society and the environment. <p>Supported by effective decision making that:</p> <ul style="list-style-type: none"> • gives local and regional stakeholders more influence over transport investment in their area, including the rail network; • ensures that choices on transport are made alongside other decisions that have an impact on transport, particularly housing and regeneration, at the national, regional and local level; and • ensures the social, economic and environmental costs and benefits are fully recognized when decisions are taken using the New Approach to Appraisal and our developing value for money analysis. <p>And respecting the environment:</p>		
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	<ul style="list-style-type: none"> • there will continue to be a strong presumption against schemes that would significantly affect environmentally sensitive sites or important species habitats or landscapes; • by keeping the environmental impacts of new and existing transport infrastructure to a minimum, ensuring that mitigation measures are implemented to a high standard; • working across government to ensure that we can deliver carbon savings in line with our domestic and international commitments and reduce the impact of other emissions which pollute the environment; • reducing the impact of all forms of transport, including encouraging the development, introduction and take-up of new vehicle technologies and fuels; • ensuring that the noise impacts of transport are reduced and mitigated; • making progress towards the inclusion of aviation in the European Union emissions trading scheme • by investing in public transport to provide alternatives to the car. 		
<p>Transport White Paper - A New Deal for Transport: Better for Everyone 2000</p>	<p>The New Deal for Transport sets out the following four key aims:</p> <ul style="list-style-type: none"> • integration within and between different types of transport - so that each contributes its full potential and people can move easily between them; • integration with the environment - so that our transport choices support a better environment; • integration with land use planning - at national, regional and local level, so that transport and planning 	<p>Sets up the LTP system of delivering transport funding and improvements. LTP guidance flows from this.</p> <p>SEA objectives will reflect the environmental and health aspects of the white paper, which has at its heart the aim of developing a more sustainable transport system.</p>	

	<p>work together to support more sustainable travel choices and reduce the need to travel;</p> <ul style="list-style-type: none"> • integration with our policies for education, health and wealth creation - so that transport helps to make a fairer, more inclusive society. <p>It sets out the role of local authorities in developing and implementing Local Transport Plans focused on meeting the needs and priorities identified in their area.</p>		
	<p>Individual chapters deal with various aspects of improving transport systems and reducing the negative environmental impact of transport. It describes how the New Deal for Transport should promote better places to live:</p> <ul style="list-style-type: none"> • cleaner air to breathe by tackling traffic fumes; • thriving town centres by cutting the stranglehold of traffic; • quality places to live where people are the priority; • increasing prosperity backed by a modern transport system; • reduced rural isolation by connecting people with services and increasing mobility; • easier and safer to walk and cycle; • revitalised towns and cities through better town planning. 		
<p>Transport 10 Year Plan, 2000</p>	<p>Our strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. It is a strategy for investment in the future to create prosperity and a better environment.</p> <p>This requires a new approach, based on:</p>	<p>This national plan sets the context for regional and local transport plans, and the guidance for Local Transport Authorities on producing Local Transport Plans will provide the means of incorporating its requirements within the LTP</p>	

	<ul style="list-style-type: none"> ● integrated transport: looking at transport as a whole, matching solutions to specific problems by assessing all the options. ● public and private partnership: government and the private sector working more closely together to boost investment. ● new projects: modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker. 	<p>Now coming to the end of its lifespan.</p>	
<p>Delivering a Sustainable Transport System (2008)</p>	<p>Recognises that transport plays a key role in all our lives. Sets goals that take into account transports wider impact on climate change, health, quality of life and the natural environment:</p> <ul style="list-style-type: none"> ● To support national economic competitiveness and growth by delivering reliable and efficient transport networks ● To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change ● To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health. ● To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society; and <p>To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment</p>	<p>LTP3 to take into account these goals in the preparation of the LTP and to consider ways of meeting them. In particular the LTP3 should seek to:</p> <ul style="list-style-type: none"> ● Improve performance of existing networks to reduce congestion that constrains economic growth ● Improve the connectivity of the transport system to improve access to services ● Reduce greenhouse gas emissions and recognise the role that transport networks and associated green infrastructure can play in adapting to climate change ● Promote ways of travelling that are beneficial to health ● Reduce the risk of transport related accidents and fatalities 	

		<ul style="list-style-type: none"> • Contribute to the County's regeneration plans • Face the challenges of transport connections to rural parts of the County and the challenges that will arise as a result of an ageing population • Where new infrastructure is required, seek solutions that ensure net environmental gain and can mitigate unavoidable adverse impacts such as land take and noise. 	
Guidance on Local Transport Plans 2009	<p>Statutory guidance on the production of the third generation of LTPs. The guidance represents the distillation of many policy objectives listed elsewhere here. It includes the 5 Goals based on those above as overarching priorities for Local Transport Plan.</p> <ol style="list-style-type: none"> 1) Support Economic Growth 2) Reduce Carbon Emissions 3) Promote Equality of Opportunity 4) Contribute to Better Safety, Security and Health 5) Improve Quality of Life and a Healthy Natural Environment 	Prescribes the production of LTPs including overarching priorities to be taken on board and to frame the content of the LTP	
Health and Safety			



<p>Healthy Weight, Healthy Lives. A cross-Government strategy for England (2008)</p>	<p>Sets out ambition to be the first major nation to reverse the rising tide of obesity in the population by ensuring that everyone is able to achieve and maintain a healthy weight. Initial focus will be on children: by 2020, aims to reduce the proportion of overweight and obese children to 2000 levels.</p>	<p>The LTP3 can contribute to the ambition through a range of supportive policies that include but are not limited to:</p> <ul style="list-style-type: none"> • Prioritise modes of transport that involve physical activity when developing roads • Public open space to be accessible by foot or by bicycle • Business, office development to be linked to walking and cycling networks 	
<p>Active Travel – UK Strategy 2010</p>	<p>Sets out how cycling and walking should be developed and promoted to contribute to wider Government objectives:</p> <ul style="list-style-type: none"> • Improving people’s health and wellbeing through more active lifestyles. • Maximising access to jobs and services without increasing congestion. • Reducing carbon emissions from transport and supporting our climate change targets. • Reducing harmful emissions and improve local air quality. • Making for more attractive, safer places and communities, and ensuring greater access for everyone to local services. • Promoting enhanced mobility and independence for vulnerable groups, such as older people and those with disabilities or limiting long-term conditions. 	<p>Policies to ensure spatial planning contributes to greater accessibility by walking and cycling through location of development, provision of infrastructure and integration with public transport services.</p> <p>LTP policies must ensure objectives are supported. Planning Policy Guidance and Statements are to be reviewed to enhance the contribution of spatial planning to the objectives.</p> <p>SEA to include objective on health and wellbeing</p>	



	<p>It seeks to do this by making key destinations more accessible by active modes of travel and encouraging a greater take up of active travel.</p> <p>Another aim is to contribute to wider road safety outcomes, by reducing the risk to cyclists and walkers of death and serious injury per km travelled in road traffic accidents.</p>		
National Cycling Strategy (NCS) 1996	<p>The objectives and targets of the National Cycling Strategy are:</p> <ul style="list-style-type: none"> • Target (number of trips)- double by 2002 quadruple by 2012 <p>2. Establish a consensus</p> <ul style="list-style-type: none"> • Support for the broad thrust of NCS document. - Wider support for the NCS <p>3. Take action</p> <p>Planning for sustainable access</p> <ul style="list-style-type: none"> • Plan for short trips - Increase accessibility to facilities by short trips. • Establish indicators of sustainable transport schemes and packages • Create local cycle network - Link development and cycle route networks to public transport • Provide wider access - Link urban route networks into the countryside and the National Cycle Network <p>Integration with other modes</p> <ul style="list-style-type: none"> • Enable combinations of cycling and public transport - Programme of refurbishment (rail) and design (coach and rail) for bike carriage <p>Improve cycle safety</p> <ul style="list-style-type: none"> • Improve road user courtesy traffic law 	<p>LTP policies need to contribute to NCS objectives. Cycling aspects to be included as part of an integrated approach to route management, travel plans, awareness raising. Links with health objectives and relevant strategies need to be strong.</p> <p>SEA to include objective on healthy lifestyles and reducing health inequalities to help reinforce LTP contribution to this area</p>	


	<ul style="list-style-type: none"> • Identify the possibility of a cycling safety target by rate (exposure), consistent with increasing cycle use • The overall content of Local Safety scheme programmes to reflect the extent of casualties to Vulnerable Road Users (VRUs) • Reduce traffic speeds • Identify scale of and solution to HGV threats • Improve road user courtesy traffic law <p>Create a cycle-friendly infrastructure</p> <ul style="list-style-type: none"> • "Think cycling" in all highway management and public transport schemes • Agree initial guidance for a "Cycle Audit" procedure by 1997 • Reallocate road space • All major guidance to reflect Cycle-Friendly Infrastructure Guidelines • Promote "people capacity" - Strategic cycle review of all LA areas by 1998/9. • Reallocate road space - Cycling priority strategies in all LAs by 1999. Study cycle access to Vehicle Restricted Areas <p>Provide for cycle parking</p> <ul style="list-style-type: none"> • Secure, ample cycle parking at key destinations in towns and at public transport interchanges • Secure, ample cycle parking available at places of education and the workplace <p>Reduce theft</p> <ul style="list-style-type: none"> • Improve security - Set graded standards for cycle security devices • Increase recovery - Effective cycle registration and recovery scheme linked to the Police National Computer • Promotion of linked schemes at point of sale 		
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	<p>Shift travel incentives</p> <ul style="list-style-type: none"> ● Reward cycle use ● Establish parity of allowances between cycles and other transport <p>Raise public awareness</p> <ul style="list-style-type: none"> ● Educate transport providers and trip generators ● Raise awareness of good practice in cycle-friendly provision ● Take a lead as an employer ● Inform potential cyclists ● Re-establish cycling as normal transport, cycling as a fun and health activity ● Cycle users to respect traffic laws ● Engage other road users ● Establish that cyclists are a legitimate road user with equal status to drivers ● Recognise the speed and convenience of cycling ● Recognise the potential for improvements from and impacts of non-cycling programmes. ● Educate retailers ● Provide customer bike parking <p>4. Unlock resourcesResourcing to meet the NCS objectives</p> <ul style="list-style-type: none"> ● Highlight cycling in local transport funding ● Broaden funding sources for cycling ● Develop the Common Appraisal Framework to reflect the benefits of cycling in local transport plans ● Staffing: All LAs to prioritise cycling; DOT to consider staff resources for cycling sufficient to meet new policy objectives <p>5. An ongoing processProgress the NCS</p> <ul style="list-style-type: none"> ● Afford the NCS processes a high status ● Establish the National Cycling Forum 		
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	<ul style="list-style-type: none"> • Annual report of progress • Local Authorities to regularly assess progress towards local targets for cycling <p>Research and Development</p> <ul style="list-style-type: none"> • Increase cycle use -Review the data collection on cycle use • Study "best practice" in medium sized European towns • Safety - Investigate the basis for cycling safety (exposure) targets • Identify the scale and solution to Heavy Goods Vehicle threats • Expertise -Review professional training courses • Guidance -Review all technical guidance • Standards - Review highway authority standards • Cycle parking -Study standards of cycle parking equipment and installation • Attitudes -Develop a research basis for attitudinal monitoring <p>6. Monitor progressKey indicators</p> <ul style="list-style-type: none"> • Improve public transport links -Measure and identify targets for increased combined trips with public transport • Improve Safety -Investigate a cycling safety target by rate (exposure) • Establish cycling policies - LAs to adopt a Cycle Strategy by 1999 • Reduce cycle theft -To measure, and later target, reductions in cycle theft • Improve cycle parking - Secure, ample cycle parking at key destinations • More cycle users - Monitor use and attitudes by gender and age 		
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	<ul style="list-style-type: none"> • Increase cycle use -Local increases in cycle use to contribute to the central target • Resource the process - Increase funding for cycle-friendly measures 		
Walking and Cycling: An Action Plan (2004)	The action plan recognises that walking and cycling are good for health, good for getting us around, good for our public spaces and good for our society. The plan outlines a number of measures to improve the levels of walking and cycling in the country	<ul style="list-style-type: none"> • Develop effective local transport strategies, including a full strategic consideration of walking and cycling in the County to inform the development of the LTP3 • Need to identify gaps in infrastructure and set out plans for appropriate improvements such as pedestrianisation and traffic management schemes • Consider actions to improve existing cycle paths and footpaths and the creation of new safe and secure routes on foot and on bike • Improve lighting schemes where necessary to reduce fears about personal security • Improve pedestrian or cyclist access to public transport to potentially increase public transport patronage 	
Safer Places: The Planning System and Crime Prevention (2004)	Challenges designers to think about the most crime appropriate reduction measures without compromising the quality of the local environment	<ul style="list-style-type: none"> • Need to provide safe and direct routes on foot and by bike to local services 	

<p>Tomorrow's roads: safer for everyone (2000 - 2010)</p>	<p>Strategy to address and reduce injuries and fatalities on Britain's roads. Recommends:</p> <ul style="list-style-type: none"> • Taking action to equip children with the life skills needed to ensure they can travel safely and become responsible road users • Introduce measures to instil better driving skills and better driving behaviour • Tackle drink and drug driving • Better maintenance of roads • Safety improvements for walkers and cyclists and horse riders • Effective speed management on roads • Improve vehicle safety • Maximise the contribution that road traffic enforcement can make to reducing road casualties • Promote safer road use 	<p>LTP3 to promote safer neighbourhoods through a number of measures/policies that could include for example,</p> <ul style="list-style-type: none"> • Prioritisation of walkers and cyclists as road users • Tackling areas of congestion and traffic calming schemes • Maintenance projects • How to best use enforcement powers to contribute to road safety in County Durham 	
<p>Economy</p>			
<p>Towards a Sustainable Transport System – Supporting Economic Growth in a Low Carbon World 2007</p>	<p>Incorporates the findings of the Stern Review (on the economic impact of climate change) and the Eddington Report (on the transport system role in supporting economic growth) in a discussion document on sustainable transport strategy and a set of associated goals and investment plans up to 2014.</p> <p>Goal 1 – To maximise the competitiveness and productivity of the economy</p>	<p>The national LTP Goals have been taken from this paper. Places carbon emission reduction as a key priority.</p> <p>SEA to include objectives on environmental (including carbon reduction) and social (safety and health) aspects.</p>	

	<p>The challenge is to improve the performance of the existing network (and limiting new infrastructure to help achieve this) by focusing on the most unreliable, congested and crowded sections in order to improve journey times for commuting, business trips and goods transport</p> <p>Goal 2 – To address Climate Change by cutting emission of carbon dioxide and other greenhouse gases. For transport, this needs to be done by: “putting a price on carbon” so that more damaging journeys cost more; developing and encouraging the use of low carbon technologies in transport; removing barriers which prevent people from using greener modes of transport</p> <p>Goal 3 - To protect people’s safety, security and health. Covering the safety of transport workers and users, crime and the terrorist threat on transport networks, the negative health impact of emissions from transport, but also to promote health benefits of cycling and walking</p> <p>Goal 4 – To improve quality of life. Covering the benefits of travel, the comfort and convenience of services and quality of information, and also protection of the healthy natural environment from the impacts of transport.</p> <p>Goal 5 - to promote greater equality of opportunity. Ensuring that transport systems provide effective access for everyone, including disadvantaged groups and disabled people, to jobs, services and social networks.</p>		
<p>Sustainable Distribution: A Strategy (1999)</p>	<p>The aim of the sustainable distribution strategy is to ensure that the future development of the distribution industry does not compromise the future needs of our society, economy and environment. Objectives include:</p>	<p>LTP3 to support measures that improve the economic requirements of logistics in the</p>	

	<ul style="list-style-type: none"> • Improve the efficiency of distribution • Minimise congestion • Make better use of public transport infrastructure • Minimise pollution and reduce greenhouse gas emissions • Manage development pressures on the landscape – both natural and man-made • Reduce noise and disturbance from freight movements <p>Reduce the number of accidents, injuries and cases of ill health associated with freight movement</p>	<p>County whilst reducing potential negative social and environmental impacts</p>	
<p>Heritage and Landscape</p>			
<p>The Historic Environment: A Force for Our Future 2001</p>	<p>Government statement on the historic environment following a comprehensive review of policy in the area. It sets out its importance and a vision for its conservation, management and use. It reaffirms the Government’s commitment to the policy principles set out in PPG15 and PPG16 (see below) which must guide plan / policy-making in the area. It also encourages local authorities and partnerships, in preparing their community strategies to consider the role of the historic environment in promoting economic, employment and educational opportunities.</p> <p>Its key objectives / tasks are:</p> <p>To respond to public interest in the historic environment with firm leadership, effective partnerships and a sound knowledge base from which to develop policies</p> <p>To realise the full potential of the historic environment as a learning resource</p>	<p>LTP needs to recognise importance of the historic environment and the potential for transport schemes to impact upon it. Policy regarding protection of historic environment should be included.</p> <p>SEA to include objective on protection and enhancement of historic environment.</p>	

	<p>To make the historic environment accessible to everyone and ensure that it is seen as something with which the whole of society can identify and engage</p> <p>To protect and sustain the historic environment for the benefit of our own and future generations</p> <p>To ensure that the historic environment's importance as an economic asset is skilfully harnessed</p>		
<p>All Landscapes Matter (2008)</p>	<p>Policies include:</p> <ul style="list-style-type: none"> • All landscapes matter. They should be managed, planned and, where appropriate, protected to ensure landscapes remain distinctive and highly valued. • need to plan and manage landscape change to ensure that all landscapes in the future respond to society's changing needs and values. • The European Landscape Convention should be embedded more deeply into national, regional and local strategies, policies, processes and actions which affect England's landscapes and their enjoyment and understanding by the public. • Why and how society values landscapes needs to be better captured, translated and fully represented in decision-making. • New development and infrastructure should be appropriate to, and wherever possible, enhance its landscape context. 	<p>LTP3 to consider the impact of policies and schemes on County Durham's landscape character. All transport infrastructure needs to be appropriate to and enhance the County's land and townscapes.</p>	


Manual for Streets (2007)	<p>Key recommendation is that increased consideration should be given to the 'place' function of streets. The manual sets out the following principles to achieve this:</p> <ul style="list-style-type: none"> • Pedestrians to be considered first in the design process • Streets should cater for movement as this can affect how much people walk, cycle or use public transport • Design that accommodates the needs of children and disabled people is likely to suit most if not all user types • Pedestrian paths should be kept as straight as possible to minimise diversion from desired lines • Cyclists should generally be accommodated in the carriageway • Bus routes should be identified during the design process • Need to consider parking for cars, cycles and motorcycles • To be most effective, signs and markings should be used sparingly to reduce sign/markings clutter <p>Street lighting and furniture should be appropriate to its setting</p>	LTP3 to take into account the recommendations of the manual if publishing a policy on street design and to refer to the manual in terms of implementation of actions	
Countryside Character Vol 1	<p>Tyne and Wear Lowlands objectives:</p> <ul style="list-style-type: none"> • The retention of the rural character of the countryside between settlements is important and consideration should be given to the improvement of the urban fringe environment. • The conservation and management of historic townscapes, parklands and landmark features, and 	LTP to ensure that transport plans and schemes including green infrastructure can contribute to the objectives for each relevant character area along with the objectives outlined in the County Durham Landscape Strategy 2008	



	<p>the improvement of the urban environment including riversides, should be addressed.</p> <ul style="list-style-type: none"> • There are opportunities to conserve and manage traditional landscape features, in particular semi-natural woodlands, hedgerows, hedgerow trees, heathlands and wetlands. • Integrated management of watercourses and river corridors would restore riparian vegetation, reduce pollution and improve their visual and nature-conservation value. • The development of community forests is important in the urban fringe, and where appropriate in the wider countryside, particularly within the area defined as the Great North Forest. • The improved restoration of mineral extraction sites would integrate them more fully into the surrounding landscape and provide quality landscapes combining a range of land uses, including forestry, amenity, recreation and nature conservation. <p>Durham Magnesian Limestone Plateau objectives:</p> <ul style="list-style-type: none"> • The management of existing woodland, particularly semi-natural broadleaved woodland within coastal denes, and woodland on the limestone escarpment would encourage sustainability with a mix of native species and a diversity of age and structure. The creation of new broadleaved woodland would help to improve the landscape settings of urban settlements and transport corridors, especially where new development has produced raw abrupt edges. It would also provide opportunities for informal recreation. • Implementating the Great North Forest programme for multi-purpose use provides opportunities for 	SEA to include objective on protection and enhancement of landscape character and quality	
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	<p>increasing community involvement in local landscape restoration, particularly through woodland planting, environmental improvement schemes and the development of recreational facilities including country parks, picnic sites and scenic walkways.</p> <ul style="list-style-type: none"> • The conservation and management of existing field boundaries, particularly older hedgerows, should be addressed. Broader uncultivated field margins and the planting of hedgerows would benefit both landscape and wildlife • Opportunities exist for the implementation of environmental enhancement schemes for the remaining degraded areas and new industrial development sites. Key features of industrial archaeology might be conserved and interpreted as local landmarks. There is scope to consider the restoration of limestone quarries to limestone grasslands and their associated habitats, the consolidation and extension of existing semi-natural features, and the conservation of important geological exposures • Conservation of coastal habitats, including the dunes, depends upon the encouragement of appropriate grazing levels and management of recreational pressures. The reduction in the intensity of agricultural use within the coastal strip would encourage the reversion of arable land to limestone grassland. • The change in management of deep mines needs to be addressed to avoid the pollution of water courses <p>North Pennines Objectives:</p> <ul style="list-style-type: none"> • There are opportunities to conserve and enhance blanket bog, heather moorland and unenclosed 		
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	<p>limestone grassland by, for example, reducing grazing levels, discouraging moorland drainage and blocking grips.</p> <ul style="list-style-type: none"> • Improved management of farmland in the dales would include the reintroduction of traditional hay meadow management, active management of existing small woodlands, hedgerow trees and hedgerows, creation of new woodlands by planting or encouraging natural regeneration and restoration of wetlands, particularly in rough pastures and allotments. • The conservation of field boundaries, particularly stone walls and older hedgerows, is important. • The use of sympathetic materials in the refurbishment of old buildings should be addressed. • There is scope for the further conservation and interpretation of sites of historic and industrial archaeological importance. <p>Durham Coalfield Pennine Fringe objectives:</p> <ul style="list-style-type: none"> • The retention of the rural character of the open countryside between settlements is important. • The conservation and management of traditional landscape features should be addressed. These include dry stone walls, hedges, hedgerow trees, semi-natural woodlands, moorland and wetlands. Similarly the conservation of historic landscapes is important, together with historic landscape features, including parklands, green villages and industrial artefacts and landmarks. <p>Tees Lowlands objectives:</p>		
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	<ul style="list-style-type: none"> • The conservation and management of existing field boundaries should be addressed, particularly where the loss of older hedgerows of nature-conservation value, or historic significance, would be detrimental to the landscape character. New hedgerow trees within farmland, and along road sides, would increase the sense of enclosure. • The management of existing woodland, particularly ancient, semi-natural woodland would ensure continuing diversity of age and structure. • The restoration and management of both 'built' and natural features within historic parklands and estate landscapes, would help maintain their distinctive character. There are opportunities to encourage the conservation of archaeological sites, including deserted or shrunken villages, and surrounding patterns of land use and enclosure, including ridge and furrow. • The enhancement of degraded river and stream corridors might include the re-establishment of marginal vegetation and the reversion from arable or improved grassland to low intensity grassland management on land adjacent to river channels. • The enhancement of degraded areas and the re-creation of damaged landscapes, particularly those associated with industrial sites and with intrusive infrastructure, should be considered within their overall setting and landscape character. <p>Pennine Dales Fringe objectives:</p> <ul style="list-style-type: none"> • The main consideration in this fringe area is the maintenance of the diverse transitional character of the landscape. This means retaining the distinction 		
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	<p>between the pastoral areas and the arable valleys and between the pattern of walls in the west giving way to hedgerows in the east. Retention and appropriate management of field boundaries is therefore important. The importance of woodlands in the landscape needs to be recognised by encouraging appropriate management</p> <ul style="list-style-type: none"> Increases in the amount of woodland could be accommodated particularly by reinforcing the existing pattern of valley-side woods. There is a unity to the buildings and settlements in the area which is due to the use of Millstone Grit and, sometimes, Magnesian Limestone. New development should address this strong vernacular character. 		
Environmental quality			
State of the Natural Environment 2008	<p>Identifies why the natural environment is valuable and what aspects are valued most: landscapes and geodiversity, biodiversity, opportunities for recreation, employment and inspiration. Identifies the following pressures on the natural environment:</p> <ul style="list-style-type: none"> Invasive species and diseases Biomass crop production (risks and opportunities) Agricultural intensification (drainage of wetlands, demise of mixed farming schemes etc) Under management of woodlands Nutrient enrichment of terrestrial and aquatic habitats Toxic chemicals that enter the environment on a daily basis (pesticides, herbicides, industrial chemicals etc) Climate change 	<p>LTP3 to reduce pressures and aim to enhance the natural environment by:</p> <ul style="list-style-type: none"> Ensuring that biofuels used are sustainably sourced Reducing run-off from roads directly to water and soil Taking action to address climate change Recognising the role that transport networks and associated green infrastructure can play in providing valuable ecosystem services that assist in the adaptation to climate change 	



<p>The Environmental Damage Regulations 2009</p>	<p>Translates the EC Environmental Liability Directive into UK Law.</p> <ul style="list-style-type: none"> • It seeks to achieve the prevention and remedying of environmental damage - specifically, • damage to habitats and species protected by EC law, and to species or habitat on a site of special scientific interest for which the site has been notified • damage to water resources • land contamination which presents a threat to human health. <p>It reinforces the “polluter pays” principle - making operators financially liable for threats of or actual damage.</p> <p>The Regulations supplement existing environmental protection legislation such as the Environmental Protection Act 1990, the Water Resources Act 1991 or the Wildlife and Countryside Act 1981 and the Control of Major Accident Hazards Regulations 1999. Those pieces of legislation will still apply, and to the extent that they impose additional obligations to those in these Regulations, will still need to be complied with.</p>	<p>LTP needs to be part of the preventative approach to ensure damage does not occur.</p> <p>Carrying out Habitat Regulations Assessment of the LTP should ensure significant impact to European designated wildlife sites is avoided.</p> <p>LTP should include policy on protection of the natural environment, including biodiversity, water resources and land.</p> <p>SEA to include objectives covering conservation and enhancement of biodiversity, protection of water resources and prevention of land contamination</p>	
<p>Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA 2007</p>	<p>This Strategy describes the plans drawn up by the Government and the devolved administrations to improve and protect ambient air quality in the UK in the medium-term.</p> <p>“Standard” and “Objective” concentrations of a range of air pollutants are set out in the strategy as a guide for local authorities and regulatory authorities (e.g. the Environment Agency) to identify problems. In particular for local authorities, this means identifying specific areas which</p>	<p>LTP needs to include policy on protecting and improving air quality. It is specified in the overarching national goals for LTPs. Affects on human health and on sensitive aspects of the natural environment should be considered. LTP to also recognise opportunities for enhancing air quality through</p>	




	<p>need to be designated as Air Quality Management Areas, and for which an Air Quality Action Plan is needed to ensure improvements in air quality are made.</p> <p>The proposals aim to protect people’s health and the environment (vegetation, soils and water) without imposing unacceptable economic or social costs. There are moves to incorporate the consideration of the protection of sensitive ecosystems within the standards and objectives in the future.</p>	<p>encouraging sustainable travel modes and enhancing associated green infrastructure.</p> <p>SEA to include an objective on maintaining good air quality and improving it where it is a problem</p>	
	<p>The planning systems across the UK for land use and transport planning are an important part of an integrated approach to air quality improvements. The UK Government provide planning authorities with guidance when considering new developments with emphasis on accessibility for public transport, park and ride schemes, walking and cycling. These can all help reduce the number of journeys by car and the emissions to air ... Local Development Frameworks should contain air quality policies to set a strategic framework to deal with air quality in the local planning system.</p>	<p>The LTP should integrate with the LDF, to ensure effective promotion of more sustainable patterns of travel and reducing environmental costs.</p>	
<p>Future Water – A Water Strategy for England 2008</p>	<p>National strategy setting out a vision for water policy and management, where by 2030 at the latest, England has:</p> <ul style="list-style-type: none"> • Improved the quality of the water environment and the ecology which it supports, and continued to provide high levels of drinking water quality • Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water • Ensured a sustainable use of water resources, and implemented fair, affordable and cost-effective water charges 	<p>The LTP should ensure transport development does not conflict with the objectives, and contributes to them where possible - sustainable urban drainage systems and green infrastructure alongside schemes for example. A policy on flood risk reduction would be advisable.</p>	

	<ul style="list-style-type: none"> • Cut greenhouse gas emissions • Embedded continuous adaptation to climate change and other pressures across the water industry and water uses 	SEA to include an objective on protecting and improving quality of ground and surface waters	
Groundwater protection: Policy and practice (GP3) 2008	<p>Summarises the legislation relevant to the management and protection of groundwater and sets out the Environment Agency's associated and complimentary policies.</p> <p>The overall objectives are taken from the EU Water Framework Directive and the daughter Groundwater Directive:</p> <ul style="list-style-type: none"> • To ensure all groundwater bodies are of good chemical and quantitative status and that none are of a deteriorating chemical or quantitative status • To implement measures to reverse negative trends in status of groundwater bodies • To prevent or limit inputs of pollutants to all groundwater <p>Amongst the policies are those on source protection zones which have been identified to protect groundwater for human consumption and where the Environment Agency will object to in principle to certain activities and where additional controls or restrictions on activities may be needed to protect water abstracted for human consumption.</p>	<p>Specific policies set out the Environment Agency's approach to protecting groundwater resources.</p> <p>Has particular relevance to the location of landfill and other potentially polluting activities in relation to groundwater resources.</p> <p>Location of Source Protection Zones may be relevant to the LTP.</p> <p>SEA to include an objective on protection of water quality</p>	


<p>Consultation on draft Water and Flood Management Bill 2009</p> <p>Flood and Water Management Act 2010</p>	<p>The Government's intention with this draft bill is to:</p> <ul style="list-style-type: none"> • Provide better, more sustainable flood and coastal erosion risk management for people, homes and businesses • Protect essential water supplies by enabling water companies to control more non-essential uses of water during droughts • Modernise the law for managing the safety of reservoirs • Encourage more sustainable forms of drainage in new developments • Make it easier to resolve misconnections to sewers <p>It aims to do this by providing for a range of measures, including:</p> <ul style="list-style-type: none"> • Clarifying who is responsible for managing flood water • Clarifying who has ownership and is responsible for delivery of Surface Water Management Plans • Removing legislative barriers to effective surface water management • Resolving who has ownership and responsibility of Sustainable Urban Drainage Systems <p>Specifically, the draft bill proposes that the Environment Agency takes a strategic overview role in relation to the management of flood risk, and local authorities take a local leadership role in running local partnerships to plan and implement measures to manage flood risk and risks from coastal erosion.</p>	<p>Will have significant implications for local authority role in flood management.</p> <p>The LTP should ensure transport development does not conflict with the objectives, and contributes to them where possible. A policy on flood risk reduction is advisable that will dovetail into the County's Surface Water Management Plan, which is yet to be produced.</p> <p>SEA to include an objective on adaptation to the effects of climate change, including increased incidence and severity of flooding.</p> <p>As above.</p> <p>Informs the County Durham Strategic Flood Risk Assessment, which the LDF and the LDF'S Sustainability Appraisal will use as part of its evidence base.</p>	
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	<p>It states <i>“This enhanced role for local authorities, leading to new local partnerships and responsibility for sustainable urban drainage systems (SUDS) will be pivotal to the success of the much stronger and more comprehensive approach to flood risk management that we want to achieve following Sir Michael Pitt’s Review.”</i></p> <p><i>“The draft Bill places the leadership role in these partnerships on county and unitary local authorities. They will need to ensure that all relevant partners are engaged in developing a strategy for local flood risk management and securing progress in its implementation. This will build on the county and unitary authority leadership role in Local Area Agreements, and will allow them to develop centres of engineering and flood risk expertise alongside their existing highways functions, providing support to other partners and promoting collaboration across the whole area.”</i></p> <p>The Flood and Water Management Act aims to provide better management of flood risks and tackle issues in the water industry in relation to bad debt and affordability. It reflects many of the elements already addressed in the Flood and Water Management Bill published in November 2009.</p> <p>The key change that local authorities would be pleased to see is that they are given the power to decide the extent to which it is necessary or appropriate to investigate a flood incident under their duty to investigate.</p> <p>The key amendments relevant to local authorities include:</p> <ul style="list-style-type: none"> • Clause 19: local authorities are given the power to decide the extent to which it is necessary or 		
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	<p>appropriate to investigate a flood incident under its duty to investigate.</p> <ul style="list-style-type: none"> • Clause 29: the Minister can transfer the flood and coastal risks management responsibilities of local flood authorities, district councils or Internal Drainage Boards (IDBs) to other risk management authorities and bodies. • Clause 38 and 39: the Environment Agency (EA) and local authorities must consult persons who own or occupy land that is likely to be affected before they can carry out any work on incidental flooding and coastal erosion. 		
Safeguarding our soils, A Strategy for England (2009)	<p>Sets a vision that by 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.</p> <ul style="list-style-type: none"> • Agricultural soils will be better managed and threats to them addressed • Soil will play a greater role in the fight against climate change and in helping us to manage its impacts • Soil in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained: and, • Pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with. 	<p>LTP3 to make the best use of existing transport infrastructure to minimise the need to use more of the County's soil resources and potentially damage soil functions through the construction of new infrastructure.</p> <p>Where new transport infrastructure is required construction practises will need to be utilised to minimise the impact to soil</p>	
The Environmental Assessment of Plans and Programmes Regulations 2004	<p>These Regulations transpose the SEA Directive into law please refer to SEA Directive (see EC Directive on the Assessment of the Effects of certain plans and programmes on the Environment 2001/42/EC).</p>	<p>Included for reference. Requirements are addressed by undertaking SEA compliant SA</p>	

	Requires application of Strategic Environmental Assessment to plans and strategies likely to have a significant impact on the environment.		
The Strategic Environmental Assessment Directive: Guidance for Planning Authorities, ODPM November 2002	Guidance on how to carry out Environmental Assessments of English land use and spatial plans in accordance with the SEA Directive on the assessment of the effects of certain plans and programmes on the environment.	Addressed through undertaking SEA compliant SA	
Waste and Minerals			
Strategy for Sustainable Construction (2008)	<p>The strategy identifies that the construction industry in England uses around 400 million tonnes of materials every year. Around 90 million tonnes of CD&E inert waste is produced, with half of this recycled as aggregates, including at the site of production. Estimates suggest at least a further 20 million tonnes of non-inert and mixed CD&E waste is also produced annually. As a result the strategy sets a target of:</p> <p>By 2012, a 50% reduction of construction, demolition and excavation (CD&E) waste to landfill compared to 2008.</p>	LTP3 to reduce waste from construction activities and to promote use of recycled materials	
Biodiversity and Geodiversity			
Wildlife and Countryside Act 1981 (as amended)	The Wildlife and Countryside Act 1981 (as amended) is the principle mechanism for the legislative protection of wildlife and geological diversity in Great Britain.	<p>LTP needs to recognise the need for conservation and enhancement of existing biodiversity on non-designated sites as well as the protection of designated sites and scheduled species. Opportunities for enhancing green infrastructure in the County could be sought as part of the LTP</p> <p>SEA to include an objective on conserving and enhancing biodiversity</p>	

	<p>The Wildlife and Countryside Act is divided into four parts.</p> <ul style="list-style-type: none">• Part I is concerned with the protection of wildlife,• Part II relates to the countryside and national parks (and the designation of protected areas),• Part III covers Public Rights of Way,• Part IV deals with miscellaneous provisions of the Act <p>It has been amended by the Countryside and Rights of Way Act 2000. It provides for the notification of Sites of Special Scientific Interest (SSSIs) and measures for their protection and management. It sets out the legal offences / penalties for killing or harming protected species and sets out the species that have statutory protection under the Act.</p>		
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<p>Countryside and Rights of Way (CRoW) Act 2000</p>	<p>This Act amended the Wildlife and Countryside Act and increased the duty for provision of public access to the countryside and strengthened legislation relating SSSIs. In particular, it requires Local Authorities to further the conservation and enhancement of SSSIs both in carrying out their operations, and in exercising their decision making functions.</p> <p>Also requires Secretary of State to publish list of habitats and species of principal importance for the conservation of biodiversity in England</p> <p>Also includes sections on:</p> <p>Public Rights of Way: These are minor highways that exist for the benefit of the community at large. Originally part of the country's transport system, public rights of ways are now a recreation web that enables the public to explore the countryside. The Act requires local highways</p>	<p>The LTP needs to incorporate the County Durham Rights of Way Improvement Plan and promote its objectives.</p> <p>LTP should include a policy on protecting and enhancing the natural environment</p> <p>LTP needs to take into account relevant policies set out in the North Pennines AONB Management Plan -</p> <p>SEA to include objectives on protecting and enhancing biodiversity and landscape character and quality</p>	
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	<p>authorities to prepare Public Rights of way Improvement Plans for improving rights of way in their areas. These plans are now being integrated into Local Transport Plans.</p> <p>Consolidates and strengthens legislation on Areas of Outstanding Natural Beauty (AONBs) and places a duty on local authorities to produce management plans for AONBs within their boundaries. Also places a duty on local authorities, public bodies and statutory undertakers to have “due regard” for the purpose of AONB designation in carrying out their functions.</p> <p>Also sets out the Government’s duty to:</p> <ul style="list-style-type: none">• have regard to the purpose of the conservation of biological diversity in the exercise of Government functions		
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<p>Natural Environment and Rural Communities (NERC) Act 2006</p>	<p>Extends the Government duty (see CRoW Act above) to all local authorities, public bodies and statutory undertakers to give consideration to the conservation of biodiversity in all decision-making processes.</p> <p>Also establishes Natural England and the Commission for Rural Communities.</p> <p>Complemented by National Indicator 197 on Improved Local Biodiversity by which local authorities are assessed on the extent of positive management of Local Wildlife Sites.</p>	<p>Places a statutory duty for local authorities (and therefore the LTP) to consider conservation of biodiversity at all levels</p>	
<p>The Conservation of Habitats and Species Regulations 2010</p> <p>(The Conservation of Habitats and Species Regulations 2010 consolidate and update the Conservation (Natural Habitats &c.) Regulations 1994. The consolidation</p>	<p>The regulations transpose European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (EC Habitats Directive) and Directive 79/409/EEC on the Conservation of Wild Birds (EC Birds Directive) into national law. The</p>	<p>Require the protection of the integrity of European Sites through planning, requiring Habitat Regulations Assessment and Appropriate Assessment of all plans with potential to adversely affect a European Site, either on its own or in combination with other plans or programmes. LTP is a key plan in this regard.</p> <p>Screening report for Habitat Regulations Assessment to be produced in parallel with the SEA Scoping Report.</p>	

<p>amendments are primarily technical ones and do not involve any substantive changes to existing policy or procedures)</p>	<p>Regulations came into force on 30 October 1994, and have been subsequently amended in 1997 and (in England only) 2000 .</p> <p>Containing five Parts and four Schedules, the Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p> <p>Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.</p> <p>The Regulations make it an offence (subject to exceptions) to pick, collect, cut, uproot, destroy, or trade in certain plants, or deliberately capture, injure, kill, disturb, or trade in</p>		
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	<p>certain animals. It is also an offence to damage or destroy a breeding or resting place of such animals. It is also an offence to possess or control, any live or dead European Protected Species.</p> <p>However, these actions can be made lawful through the granting of licences by the appropriate authorities</p> <p>The amendments to the Regulations made in 2007 were to:</p> <ul style="list-style-type: none"> • simplify the species protection regime to better reflect the Habitats Directive; • provide a clear legal basis for surveillance and monitoring of European protected species (EPS); • toughen the regime on trading EPS that are not native to the UK; • ensure that the requirement to carry out appropriate assessments on water abstraction consents 		
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	<p>and land use plans is explicit.</p> <p>The amendments also affected the new Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 which came into force on the 21st August 2007. Both Regulations revised the definition of deliberate disturbance of European Protected Species (cetaceans, turtles and the Atlantic sturgeon).</p> <p>The Regulations were amended again in 2009 in order for the species protection provisions to be entirely compatible with the strict species protection regime required by the EC Habitats Directive. It is now an offence to:</p> <ul style="list-style-type: none"> • Deliberately capture, injure or kill any wild animal of a European Protected Species; • Deliberately disturb wild animals of any such species. <p>Disturbance of animals</p>		
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	<p>includes in particular any disturbance which is likely to:</p> <p>impair their ability -</p> <ul style="list-style-type: none"> - to survive, to breed or reproduce, or to rear or nurture their young; or - in the case of animals of a hibernating or - migratory species, to hibernate or migrate; or - to affect significantly the local distribution or abundance of the species to which they belong; <ul style="list-style-type: none"> • Deliberately take or destroy the eggs of such an animal; or • Deliberately damage or destroy a breeding site or resting place of such an animal. <p>It should be noted that the existing offences under the Wildlife and Countryside Act 1981 which cover obstruction of places used for shelter or protection,</p>		
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	<p>disturbance and sale still apply to European Protected Species.</p> <p>Although the law provides strict protection to these species of wildlife it also allows this protection to be set aside (derogation) through the issuing of European Protected Species licences</p>		
Biodiversity: the UK Action Plan 1994	<p>The national response to the Convention of Biological Diversity, signed at the Rio Earth Summit in 1992.</p> <p>The Action Plan sets out the nationally important (“priority”) habitats and species and the criteria for establishing regionally and locally important (“priority” habitats and species) for which conservation action plans need to be drawn up in local Biodiversity Action Plans.</p>	<p>The LTP should include a policy covering protection and enhancement of natural environment. County Durham BAP provides the local focus for action.</p> <p>SEA to include objective on protecting and enhancing biodiversity.</p>	
Working with the Grain of Nature: A Biodiversity Strategy for England, 2002	<p>The Strategy seeks to ensure biodiversity considerations become embedded in all main</p>	<p>Conservation of biodiversity/greeninfrastructure in the broadest sense as an aspect of quality of life needs to be reflected in LTP.</p>	


	<p>sectors of public policy and sets out a programme for the next five years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them.</p> <p>Its two aims are to ensure:</p> <p>A halting, and if possible a reversal, of declines in priority habitats and species, with wild species and habitats as part of healthy, functioning ecosystems.</p> <p>The general acceptance of biodiversity's essential role in enhancing the quality of life, with its conservation becoming a natural consideration in all relevant public, private and non-governmental decisions and policy</p> <p>The Strategy sets out a series of actions that will be taken by the Government and its partners to make biodiversity a fundamental consideration in:</p>		
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	<ul style="list-style-type: none"> • Agriculture: encouraging the management of farming and agricultural land so as to conserve and enhance biodiversity as part of the Government's Sustainable Food and Farming Strategy. • Water: aiming for a whole catchment approach to the wise, sustainable use of water and wetlands. • Woodland: managing and extending woodland so as to promote enhanced biodiversity and quality of life. • Marine and coastal management: so as to achieve the sustainable use and management of our coasts and seas using natural processes and the ecosystem-based approach. • Urban areas: where biodiversity needs to become a part of the 		
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	development of policy on sustainable communities and urban green space and the built environment.		
Protection of Badgers Act 1992	Makes it an offence to kill, injure or take a badger, or to damage or interfere with a sett unless a license is obtained from a statutory authority. A badger sett is defined in law as any structure or place which displays signs of current use by a badger.	Law is straightforward and doesn't require policy to implement. Badgers should be recognised as protected species in policy on biodiversity and nature conservation	
Hedgerows Regulations 1997 (amended in 2003)	Under the regulations it is against the law to remove or destroy certain hedgerows without permission from the local planning authority. Permission is required before removing hedges that are at least 20 metres in length, over 30 years old and contain certain species of plant. The local planning authority assesses the importance of hedgerows using criteria set out in the regulations. Hedgerows in areas covered by a Historic	LTP needs to recognise importance of hedgerows as landscape and wildlife assets – in particular in relation to Historic Landscape Character Areas that are currently being developed for the County.	




	Landscape Characterisation are often protected on the basis of historic importance and their wildlife value.		
Conserving Biodiversity in a changing Climate: Guidance on Building Capacity to Adapt (2007)	<p>Identifies direct impacts as:</p> <ul style="list-style-type: none"> • Changes in the timings of seasonal events • Changes in abundance and range of species • Changes in the habitats which species occupy • Changes to the composition of plant and animal communities <p>Guidelines for ensuring adaptation includes:</p> <ol style="list-style-type: none"> 1. Conserve existing biodiversity <ol style="list-style-type: none"> 1a. Conserve protected areas and other high quality habitats 1b. Conserve range and ecological variability of habitats and species 2. Reduce sources of harm not linked to climate change 	LTP strategy and delivery plan to aid the adaptation of biodiversity to climate change through enhancements to green corridors to enable better movement of species. For example, road and rail corridors, cycling routes, pedestrian paths and rights of way	

	<p>3. Develop ecologically resilient and varied landscapes</p> <p>3a. Conserve and enhance local variation within sites and habitats</p> <p>3b. Make space for the natural development of rivers and coasts</p> <p>4. Establish ecological networks through habitat protection, restoration and creation</p> <p>5. Make sound decisions based on analysis</p> <p>6. Integrate adaptation and mitigation measures into conservation management, planning and practice</p>		
Planning Policy Statements and Guidance			
<p>PPS1: Delivering Sustainable Development 2004</p>	<p>Sets out the Government's principles for Sustainable Development to be followed by Local Authorities in the preparation of development plans. Grouped under the following headings:</p> <ul style="list-style-type: none"> ● Social Inclusion and cohesion ● Protection and Enhancement of the Environment ● Prudent use of Natural Resources 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p>	


	<ul style="list-style-type: none"> • Sustainable Economic Development <p>Key objectives are:</p> <ul style="list-style-type: none"> • Support efficient, competitive and innovative business, commercial and industrial sectors • Promote communities which are inclusive, healthy, safe and crime-free • Meet the expected needs for housing, industrial development, retail and commercial development, leisure and recreation ensuring adequate infrastructure and that new development is highly accessible by foot, walking, cycling and public transport • Focus developments that attract a large number of people in existing centres • Reduce the need to travel and encourage sustainable transport provision • Promote higher density, mixed use development and the use of suitably located previously developed land and buildings • Enhance and protect biodiversity, natural habitats, the historic environment and landscape and townscape character • Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources and the minimisation of impacts from the management and use of resources 		
<p>Planning Policy Statement: Planning and Climate Change - Supplement to PPS1 2007</p>	<p>Sets out how spatial planning should contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation).</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p>	


	<p>Key objectives are:</p> <ul style="list-style-type: none"> • Make a full contribution to delivering the Government's Climate Change Programme and energy policies, and in doing so contribute to global sustainability • In enabling the provision of new homes, jobs, services and infrastructure and shaping the places where people live and work, secure the highest viable standards of resource and energy efficiency and reduction in carbon emissions • Deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and overall, and overall, reduce the need to travel, especially by car • Secure new development and shape places resilient to the effects of climate change in ways consistent with social cohesion and inclusion • Sustain biodiversity and in doing so recognise that the distribution of habitats and species will be affected by climate change • Reflect the development needs and interests of communities and enable them to effectively tackle climate change • Respond to the concerns of business and encourage competitiveness and technological innovation 		
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<p>Draft Planning Policy Statement: Planning for a Low Carbon Future in a Changing Climate – Supplement to PPS1 2007</p>	<p>This consultation document brings together the Planning and Climate Change supplement to PPS 1 with the 2004 PPS 22 on Renewable Energy.</p> <p>This new PPS will replace the 2007 and 2004 PPS and it is proposed that it will become a consolidated supplement to PPS 1. This will support and provide an overarching framework for PPS 25 on Development and Flood Risk and emerging planning policies on green infrastructure (to be consulted on separately).</p> <p>The relevant high-level objectives are:</p> <ul style="list-style-type: none"> • shape places so as to help secure radical cuts in greenhouse gas emissions. This requires the location and layout of new development to be planned to deliver the highest viable energy efficiency, including through the use of decentralised energy, reducing the need to travel, and the fullest possible use of sustainable transport. • actively support and help drive the delivery of renewable and low carbon energy. • shape places and secure new development so as to minimise vulnerability and provide resilience to impacts arising from climate change, and do so in ways consistent with cutting greenhouse gas emissions. • ensure local communities are given real opportunities to take positive action on climate change; in particular by encouraging community-led initiatives to reduce energy use and secure more renewable and low-carbon energy. 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP should have a complimentary policy on low carbon, referencing the County Durham Environment Strategy.</p> <p>SEA to include objective on adaptation to the effects of climate change.</p>	
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PPG2: Green Belts 1995	<p>Sets out how green belt policies should be developed and applied with the objectives:</p> <ul style="list-style-type: none"> • To check the unrestricted sprawl of large built up areas • To prevent neighbouring towns from merging into one another • To assist in safeguarding the countryside from encroachment • To preserve the setting and special character of historic towns • To assist urban regeneration by encouraging the recycling of derelict and other urban land. 	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
PPS3: Housing 2006	<p>The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking:</p> <ul style="list-style-type: none"> • To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community. • To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need. • To improve affordability across the housing market, including by increasing the supply of housing. • To create sustainable, inclusive, mixed communities in all areas, both urban and rural. 	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
PPG4: Industrial And Commercial Development And Small Firms 1992	<p>Planning Policy Guidance 4 (PPG4) takes a positive approach to the location of new business developments and assisting small firms through the planning system. The main message is that economic growth and a high-quality environment have to be pursued together.</p>	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	


	<p>The locational demands of industry should be a key consideration in drawing up plans. Development plans should weigh the importance of industrial and commercial development with that of maintaining and improving environmental quality.</p> <ul style="list-style-type: none"> • Encourage new development in locations which minimise the length, number and impact of transport trips • Encourage new development in locations that can be served by more energy efficient modes of transport (especially where demand for freight movement is significant) • Discourage new development where it would be likely to cause or worsen traffic congestion problems • Locate development requiring access mainly to local roads away from trunk roads designed for longer distance movement • Help small firms through the planning system • Re-use urban land and buildings where it contributes to other planning objective, but take into account heritage and conservation value of buildings • Incorporate new commercial development in mixed use areas / development where appropriate. Be aware of compatibility between different land uses and different types of development • Sustain the rural economy whilst protecting the natural environment 		
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<p>PPS4: Planning for Sustainable Economic Growth</p> <p>[previously PPS4: Planning for Prosperous Communities 2009]</p>	<p>The new PPS4 will replace PPG4 (Industrial & Commercial Development & Small Firms: 1992), PPG5 (Simplified Planning Zones: 1992) and PPS6 (Planning for Town Centres: 2005) and will partially replace PPS7 (Sustainable Development in Rural Areas: 2004). It will therefore bring together all the Government's key policies on the economy.</p> <p>Planning Policy Statement 4 (PPS4) sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas.</p> <p>The key relevant objectives are:</p> <ul style="list-style-type: none"> • Build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural. • Reduce gap in economic growth rates between regions, promoting regeneration and tackling deprivation. • Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change. • Promote vitality and viability of towns and other important centres as important places for communities. • Raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all. 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p>	
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<p>PPS5:Planning for the Historic Environment</p>	<p>PPS5 sets out the Government's planning policies on the conservation of the historic environment. This replaces <i>Planning Policy Guidance15: Planning and the Historic Environment</i> (PPG15) published on 14 September 1994; and <i>Planning Policy Guidance16: Archaeology and Planning</i> (PPG16) published on 21 November 1990.</p> <p>As these will be national policy they will not need to be repeated in the LTP. The following are of relevance to the LTP:</p> <p>Policy HE1 – Heritage Assets and Climate Change – requires local authorities to identify opportunities to mitigate, and adapt to, the effects of climate change when devising policies and making decisions relating to heritage assets; where proposals to mitigate climate change have a negative impact on the asset local authorities should, in the pre-application stage, encourage alternative measures that are less harmful to the asset and its setting; and where conflict between climate change and conservation objectives is unavoidable, the public benefit should of both sides should be weighed against each other in accordance to the PPS.</p> <p>Policy HE2 – Evidence Base for Plan-making – regional and local authorities should ensure they have a robust evidence base of heritage assets in their area and maintain or have access to up-to-date Historic Environment Records.</p> <p>Policy HE3 – Regional and Local Planning Approached – RSS and LDFs should set out a positive and proactive strategy for the conservation and enjoyment of the local historic environment.</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP policy should take existing heritage assets into consideration to ensure that they and their associated objectives do not have a negative impact or, if conflict is unavoidable, ensure that LTP allows for mitigation or review measures to be put in place.</p> <p>Evidence base needs to be robust. Historic Environment Record needs to be used to inform about key assets and sensitivities in different areas.</p>	
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	<p>Policy HE4 - Permitted Development Rights and Article 4 Directions – local planning authorities should consider whether the exercise of PDR would undermine the aims of the historic environment.</p> <p>Policy HE5 – Monitoring Indicators – local planning authorities should consider how best they can best monitor the impact of their planning decisions on the historic environment.</p> <p>Policy HE11 – Enabling Development - Local planning authorities should assess whether the benefits of an application for enabling development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from the development plan (having regard to the requirements of section 38(6) of the Planning and Compulsory Purchase Act 2004) or from national policies.</p>		
<p>PPS 6: Planning for Town Centres 2005</p>	<p>The Government’s objective for town centres set out in this PPS is to promote there viability and vitality by:</p> <ul style="list-style-type: none"> • Planning for the growth and development of existing centres, and; • Promoting and enhancing exiting centres by focusing development in such centres and encouraging a wide range of services in good environment, accessible to all <p>Objectives which complement the above overarching objective are:</p> <ul style="list-style-type: none"> • Enhancing consumer choice by making provision for a range of shopping, leisure and local services which 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP has a particular role to play in developing a network of town centres and improving accessibility, ensuring that existing or new development is or will be accessible and well-served by a choice of means of transport.</p>	

	<p>allow genuine choice to meet the needs of the entire community and particularly socially excluded groups</p> <ul style="list-style-type: none"> • Supporting efficient, competitive and innovative retail, leisure, tourism and other sectors which will improve productivity, and; • Improving accessibility, ensuring that existing or new development is or will be accessible and well-served by a choice of means of transport 		
<p>PPS 7: Sustainable Development in Rural Areas 2004</p>	<p>The Government's objectives for rural areas set out in this PPS are;</p> <p>i) To raise the quality of life and the environment in rural areas through the promotion of:</p> <ul style="list-style-type: none"> • Thriving, inclusive and sustainable rural communities, ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods • Sustainable economic growth and diversification • Good quality, sustainable development that respects and where possible enhances local distinctiveness and the intrinsic qualities of the countryside • Continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes and environmental resources (major development should not take place in designated areas (AONBs) except in exceptional circumstances) <p>ii) To promote more sustainable patterns of development:</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>The key principles of PPS7 include locating new development, including development likely to generate large numbers of trips, in or next to towns other service centres that are accessible by public transport, walking and cycling. However, authorities should support small-scale development where it helps to sustain villages that are remote from, and have poor public transport links with, service centres.</p>	


	<p>iii) Promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential – by developing competitive, diverse and thriving rural enterprises that provide a range of jobs and underpins strong economies</p> <p>iv) To promote sustainable, diverse and adaptable agricultural sectors where farming achieves high environmental standards, minimising impact on natural resources, and manages valued landscapes and biodiversity; contributes both directly and indirectly to rural economic diversity; is itself competitive and profitable; and provides high quality products that the public wants</p>		
<p>PPS 9: Biodiversity and Geological Conservation 2005</p>	<p>Local authorities should take an integrated approach to planning for biodiversity and geodiversity when preparing local development documents. They should ensure that policies in local development documents reflect and are consistent with national, regional and local biodiversity priorities and objectives (including those agreed by local biodiversity partnerships)</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LDF's should:</p> <p>Indicate the location of designated sites of importance for biodiversity or geodiversity and make a distinction between the hierarchy of national, regional and locally designated sites. Statutory protection given to internationally protected sites should be referred to.</p> <p>Identify any areas or sites for the restoration or creation of new priority habitats which contribute</p>	

		to regional targets and support this restoration or creation through appropriate policies	
	<p>Para: 6 International Sites</p> <p>The most important sites for biodiversity are those identified through international conventions and European Directives. Local planning authorities should identify these sites on proposals maps and may need to cross-refer to the statutory protection given to these</p> <p>sites in the explanatory texts in local development documents. Since they enjoy statutory protection specific polices in respect of these sites should not be included in local development documents (see also Part I of ODPM/Defra Circular ODPM 06/2005, Defra</p> <p>01/2005). The Habitats Regulations do not provide statutory protection for potential Special Protection Areas (pSPAs) or to candidate Special Areas of Conservation (cSACs) before they have been agreed with the European Commission. For the purposes of</p> <p>considering development proposals affecting them, as a matter of policy, the Government wishes pSPAs and cSACs included in a list sent to the European Commission, to be considered in the same way as if they had already been classified or designated. Listed</p> <p>Ramsar sites, also as a matter of policy, should receive the same protection as designated</p> <p>SPAs and SACs.</p>		

	<p>Para: 7-8 Sites of Special Scientific Interest (SSSIs)</p> <p>Many SSSIs are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of SSSIs not covered by an international designation, should be given a high degree of protection under the planning system (see also Part II of ODPM/Defra Circular ODPM 06/2005, Defra 01/2005) through appropriate policies in plans.</p> <p>Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), planning permission should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of SSSIs. Local authorities should use conditions and/or planning obligations to mitigate the harmful aspects of the development and where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest.</p>		
	<p>Para: 9 Regional and Local Sites</p> <p>Sites of regional and local biodiversity and geological interest, which include Regionally Important Geological Sites, Local Nature Reserves and Local Sites, have a fundamental role to play in meeting overall national</p>		

	<p>biodiversity targets; contributing to the quality of life and the well-being of the community; and in supporting research and education.</p> <p>Criteria-based policies should be established in local development documents against which proposals for any development on, or affecting, such sites will be judged. These policies should be distinguished from those applied to nationally important sites.</p>		
	<p>Para 10-11 Ancient Woodland and Other Important Natural Habitats</p> <p>Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. Local planning authorities should identify any areas of ancient woodland in their areas that do not have statutory protection (e.g. as a SSSI). They should not grant planning permission for any development that would result in its loss or deterioration unless the need for, and benefits of, the development in that location outweigh the loss of the woodland habitat. Aged or 'veteran' trees found outside ancient woodland are also particularly valuable for biodiversity and</p> <p>their loss should be avoided. Planning authorities should encourage the conservation of such trees as part of development proposals.</p> <p>Through policies in plans, local authorities should also conserve other important natural habitat types that have been identified in the Countryside and Rights of Way Act 2000 section 74 list, as being of principal importance for the conservation of biodiversity in</p>		


	England and identify opportunities to enhance and add to them.		
	<p>Para 12 Networks of Natural Habitats</p> <p>Networks of natural habitats provide a valuable resource. They can link sites of biodiversity importance and provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment. Local authorities should aim to maintain networks by avoiding or repairing the fragmentation and isolation of natural habitats through policies in plans. Such networks should be protected from development, and, where possible, strengthened by or integrated within it. This may be done as part of a wider strategy for the protection and extension of open space and access routes such as canals and rivers, including those within urban areas.</p>		
	<p>Para 13 Previously Developed Land</p> <p>The re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site.</p>		
	Para 14 Biodiversity within Development		

	<p>Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using</p> <p>planning obligations where appropriate.</p>		
	<p>Para 15 – 16 Protected Species</p> <p>European protected habitats and species have statutory protection under the Habitat Regulations 1994. National protected species have statutory protection under the Wildlife and Countryside Act 1981. Specific policies are not required for their protection.</p> <p>Habitats and species of principal importance to the conservation of biodiversity in England are listed under the Countryside and Rights of Way Act 2000. Those occurring in County Durham area included in the Durham Biodiversity Action Plan lists of priority species and habitats. Policies and planning conditions are required for their effective conservation and enhancement</p>		
<p>Draft Planning Policy Statement: Planning for a Natural and Healthy Environment – to streamline and consolidate PPS7, PPS9, PPG17, PPG20.</p>	<p>Proposed policy changes relate only to the strategic provision of green infrastructure and to the floodlighting of sports and recreational facilities. The most relevant objectives for the LTP therefore are:</p> <p>Policy NE4: Local Planning Approach to Green Infrastructure</p>	<p>Even at this draft stage, the LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure</p> <p>Key objectives and policies of the LTP will include reducing the need for travel / transport and to</p>	



	<p>Local development frameworks should set out a strategic approach for the creation, protection and management of networks of green infrastructure. In doing so, local planning authorities should build on work undertaken at the regional and sub-regional level.</p> <p>Policy NE5: Local planning approach to open space, sport, recreation and play</p> <p>Local planning authorities should provide sufficient high quality, multifunctional open space, sports and recreational facilities, and space suitable for play to meet the needs of local communities</p> <p>Local planning authorities should include local standards in their local development frameworks for the quantity, quality and accessibility for open space, and facilities for sport, recreation and play.</p> <p>Where deficiencies in open space, or land and facilities for sport, recreation and play have been identified, local planning authorities should identify opportunities to enhance existing areas or facilities, or to create new ones.</p> <p>Local planning authorities should identify opportunities for the co-location of facilities, so that different types of open space and land and facilities for sport and recreation, can be located next to each other and also in proximity to other community facilities for education and health.</p> <p>Policy NE6: Local Planning approach to local rights of way</p>	<p>encourage sustainable modes of transport (inc. cycling and walking) as well as those relating to green infrastructure.</p>	
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	<p>Rights of way, National Trails and Open Access Land should be protected and enhanced. Where appropriate, local development frameworks should identify where new or improved links to rights of way should be provided for walkers, cyclists and horse-riders. In doing so, they should have regard to the local rights of way improvement plans prepared by the Highways Authority.</p> <p>Policy NE7: Local Planning approach to the undeveloped coast and coastal access</p> <p>Local planning authorities should maintain the natural character of the undeveloped coast, protecting and enhancing its distinctive landscapes, cultural, biodiversity and geodiversity interest. They should also seek to improve opportunities for public access and enjoyment of the coast.</p> <p>When considering suitable locations for development, local planning authorities should ensure, as far as reasonably practicable, that access to the coast and the integrity of coastal rights of way and National Trails is not constrained. Account should be taken of the likely impacts of climate and coastal change.</p> <p>Policy NE12: Proposals for Sport and Recreation requiring natural features and water</p> <p>When considering applications linked to activities that are based on particular natural features (e.g. climbing, potholing) and water, local planning authorities should consider:</p> <ul style="list-style-type: none"> the impact of the sports and recreational activities on the natural features, the water resource or water quality 		
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	<ul style="list-style-type: none"> • whether visual amenity, heritage, and biodiversity value will be protected; and • any conflicts between the sports and recreational activities and other interests or users. <p>Policy NE13: Sport and recreation provision in nationally designated areas</p> <p>National Park Authorities should work with other local authorities and with sports and recreation bodies with a view to securing new sports and recreational facilities in appropriate locations within National Parks.</p> <p>When considering applications for new sports and recreational facilities in National Parks and AONBs, local planning authorities should consider the benefits of the application and the impacts on:</p> <ul style="list-style-type: none"> • residents or other recreational users. Noisy or other intrusive activities which have an unacceptable impact should be refused; and • the natural beauty and character of the landscape, and the needs of biodiversity, agriculture, forestry and other uses. <p>Planning permission for development for temporary or permanent sporting and recreational activities in or near a Site of Special Scientific Interest (SSSI) should only be granted if the permission is subject to conditions that will prevent damaging impacts on the SSSI or if material considerations are sufficient to override biodiversity or geodiversity impacts.</p> <p>Policy NE14: Proposals for major sports development and mixed use sport and recreational facilities</p>		
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	<p>Major sports developments (including stadia) which attract large numbers of visitors should only be granted where they are located in areas with good access to public transport.</p> <p>Sporting and recreational facilities comprising significant elements of entertainment, retail and leisure uses should only be granted permission</p>		
PPG 13: Transport 2001	<p>Para 4: The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:</p> <ul style="list-style-type: none"> • promote more sustainable transport choices for both people and for moving freight; • promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and • reduce the need to travel, especially by car. 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. Key mechanisms for integrating transport planning and spatial planning are set out here.</p> <p>Key objectives of the LDF will include reducing the need for travel / transport and to encourage sustainable modes of transport.</p> <p>Guidance on LTP production is complementary to PPG 13.</p>	
	<p>Para 6: In order to deliver the objectives of this guidance, when preparing development plans, local authorities should:</p> <ul style="list-style-type: none"> • ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and 		


	<p>local transport investment and priorities are closely linked</p> <ul style="list-style-type: none"> • use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys • give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses • ensure that the needs of disabled people as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments • consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety • protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements 		
	<p>Annex C: Important advice is provided about mitigating the impact of new transport infrastructure through the use of EIA and transport appraisal that is set out in the New Approach to Appraisal White Paper. This includes the need to explore a full range of transport alternatives and using the New Approach to Appraisal.</p>	<p>Significant advice that must be integral to the preparation of LTP schemes</p>	

	Annex D: Sets out recommended Maximum Parking Standards which can be built into police to regulate the availability of parking space associated with new development	LDF will need a system of standards to be applied to the provision of parking space with new development.	
PPG 14: Development on Unstable Land 1990	Seeks to ensure that unstable land is identified early in the planning process, appropriate policies are developed for its use and planning applications are decided on the basis of adequate information	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
	Para 6: Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed.	Ensure that transport projects in development are subject to an archaeological and cultural heritage desk-based assessment to establish the impact of proposed schemes on the archaeological and historic environment.	
	Para 8: Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation. Cases involving archaeological remains of lesser importance will not always be so clear cut and planning authorities will need to weigh the relative importance of archaeology against other factors including the need for the proposed development	LTP needs to acknowledge that there is a presumption in favour of preserving nationally important archaeological remains.	
PPG 17: Planning for Open Space, Sport and Recreation 2002	Advises local authorities to conduct assessments of existing and future needs of the local community regarding open space, sports and recreation, and opportunities to provide for those needs. These assessments are essential to the development of effective policies and standards for open space, sports and recreation, and their accessibility to the public.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	


	Para 22: For major developments and local facilities, the location of new provision should be in places where they have good access to public transport.		
	Para 25: The countryside around towns provides a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land in urban areas to meet provision. Subject to designated areas, local authorities should encourage the creation of sports and recreational facilities in such areas and the development of areas of managed countryside, such as country parks, community forests, and agricultural showgrounds.		
PPG20: Coastal Planning 1992	<p>Advises planning authorities to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast.</p> <p>Tourism, recreation and energy generation are particularly relevant land-uses / developments of relevance to this PPG</p> <p>Local Development Plans need to define the extent of the coastal “zone” in their area and to have regard to:</p> <ul style="list-style-type: none"> • Specifically designated areas of high landscape value or of nature conservation or scientific interest • Development may damage downstream habitats, fisheries or recreational and economic resources • Development in one authority area may reduce the scenic and nature conservation value of coastal areas in another • New development can place existing development, coastal defences or fisheries at risk 	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP needs to be part of an integrated approach to coastal zone management, informed by PPS20 and other relevant documents including the North East Coastal Authorities Shoreline Management Plan and the Durham Heritage Coast Management Plan.</p>	

	<ul style="list-style-type: none"> • Piecemeal reclamation of inter-tidal areas and other developments may damage and erode nature conservation areas, ports, sea defences and coast protection works • Recreational development may alter the natural processes of erosion and deposition or damage areas of nature conservation value 		
<p>Good Practice Guide on Planning for Tourism 2007</p> <p>(supersedes PPG 21: Tourism)</p>	<p>Guidance, with examples of good practice from local authorities</p> <p>The planning system, by taking a pro-active role in facilitating and promoting the implementation of good quality development is crucial to ensuring that the tourism industry can develop and thrive, thereby maximising the economic, social and environmental benefits. At the same time the planning system aims to ensure that these benefits are achieved in the most sustainable manner possible.</p>	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
<p>PPS 23: Planning and Pollution Control 2004</p>	<p>This PPS is intended to complement the pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000.</p> <p>This Statement advises that:</p> <ul style="list-style-type: none"> • any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use; • the planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as 	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	

	<p>possible, affected by major existing or potential sources of pollution;</p> <ul style="list-style-type: none"> • the controls under the planning and pollution control regimes should complement rather than duplicate each other; • the presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully; • contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities; • where pollution issues are likely to arise, intending developers should hold informal pre-application discussions with the LPA, the relevant pollution control authority and/or the environmental health departments of local authorities (LAs), and other authorities and stakeholders with a legitimate interest; and • where it will save time and money, consideration should be given to submitting applications for planning permission and pollution control permits in parallel and co-ordinating their consideration by the relevant authorities. 		
<p>PPG 24: Planning and Noise 1994</p>	<p>Para 2: The impact of noise can be a material consideration in the determination of planning applications. The planning system has the task of guiding development to the most appropriate locations.....the planning system should ensure that, wherever practicable, noise-sensitive developments are separated from major sources of noise (such as road, rail and air transport and certain types of</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP policy on noise needs to be integrated</p>	

	industrial development). It is equally important that new development involving noisy activities should, if possible, be sited away from noise-sensitive land uses.		
	Para 5: Plans should contain policies designed to ensure, as far as is practicable, that noise-sensitive developments are located away from existing sources of significant noise (or programmed development such as new roads) and that potentially noisy developments are located in areas where noise will not be such an important consideration or where its impact can be minimised.		
	Para 20: Special consideration is required where noisy development is proposed in or near Sites of Special Scientific Interest (SSSIs). Proposals likely to affect SSSIs designated as internationally important under the EC Habitats or Birds Directives or the Ramsar Convention require extra scrutiny.	Policies in the LDF should ensure that there are satisfactory measures in place to avoid or minimise impacts of schemes from noise.	
<p>PPS 25: Development and Flood Risk 2010</p> <p>This edition replaces the earlier version of PPS25 published on 7 December 2006.</p> <p>PPS25 also replaces Planning Policy Guidance25: Development and Flood Risk (PPG25), published in July 2001.</p>	<p>Planning Policy Statement 25 (PPS25) sets out the Government's spatial planning policy on development and flood risk.</p> <p>Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP should have a complimentary policy on flood risk, referencing the Strategic Flood Risk Assessment of the County</p> <p>SEA to include objective on adaptation to the effects of climate change, including flooding</p>	




	<p>Regional planning bodies and local planning authorities should prepare and implement planning strategies that help deliver sustainable development by:</p> <p>Appraising Risk:</p> <ul style="list-style-type: none"> • Identifying land at risk and the degree of risk of flooding from river, sea and other sources in their areas • Preparing Regional Flood Risk Appraisals or Strategic Flood Risk Assessments as appropriate, as freestanding assessments that contribute to the Sustainability Appraisal of their plans <p>Managing Risk:</p> <ul style="list-style-type: none"> • Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change • Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding <p>Reducing risk:</p> <ul style="list-style-type: none"> • Safeguarding land from development that is required for current and future flood management e.g. conveyance and storage of flood water, and flood defences • Reducing flood risk to and from new development to reduce the causes and impacts of flooding e.g. surface water management plans; making the most of the benefits of green infrastructure for flood 		
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	<p>storage, conveyance and SUDS; re-creating functional floodplain; and setting back defences</p> <p>A partnership approach:</p> <ul style="list-style-type: none"> • Working effectively with the Environment Agency, other operating authorities and other stakeholders to ensure that best use is made of their expertise and information so that plans are effective and decisions on planning applications can be delivered expeditiously • Ensuring spatial planning supports flood risk management policies and plans, River Basin Management Plans and emergency planning 		
PPS25 Supplement: Development and Coastal Change	<p>The Government's aim is to ensure that our coastal communities continue to prosper and adapt to coastal change. This means planning should:</p> <ul style="list-style-type: none"> • ensure that policies and decisions in coastal areas are based on an understanding of coastal change over time • prevent new development from being put at risk from coastal change by: <ul style="list-style-type: none"> (i) avoiding inappropriate development in areas that are vulnerable to coastal change or any development that adds to the impacts of physical changes to the coast, and (ii) directing development away from areas vulnerable to coastal change • ensure that the risk to development which is, exceptionally, necessary in coastal change areas because it requires a coastal location and provides 	LTP to take account of coastal change in preparation of delivery plans	



	<p>substantial economic and social benefits to communities, is managed over its planned lifetime, and</p> <ul style="list-style-type: none"> ensure that plans are in place to secure the long term sustainability of coastal areas. 		
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1.3 APPENDIX 1: REVIEW OF REGIONAL AND LOCAL PLANS, POLICY AND PROGRAMMES

1.4 REGIONAL AND LOCAL

REVIEW OF PLANS AND PROGRAMMES: KEY TO TABLES	
	This symbol indicates that the selected text sets out a key policy principle that the LTP will need to have regard to.
	This symbol indicates the need for specific areas to be allocated in support of the selected text
	This symbol indicates text that provides background/explanation or amplification.

Plans/Policies and Programmes	Source	Key Objectives or requirements relevant to plan and SA	How objectives or requirements might be taken on board in the LTP	Implications for Plan
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Regional Strategies				
<p>Regional Spatial Strategy for the North East</p> <p>July 2008</p>	GONE	<p>The RSS sets out the Locational Strategy for the Region which should be used to guide and shape LDF policy. It also contains relevant targets and policies on individual issues across the range of planning concerns. The RSS itself actually forms part of the statutory development plan for County Durham. Locational Strategy and selected other policies are reproduced here, but all need to be taken into account.</p> <p>Policy 2</p> <p>Planning proposals and Local Development Frameworks should support sustainable development and construction through the delivery of the following environmental, social and economic objectives:</p> <p>Environmental</p> <p>To ensure good local air quality for all</p> <p>To protect and enhance the quality of the region's ground, river and sea waters</p> <p>To protect and enhance the region's biodiversity, geodiversity and soil quality</p> <p>To reduce the amount of waste produced and increase the amount recycled</p> <p>To make better use of our resources, including the built fabric</p> <p>To mitigate environmental and social costs of developments and encourage efficient resource use</p> <p>To protect and enhance the quality and diversity of the region's rural and urban land and landscapes</p> <p>To prevent inappropriate development in floodplains</p>	<p>LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.</p> <p>LTP needs to reflect these in its policies.</p> <p>The LTP needs to reflect these in its policies</p> <p>The LTP needs to reflect these in its policies</p> <p>The LTP needs to reflect these in its policies</p>	 

		<p>To reclaim and reuse derelict land to make more productive use of land</p> <p>To protect and enhance the region’s cultural heritage and diversity</p> <p>To promote the concept of green infrastructure, a network of linked, multi-functional green space in and around the region’s towns and cities</p> <p>Social</p> <p>To tackle the social, economic and environmental impacts of multiple deprivation</p> <p>To raise educational achievement across the region and improve the skills of the workforce and of adults who are currently economically inactive, through training and skill development</p> <p>To ensure everyone has the opportunity of living in a decent and affordable home</p> <p>To improve the quality and choice of housing through market renewal and new development</p> <p>To reduce crime and the fear of crime, particularly through good design</p> <p>To improve health and well-being while reducing inequalities in health</p> <p>To ensure good accessibility for all to jobs, facilities, goods and services in the region particularly by public transport, walking and cycling</p> <p>To reduce the need to travel by private car</p> <p>To increase public involvement in decision making and civic activity</p> <p>Economic</p>		
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	<p>To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity</p> <p>To achieve high and sustainable levels of employment so everyone can share and contribute to greater prosperity</p> <p>To achieve high and sustainable levels of economic growth by focusing on the region's strengths and alleviating weakness</p> <p>To reduce the adverse impacts of economic growth on global communities by supporting the use of local labour, materials and produce</p> <p>Policy 6</p> <p>LOCATIONAL STRATEGY</p> <p>Plans, strategies and programmes should support and incorporate the locational strategy to</p> <p>maximise the major assets and opportunities available in the North East and to regenerate those areas affected by social, economic and environmental problems. This will be done by the following means, which should also be delivered by planning proposals:</p> <ul style="list-style-type: none"> • supporting the polycentric development and redevelopment of the Tyne & Wear City-Region and the Tees Valley City-Region by concentrating the majority of new development in the two Conurbations and the Main Settlements; (City of Durham is considered a Main Settlement for Tyne and Wear par. 2.44) • allowing development appropriate in scale within the Regeneration Towns and Rural Service Centres to meet local needs and achieve a balance between housing, economic development, infrastructure and services; 		
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	<ul style="list-style-type: none"> • maintaining vibrant rural areas with a diversified economy and sustainable market towns, service centres and villages whilst preserving their historic fabric and character; • conserving and enhancing biodiversity, geodiversity, heritage resources, tranquillity and the high quality landscapes, including the Northumberland National Park, the North Pennines and Northumberland Coast AONBs and the Durham, Northumberland and North Yorkshire and Cleveland heritage coasts and protecting them from development that would endanger these qualities; and • improving sustainable internal and external connectivity and accessibility, including sustainable accessibility from Other Regeneration Areas to the Conurbations and the Main Settlements. <p>Policy 7</p> <p>CONNECTIVITY AND ACCESSIBILITY</p> <p>Strategies, plans and programmes and planning proposals should seek to improve and enhance the sustainable internal and external connectivity and accessibility of the North East by:</p> <ul style="list-style-type: none"> • Reducing the impact of travel demand particularly by promoting public transport, travel plans, cycling and walking • Reducing the need to travel long distances, particularly by private car, by focusing development in urban areas that have good access to public transport and for cyclists and pedestrians and by encouraging home working and improving electronic communications • Minimising the impact of the movement of people and goods on the environment and climate change • Making best use of resources and existing infrastructure • Ensuring safe transport networks and infrastructure 		
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	<ul style="list-style-type: none"> • Maximising the potential of the International Gateways of the ports and airports and strategic transport infrastructure in supporting regional economic growth and regeneration • Improve and enhance the sustainable internal and external connectivity and accessibility of the region by improving accessibility and efficiency of movements with emphasis on promoting sustainable modes and reducing travel demand along the four key transport corridors set out in Policy 49: i.e. the a1 / East Cost Main Line; A19 / Durham Coast rail line; A66 / Tees Valley rail line; A69 / Tyne Valley rail line <p>Policy 9</p> <p>TYNE AND WEAR CITY-REGION</p> <p>Strategies, plans and programmes, and planning proposals should support the polycentric development and redevelopment of the Tyne & Wear City-Region by:</p> <p>9.1. Regeneration</p> <p>Giving priority to the regeneration of the following areas:</p> <ul style="list-style-type: none"> • the central parts of the Tyne River Corridor, extending over including the Bridging Newcastle Gateshead area, Newcastle City Centre, Teams, Gateshead Quays and town centre, and North Felling, both banks of the river Tyne including Hebburn, Jarrow, South Shields, Wallsend and North Shields, and the town centre of South Shields forming the Tyne Gateway, for appropriate mixed-use development; the River Wear Corridor in Central Sunderland; • ensuring a scale and quality of development to reflect Durham City's unique character and its role as a major service and employment centre for its surrounding hinterland; • supporting the regeneration and development of Amble, Ashington, Blyth, Cramlington, Chester-le-Street, Consett, Stanley, Crook, Seaham, Peterlee, Hetton-le-Hole and Houghton-le-Spring, for 		
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		<p>sustainable growth without adversely impacting on the regeneration initiatives within the Tyne and Wear Conurbation;</p> <p>9.2 Economic Prosperity</p> <ul style="list-style-type: none"> • focusing the majority of new economic development on the city centres of Newcastle and Sunderland and the Key Employment Locations of West Hartford, Blyth Valley; Newcastle Great Park; Newburn Riverside, Newcastle; and Baltic Business Quarter, Gateshead (as set out in Policy 20); • supporting the Science City Newcastle initiative, focusing development on the western area of Newcastle for science and technological development and developing a network of complementary nodes including Baltic Business Park, Gateshead; Northumbria University (Manors development); the Centre for Renewables, Blyth; Durham University and NetPark, • continuing to support the influential economic role of the four universities in the city-region, enabling better links between universities and business, and campus expansions where appropriate; • focussing new knowledge based Small Medium Enterprise accommodation and offices within and adjacent to Newcastle and Sunderland city centres, with provision in regeneration centres and rural service centres to meet local needs; • developing manufacturing and logistics based accommodation in line with Policies 18 and focusing on the creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas; • broadening and better integrating the city-region's tourism offer by building on the success of the Newcastle-Gateshead Initiative including a major regional conference facility; sustainably developing the tourism potential of Hexham, Morpeth, Alnwick, Durham and the region's World Heritage Sites; and improving sustainable accessibility between tourist facilities and destinations; 		
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	<p>9.3 Sustainable Communities</p> <p>Supporting the integrated housing market renewal initiatives and programmes of:</p> <p>1. Bridging NewcastleGateshead, and Sunderland Arc areas, including large scale housing demolitions, and</p> <p>2. the SENNTRi area, Rural Coalfield Regeneration Area, and Durham Coalfield Communities Area, with particular emphasis on rebalancing the housing stock and meeting local housing needs;</p> <ul style="list-style-type: none"> • Locating the majority of new retail and leisure development in the regional centre of Newcastle and the sub-regional centre of Sunderland. Additional development in other town centres should be consistent with their scale and function to maintain and enhance their vitality and viability; • Developing housing to support the economic growth strategies in sustainable locations, mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market restructuring areas; <p>9.4 Connectivity</p> <ul style="list-style-type: none"> • improving public transport links from throughout the city-region to Newcastle International Airport, and from Durham Tees Valley Airport to Durham City in particular; • promoting the improvement of rail services between the two conurbations and to destinations outside the region, especially Edinburgh, Manchester, Leeds and London, particularly on the Durham Coast and East Coast Main Line. 		
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		<ul style="list-style-type: none"> improving interchange facilities at the Strategic Public Transport Hubs of Newcastle, Sunderland and Durham City, particularly Newcastle Central Station; <p>9.5 Green Belt</p> <p>Ensuring that the Green Belt continues to safeguard the countryside from encroachment and check the unrestricted sprawl of Tyne & Wear.</p> <p>The Green Belt should:</p> <ul style="list-style-type: none"> prevent the merging of: Sunderland with Seaham, Houghton-le-Spring, Washington or Tyneside; Gateshead with Hebburn, Washington, Birtley or Whickham; Washington with Chester-le-Street; Newcastle upon Tyne with Ponteland, Newcastle International Airport, or Cramlington; North Tyneside with Cramlington or Blyth; and Durham City with Chester-le-Street. preserve the setting and special character of Durham City, Hexham, Corbridge and Morpeth; assist in urban regeneration in the city-regions by encouraging the recycling of derelict and other urban land; and maintain the broad extent of the Green Belt with detailed boundaries to be defined in relevant Local Development Frameworks, around Morpeth and the area to the north of Consett and Stanley and eastwards to Chester-le-Street. supporting the establishment of strategic networks of green infrastructure that links existing and proposed greenspace with green corridors running through urban, suburban and urban fringe areas to the countryside and coast 		
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	<ul style="list-style-type: none"> • subjecting development proposals in or likely to affect internationally designated sites of nature conservation importance and the Heritage Coast to rigorous examination; • encouraging the development of renewable energy whilst carefully considering the local impacts of proposals. <p>Policy 10 TEES VALLEY CITY-REGION</p> <p>Strategies, plans and programmes, and planning proposals, should support the polycentric</p> <p>development and redevelopment of the Tees Valley City-Region by:</p> <p>10.1. Regeneration</p> <ul style="list-style-type: none"> • giving priority to the regeneration of the Stockton-Middlesbrough Initiative area, both banks of the Tees between Stockton, Middlesbrough and Redcar; Hartlepool Quays and brownfield opportunities in Darlington; • supporting the regeneration of the Coastal Arc from Hartlepool Headland to East Cleveland for appropriate development; • supporting the regeneration and development of Newton Aycliffe, Spennymoor, Shildon, Bishop Auckland, Saltburn, Brotton, Skelton, and Loftus for sustainable growth without adversely impacting on the regeneration initiatives within the Tees Valley conurbation. <p>10.2. Economic Prosperity</p> <ul style="list-style-type: none"> • giving priority to major new heavy industrial, chemicals and port related development at Billingham, Seal Sands, South Tees, Teesport and Wilton; • supporting the expansion of the renewable energy and recycling sector and their links to sustainable regeneration; 		
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	<ul style="list-style-type: none"> • supporting the development of business and financial services and new city scale leisure, cultural and retail development in Stockton and Middlesbrough; • developing manufacturing and logistics based accommodation in line with Policies 18 and 20; • supporting the appropriate development of Wynyard and NetPark as Key Employment Locations as set out in Policy 20 • supporting the development of Darlington and Newton Aycliffe as employment locations, particularly to take advantage of their location close to the A1, A66 and East Coast Main Line; • supporting the expansion of the Universities of Teesside and Durham, and the research and development capabilities of the Wilton Centre and NetPark; • concentrating major new tourist developments related to the coast in Hartlepool and Redcar; • focusing on the creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas. <p>10.3. Sustainable Communities</p> <ul style="list-style-type: none"> • locating the majority of new retail and leisure development in the sub-regional centres of Middlesbrough and Darlington, whilst additional development in other centres should be consistent with their scale and function to enhance their vitality and viability; • developing housing to support the economic growth strategies in sustainable locations, • mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market restructuring areas; • supporting housing market renewal programmes for the Tees valley City-Region, including Durham Coalfields Communities Area; • insisting on high standards of new development and redevelopment, which improve the quality of the environment and promote sustainability; 		
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	<p>10.4 Connectivity</p> <ul style="list-style-type: none"> • exploring the need for sustainable transport infrastructure improvements to support regeneration initiatives; • supporting the upgrading of the East Coast Main Line, the Durham Coast Rail improvements and rail freight improvements to Teesport; • improving interchange facilities at the Strategic Public Transport Hubs of Darlington and Middlesbrough • investigating improvements to the A66 Darlington Bypass, a new crossing of the River Tees and reducing congestion on the A19; • promoting bus-based public transport improvements between the Other Regeneration Areas and the Tees valley Conurbation and Main Settlements • protecting the line of the East Middlesbrough Transport Corridor, primarily for development as a public transport link. <p>10.5 Strategic Gaps</p> <p>Ensuring that strategic gaps continue to maintain the separate identity of settlements in the Tees Valley by preventing them from coalescing and by preventing urban sprawl. Strategic gaps should be identified:</p> <ul style="list-style-type: none"> • Between the conurbation (Marske / Redcar / Eston / Middlesbrough / Thornaby / Stockton • / Yarm / Billingham) and surrounding towns and villages; • Between Hartlepool and surrounding villages; • Between Darlington and surrounding towns and villages and Newton Aycliffe; • Between Eaglescliffe and Middleton St George; and • Between Middleton St George and Darlington. <p>10.6 Environment</p>		
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	<ul style="list-style-type: none"> • subjecting development proposals in and likely to affect internationally designed sites of nature conservation importance, Saltholme Nature Reserve, the Heritage Coast and the Tees Estuary, to rigorous examination, taking account of existing biodiversity and geodiversity interests; and • encouraging the development of renewable energy whilst carefully considering the local impacts of proposals. <p>Policy 11 RURAL AREAS</p> <p>Strategies, plans and programmes, and planning proposals, should support the development of</p> <ul style="list-style-type: none"> • a vibrant rural economy that makes a positive contribution to regional prosperity, whilst protecting the Region’s environmental assets from inappropriate development by: <p>11.1. Regeneration</p> <ul style="list-style-type: none"> • strengthening the role of the Rural Service Centres of Alnwick, Barnard Castle, Berwick-upon-Tweed, Guisborough, Haltwhistle, Hexham, Middleton-in-Teesdale, Morpeth, Prudhoe, and Stanhope; and • identifying an appropriate scale of development that is sufficient to sustain settlements and a vibrant rural economy. Local Development Frameworks should identify a settlement hierarchy, including Secondary Settlements to determine the appropriate scale and nature of development. <p>11.2. Economic Prosperity</p> <ul style="list-style-type: none"> • providing a positive framework to capitalise on the key opportunities the environment provides for the development of a range of employment uses, including the diversification of agriculture, 		
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		<p>tourism, culture and leisure and new sectors of the economy including renewables and environmental technologies.</p> <p>11.3. Sustainable Communities</p> <ul style="list-style-type: none"> • protecting and improving the provision of rural service infrastructure and other physical development where this is critical for supporting and maintaining sustainable rural communities; • addressing affordable housing problems arising throughout the Region's rural areas, particularly in Alnwick, Berwick, Tynedale and Castle Morpeth; and; • combining landscape improvements, wildlife and heritage conservation and enhancement measures with the provision of leisure and educational opportunities, where appropriate. <p>11.4. Connectivity</p> <ul style="list-style-type: none"> • providing attractive and innovative public transport services to improve accessibility for their surrounding hinterland to Rural Service Centres, between Rural Service Centres and to the Conurbations and the Main Settlements in the city regions; • developing core networks of public transport links focused on key hubs, in particular on the main rural service centres, with frequent services from these centres to the Conurbations and Main Settlements within the two city regions; • developing feeder public transport services from surrounding rural areas to the main Rural Service Centres, ensuring integration with core network services; • supporting the introduction, concept and development of Community Rail Partnerships; and • protecting the land at the former goods yard at Tweedmouth that may be required as part of the ECML improvements. <p>Policy 49 REGIONAL TRANSPORT CORRIDORS</p>		
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		<p>Local Transport Plans, if appropriate, and other plans strategies and programmes should focus on improving sustainable accessibility and the efficiency of movement along the strategic transport networks within the following inter-regional transport corridors:</p> <ul style="list-style-type: none"> • A1 / East Coast Main Line • A19 / Durham Coast Main Line • A66 / Tees Valley rail line • A69 / Tyne Valley rail line <p>...</p> <p>Policy 50 REGIONAL PUBLIC TRANSPORT PROVISION</p> <p>Strategies, plans and programmes should develop public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes. Local Transport Plans and other strategies, plans and programmes should support that action which will focus on measures that:</p> <ul style="list-style-type: none"> • Ensure that new development and redevelopment is located and designed to encourage and promote walking, cycling and public transport provision. ... 		
<p>The Integrated Regional Framework for the North East (2008)</p>	<p>Sustaine</p>	<p>Priority actions to meet the IRF's objective to develop sustainable transport and communication include:</p> <ul style="list-style-type: none"> • Balance the economic requirements for national and international travel with the need to reduce our carbon emissions. • Develop sustainable transport networks to support rural communities, taking account of changes to public services. • Embed sustainable transport policy within local development frameworks, including encouragement of production of sustainable travel plans. • Encourage the use of ICT as an alternative to travel, including the potential for home working and changes to travel patterns to increase efficiency and reduce carbon emissions 	<p>LTP3 Policies and implementation plan to support the objectives of the IRF</p>	




<p>North East England Climate Change Adaptation Study (2008)</p>	<p>Sustaine</p>	<p>Identifies the principal climate change related impacts projected for the region by the 2050s as:</p> <ul style="list-style-type: none"> • Increased frequency of flooding from rivers, streams and the sea • Increased adverse health and welfare effects during warmer summers • Increased incidents of wild fires • Increased frequency of flooding from drainage systems • Increase in infectious diseases in humans and livestock • Increase in pests • Increased damage to fabric and structure of buildings • Loss of business / service productivity or continuity • Increased business opportunities associated with adaptation • Increased pressure on emergency services • Increased pollution from contaminated land • Increased wildlife impacts • Increased storm related debris • Increased path erosion 	<p>LTP3 to ensure that adaptation measures for transport related infrastructure are incorporated into strategy and the implementation plan. LTP3 to further recognise the role and opportunities that the transport network and associated green infrastructure can play in adaptation to climate change e.g. Carbon storage, drainage, species movement etc</p>	
<p>North East Leading the Way Regional Economic Strategy 2006-2016</p>	<p>One North East (RDA)</p>	<p>The implementation of the new Regional Economic Strategy (RES) provides a major opportunity for the RDA and regional partners to tackle the changing needs of the region in a co-ordinated way. Its vision is:</p> <p>North East England will be a region where present and future generations have a high quality of life. It will be a vibrant, self reliant, ambitious and outward looking region featuring a dynamic economy, a healthy environment and a distinctive culture. Everyone will have the opportunity to realise their full potential.</p> <p>The aim is to ensure sustainable, inclusive economic growth by:</p> <ul style="list-style-type: none"> • Promoting participation and economic inclusion through activity to help people to contribute to and benefit from economic growth 	<p>Some of these growth sectors will be more relevant to County Durham. These will need to be identified and opportunities for sustainable growth in these sectors will have to be promoted through the LTP.</p>	 

	<ul style="list-style-type: none"> • Developing, preserving and promoting a healthy and vibrant cultural climate that will facilitate improved economic performance • Driving economic growth through innovation, skills, investment, enterprise and competition • Promoting the reduction of adverse environmental impact in pursuit of economic development <p>5 key manufacturing sectors identified in the Regional Economic Strategy (RES) :</p> <ul style="list-style-type: none"> • Automotive • Chemicals and Pharmaceuticals • Defence and Marine • Energy • Food and Drink <p>The 4 key service sectors identified in the RES are:</p> <ul style="list-style-type: none"> • Commercial Creative • Health and Social Care • Knowledge Intensive Business Services • Tourism and Hospitality <p>In addition to the key manufacturing and service sectors, the LSC (LSC North East 2006) has identified sector specific commissioning needs as follows:</p> <ul style="list-style-type: none"> • Social Care • Early Years, Childcare and Play Work • Leisure, Tourism and Hospitality • Sport, Games and Recreation • Environmental and Land-based 		
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		<ul style="list-style-type: none"> • Commercial Media • Construction and the Built Environment • Transport and Logistics • Engineering • IT • Retail <p>The action plan 2006-2011 identifies a small number of number of priorities for investment. These include;</p> <ul style="list-style-type: none"> • Building a new enterprise surge – Seek to create more new businesses increasing VAT registrations from 4,300 to 5,600 each year by 2011 • Boosting productivity and innovation in business – Focus on Innovation Connectors, some business financing • Creating 21st century transport and digital connection – Broadband connections providing access to rural and deprived communities. • Supporting World Class Skills and Increased Economic Activity - • Investment in the Economic Hearts of our region – Investing in the City Regions and the regions market towns and rural service centres 		
North East Strategy for the Environment (2008)	ONE	<p>Sets out environmental priorities for the region. Those that LTP3 could help influence include:</p> <ul style="list-style-type: none"> • Ensure climate change is coherently addresses in all policies • Protect and improve ground, river and water quality in the region • Ensure that land is used in a sustainable and innovative manner • Conserve and enhance biodiversity • Develop sustainable transport solutions by reducing the need to travel and adopting more sustainable practices and technologies <p>Protect and enhance the regions heritage assets and landscapes</p>	<p>The Local Transport Act requires the LTP3 to have regard to environmental policies and priorities. As such, LTP3 is to have regard to the priorities outlined in the North East Strategy for the Environment</p>	

River Basin Management Plan – Northumbria River Basin District (2009)	Environment Agency	<p>The RBMP was published in December 2009 and it aims to achieve the Water Framework Directive’s targets for the ecological condition of waters in the Northumbria River Basin area. The Directive aims to achieve at least good status or good potential for all waters by 2015 or, where this is not possible, by 2027. The RBMP explains that, due to the poor existing quality of many waters in the river basin – particularly the Rivers Wear and Tees which lie within County Durham - the 100% ‘aspirational target’ will only be achievable by 2027. However it establishes a series of measures that should enable 29% of water bodies to be of ‘good’ chemical and ecological status by 2015 in the River Wear Catchment; and 41% in the River Tees catchment.</p> <p>Good development planning needs to consider a number of issues relevant to this plan, including housing locations, sewage treatment options, initiatives to reduce flow to sewageworks, water efficiency measures and the reduction of sediment and nutrients from diffuse pollution. Increasing the uptake of sustainable drainage systems, ensuring green infrastructure is incorporated in new development and promoting the re-use of ‘grey’ water are also listed actions</p>	<p>LTP should have a policy on protection and enhancement of the natural environment, including water resources.</p> <p>SEA to include objective on protecting and improving water quality</p>	
River Wear Catchment Flood Management Plan Scoping Report (2006)	Environment Agency	<p>Sets out objectives for reducing flood risk and flood damage in the River Wear Catchment through a detailed analysis of historic flooding events, river factors, and projected changes in urban development, land use and land management, and climate (rainfall) that are likely to affect the nature and regularity of flood events in the future.</p> <p>Broad objectives are:</p> <ul style="list-style-type: none"> To reduce flood risk to people To reduce flood risk to property To reduce flood risk to essential infrastructure To support and inform the land use planning process 	<p>Needs to be taken account in the Strategic Flood Risk Assessment and policies need to inform the development of LDF policies to minimise flood risk.</p> <p>LTP should have regard to objective on reducing risk to essential infrastructure</p> <p>A policy on reducing flood risk is advisable</p>	



		<p>To improve flood warnings to caravan parks and sites</p> <p>To protect archaeological and material assets</p> <p>To contribute to the maintenance and improvement of designated sites (SACs, SPAs, SSSIs)</p> <p>To help delivery of the UK and Durham Biodiversity Action Plan</p>	SEA to include objective on adapting to climate change, including flood risk	
Heritage Counts – North East Regional Report 2009	English Heritage	<p>Annual regional report highlighting the principal trends and challenges for the North East Region in relation to the Historic Environment. It highlights the importance of heritage conservation and access / interpretation to other priorities such as community identity and well-being, economic regeneration and sustainability.</p> <p>Trends and challenges are set out under the following headings:</p> <p>Understanding the region’s historic assets</p> <ul style="list-style-type: none"> • Designated historic assets • Historic areas and open spaces • Research and knowledge <p>Caring and sharing</p> <ul style="list-style-type: none"> • Historic environment at risk • Managing positively • Capacity and resources • Skills • Broadening access <p>Using and Benefiting</p> <ul style="list-style-type: none"> • Education • Economic impacts 	<p>No specific policies / targets but highlights how heritage can be positively integrated with development.</p> <p>LTP needs to recognise holistic value of heritage assets and should include policy on protection and enhancement of historic environment.</p> <p>SEA to include objective on protection and enhancement of historic environment</p>	


		<ul style="list-style-type: none"> • Participation • Well being and quality of life • Sustainability 		
Better Health, Fairer Health: a strategy for the 21 st Century health and well being in the North East of England 2008		<p>Tackling health inequalities in the North East and County Durham requires actions to narrow the gap in life expectancy between our populations and England as a whole and the gap within County Durham under three key headings:</p> <ul style="list-style-type: none"> • Inequalities in opportunities – poverty, family, education, employment and environment • Inequalities in lifestyle choices – smoking, physical activity, food, drugs, alcohol and sexual activity • Inequalities in access to services for those who are already ill or have accrued risk factors for disease 	<p>LTP should make a positive contribution to healthier lifestyles by enabling and encouraging higher levels of cycling and walking.</p> <p>SEA to include objective on improving health and wellbeing</p>	
LOCAL LEVEL				
Economy and Regeneration				
County Durham Economic Strategy 2008-2013 (November 2008)	Durham County Council	<p>Provides strategic framework for economic development and regeneration in County Durham, with the vision of ‘securing the economic well being of the county’. Promotes importance of business parks/prestige industrial estates as a central plank to achieve the vision, and reaffirms the importance of conversion to a knowledge-based economy.</p> <p>Provides strategic framework for economic development and regeneration in County Durham, with the vision of ‘securing the economic well being of the county’. Promotes importance of business parks/prestige industrial estates as a central plank to achieve the vision, and reaffirms the importance of conversion to a knowledge-based economy.</p> <p>Existing economic assets are identified;</p>	<p>Now supersede by the Regeneration Statement (see below), although transport planning will still be influenced by the major projects, assets and priorities listed.</p> <p>LTP needs to support sustainable economic development with modern, sustainable transport solutions.</p>	 



	<ul style="list-style-type: none"> • Durham City - Potential for a world class visitor centre and a regional retail and business location. • Durham University – top 20 research institutes in the World for scientific research. • NetPark • A strong manufacturing and engineering base – which remains a significant employer and has potential for growth in value added activities. • An exceptional quality of place. <p>The Spatial Framework identifies roles for each particular area.</p> <p>Durham City and A1M Corridor</p> <ul style="list-style-type: none"> • Durham City and the A1M Corridor - Despite these strengths, the experience for residents, students and visitors is often marred by a limited range of retail, leisure <p>and cultural facilities, some poor quality public spaces and limited employment opportunities.</p> <ul style="list-style-type: none"> • Secure more employment opportunities in and around Chester-Le-Street <p>East DurhamA19 Corridor</p> <ul style="list-style-type: none"> • Peterlee is included in the South & East Durham Growth Point and hence is a location of particular opportunity for additional development. • The East Durham A19 Corridor forms part of the successful South and East Durham New Growth Point and, with the Bishop Auckland-Darlington Corridor will play a key role in delivering more than 4,600 additional homes up to 2016/17. <p>Bishop Auckland - Darlington Corridor</p>		
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	<ul style="list-style-type: none"> • The corridor contains the main towns of Bishop Auckland, Newton Aycliffe, Spennymoor and Shildon • The area has strong labour market, housing market and transport connections with Darlington and the Tees Valley • The area incorporates a network of strategic employment sites including Newton Aycliffe industrial estate which alone accommodates nearly 10,000 manufacturing jobs and is one of the most important concentrations of manufacturing employment in the North East. Along with NetPark. • Alongside these proposals, the area will be a priority for housing market renewal across a number of key settlements (including Ferryhill Station, Dean Bank, Chilton West, Coundon and Tow Law). Economic development activity in these locations will support efforts to improve the sustainability of existing communities. <p>NorthWest Durham</p> <ul style="list-style-type: none"> • Including the towns of Consett and Stanley • Although there have been a number of successful industrial development schemes in recent years, sustained investment in modernising key employment sites is vital to ensure the area is attractive to existing and new businesses. • Both Consett and Stanley have seen their role as shopping and service centres decline. There are significant opportunities for housing market renewal in Stanley and communities within its hinterland to help stabilise and sustain the long-term role of the centre. <p>RuralWest Durham</p> <ul style="list-style-type: none"> • County Durham is essentially a rural County yet some of the former rural coalfield areas display characteristics which are more consistent with deprived urban neighbourhoods. • In some communities housing affordability, limited transport and a lack of employment opportunities is resulting in the loss of younger, 		
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		<p>economically active families and impacting on the sustainability of local services.</p> <ul style="list-style-type: none"> • Housing affordability is a particularly significant issue in the remote rural west; Teesdale had the second highest house price affordability ratio (with house prices 6.5 times the average income) according to research by the National Housing Federation. • Poor access to services is a key factor in creating rural disadvantage, along with the acknowledged 'premium' attached to delivering services in rural areas. • RuralWest Durham is experiencing an increase in population – with some evidence of migration from the urban areas – but also an ageing population • The market town of Barnard Castle has an important heritage and historic assets which attract residents, visitors and businesses. It has a small number of key employers and employment estates and is attractive to knowledge-intensive businesses and rural entrepreneurs. • The planned creation of the Eastgate renewable energy village near Stanhope involves the redevelopment of a former cement works site. <p>Seven Transformational Projects are identified these include;</p> <ul style="list-style-type: none"> • North East Technology Park (NetPark): A world class technology park for commercialising research. • Durham City: A major visitor destination, a strategic office location, and a centre for science and technology. • The Great Institute: a national centre for renewable energy, research, education and training. • Eastgate Renewable Energy Village: using renewable energy to support the regeneration of Weardale. • Barnard Castle: improving one of the North East's most distinctive market towns. 		
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		<ul style="list-style-type: none"> • Beamish: reinforcing its role as one of region’s most important visitor attractions • Broadband: ensuring all businesses, entrepreneurs and residents have access to high quality broadband. 		
<p>County Durham Regeneration Statement 2009</p>	<p>Durham County Council</p>	<p>Updates the Economic Strategy listed above. Sets out Key Actions for four County sub-areas: North and East Durham, Durham City and its Locality, South Durham, West Durham</p> <p>Key Objectives for a Thriving Durham City:</p> <ul style="list-style-type: none"> • City of Culture • Expanding Durham City Vision principles to the immediate locality • Exploiting its potential as a major retail, business and residential centre, academic hub and visitor destination <p>Key Objectives for Vibrant and Successful Towns:</p> <ul style="list-style-type: none"> • “Whole Town” approach • Unlock the potential of our network of major centres • Transit 15 and major transport infrastructure improvement • Building Schools for the Future <p>Key objectives to develop successful and competitive people:</p> <ul style="list-style-type: none"> • Raise the aspirations, participation and attainment of young people • Re-engage adults with work and promote lifelong learning • Develop workforce skills <p>Sustainable Neighbourhoods and Rural Communities</p> <ul style="list-style-type: none"> • Tackling deprivation and narrowing the gap • Quality, affordable and choice of housing across the County • Building Schools for the Future 	<p>LTP needs to support regeneration objectives with sustainable transport solutions.</p> <p>Transport 15 and Major Transport Infrastructure Improvement of particular relevance to the LTP</p>	 

		<p>Key objectives for Business Services:</p> <ul style="list-style-type: none"> • Nurturing business development and growth aligned with key growth sectors • Supporting an enterprise surge and increase economic activity • Creating the right environment for business development • Promoting the County as an attractive economic location for investment 		
County Durham Tourism Strategy (2005)	Durham County Council	<p>The strategic aims of the strategy are to:</p> <ul style="list-style-type: none"> • Develop a tourism experience which matches the quality of the built heritage and the natural environment offered in the county • Effectively communicate this product to the visitor • Increase tourism economic activity in the county • Disperse this activity where possible across the county <p>A number of strategic actions are identified;</p> <p>Developing existing attractions</p> <ul style="list-style-type: none"> • Durham Castle and Beamish Open Air Museum • Bowes Museum • The Weardale Railway, Locomotion and Harperley POW Camp <p>Natural Assets</p> <ul style="list-style-type: none"> • Heritage coast and an Area of Outstanding Beauty • Hamsterley Forest • Heritage Coast - Seaham Hall Hotel <p>Develop new attractions</p> <ul style="list-style-type: none"> • The Cathedral and the Castle act as a magnet for national and international visitors but the city lacks a mass of additional things to do and see to extend the experience. 	LTP needs to support the objectives, along with other economic development objectives, through sustainable transport solutions including for example enhancement of rights of way network, improvements to sustainable accessibility to assets	




		<ul style="list-style-type: none"> • In Barnard Castle an opportunity exists to build a new visitor attraction • Need for holiday accommodation in Weardale 		
<p>Durham City Vision</p> <p>Traffic and Transport Strategy</p> <p>2004</p>	<p>Vision Partners</p>	<p>Relevant objectives include:</p> <p>To significantly reduce the amount of the traffic using the A690, thus creating capacity for more significant changes to the balance of vehicular and pedestrian needs and providing major improvements to the environment in the City centre</p> <p>To provide better alternatives to the private car and examine further restrictions or disincentives to car use.</p> <p>The disincentives and restrictions on car use are to include;</p> <ul style="list-style-type: none"> • The re-designation of on-street parking from longstay to short-stay. • The allocation of more road space for pedestrians, cyclists and buses. • Traffic management measures to discourage car use within the City centre. • Examination of the potential to extend the existing congestion charge. <p>The alternatives to car use will include:</p> <ul style="list-style-type: none"> • Further improvements to the quality and amenity of journeys by foot and cycle. • Improved, more accessible and reliable bus services. • Full maximisation of the potential created by Park and Ride. • Modernised Bus and Rail stations. • Improved taxi services. • Alternative route(s) for traffic that has no need to enter the City centre. 	<p>LTP3 policies and implementation plan to support transport and access objectives for Barnard Castle</p>	 


<p>Barnard Castle Vision 2007</p>	<p>Vision Partners</p>	<p>Relevant Transport and Access objectives include:</p> <ul style="list-style-type: none"> • A Cycling Strategy should be developed to encourage the development of the niche activity of mountain biking in the surrounding countryside, and to develop cycling generally as a mode of travel and recreational activity. • The Bus Service Strategy should draw upon the continuing accessibility planning process undertaken for the second LTP and the daughter strategies relating to bus services and community transport. It should also consider the impact of any new investment opportunities proposed within this document. • It is recommended that a Car Parking Strategy is commissioned and produced to enable the identification of appropriate parking solutions to improve the availability of parking spaces for residents, shoppers and business employees • The HGV Access Strategy should seek to assess the amount of HGV through-traffic in Barnard Castle town centre. Initiatives to limit HGV through-traffic could include a permit system to allow access for deliveries but remove lorries that do not have business in the Town. 	<p>LTP3 policies and implementation plan to support transport and access objectives for Barnard Castle</p>	 
<p>Sustainability</p>				
<p>County Durham Sustainable Community Strategy 2010-2030</p>	<p>County Durham Partnership (created by Durham County Council)</p>	<p>It was agreed that the interim SCS would be reviewed at the end of 2009 so that the vision, aspirations and goals could be revisited. The following key changes have now been agreed:</p> <p>A revised vision statement of ‘Altogether Better Durham’. With a focus on two things:</p> <ul style="list-style-type: none"> • Altogether Better Place – one where people of all ages and circumstances can meet their needs, whether material, social or spiritual. As a result it will be a place where people choose to live, work and relax. But it will also be a place where social, economic and environmental resources are managed in ways that do not compromise the quality of life of future generations or those in the wider world. 	<p>The LDF will be the spatial delivery mechanism for the Sustainable Community Strategy.</p> <p>LTP needs to support the objectives of the SCS, and key to this will be by integrating with the LDF</p>	 


		<ul style="list-style-type: none"> • Altogether Better for People – carrying forward the vision as it relates to people including tackling deprivation wherever it exists, narrowing the gaps in life chances across the county and focusing on reducing inequality for the most deprived and disadvantaged. <p>Five priority themes for organising and delivering improvement actions, each linked to a key thematic partnership and with an ‘Altogether Better...’ strap line, as follows:</p> <ul style="list-style-type: none"> • Altogether wealthier - focused on creating a vibrant economy and putting regeneration and economic development at the heart of the SCS; • Altogether better for children and young people - enabling children and young people to develop and achieve their aspirations, and to maximise their potential in line with Every Child Matters; • Altogether healthier - improving health and wellbeing; • Altogether greener - ensuring an attractive and ‘liveable’ local environment, and contributing to tackling global environmental challenges; • Altogether safer - creating a safer and more cohesive county. 		
Transport				
Durham County Council Local Transport Plan 2 2006-2011 (2005)	Durham County Council	<p>Provides a framework for the implementation of the County’s transport plan for the period 2006-11. The LDP’s objectives are to:</p> <ul style="list-style-type: none"> • Bring about equality and social inclusion through better accessibility 	LTP3 should build on the successful policies and direction set by LTP2. The review is an opportunity to amend or	

		<ul style="list-style-type: none"> • Instil a culture of safety • Contribute to the improvement of people's health and access to health services • Fulfil the transport role in the delivery and support of a vibrant and efficient economy • Build liveable streets and neighbourhoods • Protect the environment <p>Table 7.4 sets out a programme of measures to help achieve these objectives, including enhanced bus corridors linking several main towns of County Durham and to Tees Valley and Tyne & Wear; and strategic road links between the A1(M) and A181, and between the A1(M) and the A19. The LTP aims to improve accessibility to services, and stresses the importance of public transport and integrated transport.</p>	discard policies which have not been successful.	
Passionate about Paths – The Rights of Way Improvement Plan for County Durham 2007-2011	Durham County Council	<p>A statutory plan required under the Countryside and Rights of Way Act to improve the management and use of all types of rights of way. As well as formal Rights of Way, it also covers cycle routes (off-road), railway paths, open access land, other public access land (owned by the council), permissive access, unrecorded rights and promoted routes.</p> <p>The objectives are:</p> <p>Increase participation and widen access</p> <p>Get more people involved by improving awareness and understanding of access and rights of way. Provide more information on access and rights of way. Provide more information on access and rights of way and raise the profile of the resource. Address barriers and improve the network to create more opportunities for the widest possible range of people to get involved, including minority groups.</p> <p>Improve health and well-being</p>	<p>LTP3 needs to incorporate the Rights of Way Improvement Plan objectives and policies and recognise contribution of improvement plan to wider objectives of health, biodiversity, tourism etc</p> <p>SEA to include objective on accessibility by healthy transport modes</p>	


		<p>Develop confidence and enjoyment of network users through improvement and promotion. Encourage utility journey and recreational path use for health and well-being. Contribute to community cohesion by developing safe routes.</p> <p>Benefit the economy</p> <p>Promote economic well-being by developing links with tourism projects. Continue to support local suppliers, contractors and rural businesses.</p> <p>Harmonise access</p> <p>Maximise opportunities to link access to wider travel and transport networks. Ensure access and working landscapes develop in harmony. Secure agreements on network changes that benefit the public</p> <p>Protect access</p> <p>Fulfil our duty to protect and assert the public's right to use public rights of way. Implement policies to address cross compliance</p> <p>Develop the physical activity resource</p> <p>Promote the network as a resource suitable for exercise, physical activity and events for all levels and abilities</p> <p>Protect biodiversity</p> <p>Protect the biodiversity resource of the County and retain or enhance it, making it available for all to enjoy</p> <p>It includes policies to achieve the objectives. Policy 11 states:</p> <ul style="list-style-type: none"> • To ensure that Local Development Frameworks and all new developments permitted in accordance with the Town and Country Planning Acts have regard for the access and rights of way network. 		
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Health and wellbeing				
Health Improvement Plan 2010 – 2013	Durham County Council	<p>Takes 10 themes from the regional strategy Better Health, Fairer Health 2008.</p> <p>Aim is to tackle health inequalities and includes all council services – which are broader determinants - including housing, learning, culture and transport</p> <p>5 priorities are:</p> <ul style="list-style-type: none"> • Smoking and Tobacco Control • Alcohol and Substance Misuse • Physical activity, food and nutrition • Mental Health and positive wellbeing • Tackling poverty, the Economy and Wider determinants of health 	<p>Links to LTP3 priorities of:</p> <p>Contribute to better safety, security and health;</p> <p>Improve Quality of Life and a healthy natural environment.</p> <p>Safety and physical activity policies and measures in the</p>	
Refreshed 5 year Strategic plan 2009 - 2014	NHS County Durham	<p>Transport :</p> <ul style="list-style-type: none"> • Better and more accessible transport through liaison with providers • Transport is a significant barrier to accessing services 	LTP policies on accessibility to services needed to contribute to the Plan aims	
Heritage and Landscape				
Durham Heritage Coast Management Plan 2005-10 (2005)	Durham County Council	<p>Sets out the priorities and action plan for conserving and enhancing natural beauty of the Durham Coast. Currently has less legal status and receives less central funding than AONB.</p> <p>Objective for management are:</p> <p>To conserve, protect and enhance the natural beauty of the coast, including the terrestrial, littoral and marine flora and fauna, geological interest, and its heritage features of architectural and archaeological interest</p>	LTP should recognise special nature of Heritage Coast, and reference it in relation to conservation and enhancement of landscape, biodiversity and recreational assets	



		<p>To facilitate and enhance the enjoyment, understanding and appreciation of the public by improving and extending opportunities for recreational, educational and tourist activities, including sport and art, that draw on, and are consistent with the conservation of its natural beauty and the protection of its heritage features</p> <p>To maintain, and improve the environmental health of inshore waters affecting the Heritage Coast and its beaches through appropriate works and management</p> <p>To take account of the needs of agriculture, forestry and fishing and the economic and social needs of the small communities on the coast, by promoting sustainable forms of social and economic development, which in themselves conserve and enhance the natural beauty and heritage features</p> <p>To promote community participation in the stewardship of the coast, optimising the potential of social and economic regeneration initiatives that are consistent with the conservation of the natural beauty and the protection of the heritage features of the Heritage Coast</p>		
<p>River Tyne to Flamborough Head Shoreline Management Plan 2: Non Technical Summary for Easington Area 2007</p>	<p>North East Coastal Authorities Group</p>	<p>Identifies the following issues and objectives:</p> <p>Issues:</p> <p>Long term steepening of nearshore area.</p> <p>Performance of the beach in relation to maintenance of defences.</p> <p>Potential need to stabilise cliff to north of the port.</p> <p>Local management and long term evolution of the Durham Coast.</p> <p>Potential contamination from erosion south of the port.</p>	<p>LTP policies to compliment coastal access management objectives and to have regard to the shoreline management plan in relation to potential implications for existing and future transport infrastructure</p>	



		<p>Long term risk to the railway line.</p> <p>Access management to the coast</p> <p>Objectives:</p> <p>Establish erosion trends and vulnerability of defence to North Seaham</p> <p>Determine cliff erosion north of port</p> <p>Determine cliff erosion south of the port to inform contamination risk.</p> <p>Establish erosion trends of mining waste and stability of beaches over the Durham Coast.</p> <p>Establish and monitor condition of defences</p> <p>Establish reliable record of sea bed change</p>		
Durham Cathedral and Castle World Heritage Site Management Plan 2006	One North East	<p>Sets out principles and objectives for the future management of the World Heritage site.</p> <p>Its key principles are</p> <ul style="list-style-type: none"> • The Durham Cathedral and Castle WHS will be managed by consensus, achieved through an active partnership between all of the site managers, owners and relevant statutory agencies • The Management Plan's vision, key principles and objectives will provide the overarching framework for all plans, policies and decisions relating to the WHS • All decision and actions at the site will have at their core the need for the high quality and informed conservation of the Outstanding Universal Value and related significances of the WHS • The management of the WHS will aim towards an increase in its accessibility, including the reasonable and practicable removal of 	<p>LTP needs to respect the site and setting of Durham Castle and Cathedral.</p> <p>Policy on conservation and enhancement of historic environment should be included</p> <p>SEA to include objective on conservation and enhancement of historic environment</p>	


		<p>physical, sensory, intellectual, social, cultural and organisational barriers to access</p> <ul style="list-style-type: none"> • The management of the WHS will promote and increase knowledge and understanding of the Durham Cathedral and Castle WHS and its significance for all • All decisions and actions at the site will be based on the principles of sensitivity and appropriate sustainability as defined by the Budapest Declaration on World Heritage <p>Its aims are</p> <ul style="list-style-type: none"> • To enable the definition of the significance of the WHS in line with World Heritage Committee procedures • To maintain the quality of and local distinctiveness of the WHS and its environment • To understand the processes and history of the WHS and use this knowledge to better inform plans for the current use and enjoyment of the site for its resident religious and educational establishments, as a visitor attraction and as a local community resource, and for future uses and enjoyment of the site • To set out guidelines for the use of land, buildings, landscape, townscape and cultural assets of the WHS and include guidance for their sustainable conservation and maintenance • To recommend how the educational and interpretational potential of the site could be realised further to better inform the public as well as the formal users of the various buildings and functions housed within the WHS • To develop sustainable tourism and a positive visitor experience • To develop a programme of projects to implement the above, conserving and enhancing the WHS for all • To sustain the current uses of the WHS as the most appropriate way of maintaining and enhancing its significance 		
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<p>North Pennines AONB Management Plan 2009-2014</p>	<p>North Pennines AONB Partnership</p>	<p>The three-part AONB Management Plan is a statutory requirement under the Countryside and Rights of Way Act. The purpose of designating AONB's is to conserve and enhance natural beauty, so the Management Plan is focused on this directly, and on priorities and activities which support and complement this purpose, including promoting enjoyment and understanding of the area, conserving and interpreting heritage features and supporting sustainable communities in the area.</p> <p>AONB Management Plan is intended to:</p> <ul style="list-style-type: none"> • Highlight the special qualities and enduring significance of the AONB and the importance of its landscape features, and identify those that are vulnerable to change • Present an integrated vision for the future of the AONB as a whole, in the light of national, • Regional and local priorities, regardless of administrative boundaries • set out agreed objectives which will help secure that vision • Identify what needs to be done, by whom and when, in order to achieve these objectives • Stimulate action aimed at helping people to discover, enjoy and understand the local • Landscape and its natural and cultural features • Identify actions which will support those economic and social activities which in themselves contribute to the conservation and enhancement of natural beauty. <p>There are 61 objectives included in the action plan part of the document, several of which are relevant to spatial planning. The objectives are grouped under the following sections:</p> <ul style="list-style-type: none"> • Landscape and Geodiversity; • Land Management and Biodiversity; • Historic Environment; • Enjoying and Understanding the North Pennines; 	<p>LDF needs to have policies to protect the special character and features of the AONB and are consistent with Management Plan objectives</p>	
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		<ul style="list-style-type: none"> • Economy and Business; • Community and Culture; and • Increasing Knowledge about the AONB. 		
County Durham Landscape Strategy (2008)	Durham County Council	Durham County Council's Landscape Strategy identifies six County Character Areas – the North Pennines, Dales Fringe, West Durham Coalfield, Wear Lowlands, East Durham Limestone Plateau, and Tees Lowlands. For each of these it establishes a spatial strategy which identifies areas whose landscape should be conserved, restored, and/or enhanced; and objectives for doing so (e.g. conserving historic parks and gardens, improving management of land used for equestrian activities). It also identifies areas where community woodland planting may be particularly appropriate.	<p>The Landscape Strategy will be key to informing planning decisions on new development proposals. The LTP needs to recognise its importance and refer to it in a policy covering landscape character and quality.</p> <p>SEA to include objective on protection and enhancement of landscape character and quality</p>	
County Durham Historic Landscape Characterisation – ongoing, due for completion in 2011	Durham County Council / English Heritage	Evidence base resource detailing the historic character of the County's landscapes and townscapes and the extent and nature of change experienced over the ages. It complements the County Durham Landscape Strategy in providing a basis upon which to guide policy and decisions regarding location, scale and nature of development which may be appropriate in different places within the County, and places where local value is such that protection from development should be the priority.	As above	
Environmental Quality				

<p>County Durham Environment Strategy</p>	<p>County Durham Partnership</p>	<p>The strategy’s ‘challenge’ is to “Enhance the environment and reduce the use of our natural resources, whilst adapting to climate change, reducing waste and developing new environmental technologies”. Its nine aims are:</p> <ol style="list-style-type: none"> 1. Enriching landscape, biodiversity and geodiversity 2. Improving towns and villages, conserving and enhancing the historic environment 3. Protecting air, land, water and the food chain 4. Responding to climate change 5. Developing sustainable transport 6. Reducing resource consumption and waste 7. Engaging communities in sustainable development 8. Promoting environmentally aware business 9. Finding the resources 	<p>Themes in the Environment Strategy that are particularly relevant to the LTP are:</p> <ul style="list-style-type: none"> • Low carbon economy • Climate Change • Green travel • Walking and cycling • Demand management (for transport) • Environmental technology initiative <p>SEA will include objectives covering the challenges relating to the LTP</p>	
<p>Biodiversity and Geodiversity</p>				
<p>County Durham Biodiversity Action Plan (2007)</p>	<p>County Durham Biodiversity Partnership</p>	<p>The Durham BAP consists of a series of actions plans for nearly 150 priority habitats and species. These describe the relevant habitats and associated species; their current status if known; and the vision, objectives and action priorities for managing them. The partnership responsible for the BAP considers it a “work in progress”, given that the habitats and species selected for inclusion are known not to be the only ones under threat.</p>	<p>The LTP should refer to the County Durham BAP as the local translation of national conservation priorities.</p>	

		<p>The BAP includes targets for the conservation of the biodiversity of transport corridors in County Durham:</p> <ul style="list-style-type: none"> • Maintain and enhance the biodiversity value of transport corridors • Develop a plan-wide roadside verge management programme 	<p>Policy on conservation and enhancement of natural environment should be included in LTP</p> <p>SEA to include objective on conservation and enhancement of biodiversity</p>	
County Durham Geological Conservation Strategy (1994) and Geodiversity Audit (2004)	Durham County Council	<p>The Geological Conservation Strategy and Geodiversity Audit aim to support and facilitate the conservation of geodiversity in County Durham. The strategy includes policies to identify important geological and geomorphological sites in County Durham; promote the creation of new sites; and promote suitable sites for teaching purposes. The audit describes the main geological formations and features in County Durham, identifies threats and opportunities for these features, and comments on the links between geodiversity and the county's landscape and future development.</p>	<p>LTP should help protect areas of geological SSSIs, Durham County Geological Sites, and Regionally Important Geological and Geomorphological Sites from transport development.</p> <p>Policy on conservation of natural environment should be included.</p> <p>SEA will include objective on conserving / enhancing geodiversity</p>	
North Pennines AONB Geodiversity	North Pennines AONB Partnership	<p>Guides the conservation and interpretation of geological features in the North Pennines AONB and Geopark. It also supports the development of geotourism in the area. It sets the geological scene, looks in detail at the geological heritage in the North Pennines, details opportunities to explore</p>	<p>LTP should help protect areas of geological SSSIs, Durham County Geological Sites, and</p>	

Audit and Action Plan 2004- 2009		<p>and celebrate the geology in the North Pennines and identifies an action plan, which has the following objectives: To monitor the condition and secure the future conservation of all NPGS, RIGS, DCGS and SSSIs</p> <ul style="list-style-type: none"> • To ensure greater collaborative working between those organizations and groups concerned with earth science conservation • To conserve geological features in the built environment of the AONB • To conserve geological features in the roadside environment • To conserve the geodiversity importance of active and abandoned quarries and underground mines • To conserve the geological importance of spoil heaps • To uphold the Geopark Network Charter on collection and sale of geological material • To raise awareness and promote understanding of the area's geodiversity and of the Geopark status for the AONB • To develop opportunities for Geotourism in the AONB • To further opportunities for formal education and lifelong learning related to local geodiversity • To further opportunities for research related to local geodiversity 	<p>Regionally Important Geological and Geomorphological Sites from transport development</p> <p>Policy on conservation of natural environment should be included.</p> <p>SEA will include objective on conserving / enhancing geodiversity</p>	
Waste and Minerals				
Revised Municipal Waste Management Strategy for County Durham, 2009 to 2020	Durham County Council	<p>The County's Joint Municipal Waste Management Strategy 2003 is currently being revised in light of the new unitary status of the Council. The aims and objectives have been agreed and are referenced below.</p> <p>Aim:</p> <p>To provide a framework for the delivery of a sustainable municipal waste management solution for the residents of County Durham, taking into account economic, environmental and social factors and with a particular focus on the principles of the waste hierarchy.</p> <p>Objectives:</p>	<p>LTP can contribute through approaches to use of secondary and recycled materials in road and other infrastructure construction.</p> <p>SEA to include objective on waste reduction, reuse and recycling</p>	

	<ul style="list-style-type: none"> • Provide sustainable integrated waste collection and disposal services that protect human health and the environment • Provide value for money in all waste management services while achieving and exceeding Government targets for waste • Manage materials, as far as possible, in accordance with the waste hierarchy, maximizing the amount managed at higher levels of the hierarchy • Manage municipal waste, as far as possible, within the boundaries of County Durham • Enable flexibility to allow for new technology developments and changing legislation <p>Policies</p> <ul style="list-style-type: none"> • Current and future policy development will have regard to the relevant national, regional and local guidance • Durham County Council (DCC) will prioritise waste reduction and waste reuse • DCC will aim to reuse, recycle and compost at least: <ul style="list-style-type: none"> - 40% of household waste by 2010 - 45% of household waste by 2015 - 50% of household waste by 2020 • DCC will continue to serve all households with recycling collections of at least three materials • DCC will reduce the amount of Biodegradable Municipal Waste Landfilled in accordance with the Landfill Allowance Trading Scheme • DCC will seek a residual waste management solution in accordance with the waste hierarchy that represents value for money and that offers flexibility in the medium to long term 		
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		<ul style="list-style-type: none"> • DCC will seek to provide waste management services that offer good value, that provide customer satisfaction and that meet and exceed legislative requirements • Durham County Council will seek to promote the waste hierarchy and provide information to residents through a Community Education and Awareness Plan • DCC will work with partners to achieve together the aims of the Municipal Waste Management Strategy and will consult the public of the County in accordance with an established consultation plan • This Strategy will be the subject of regular monitoring and revision as set out in the associated monitoring plan 		
County Durham Minerals Local Plan (2000)	Durham County Council	<p>The Minerals Local Plan aims to ensure that Durham meets its share of the regional supply of mineral resources at minimum harm to the environment and society. It also aims to manage opencast coal mining in the county. It supports the use of recycled and waste materials. It includes a proposals map of 2005 which shows preferred areas for the working of various minerals.</p> <p>The plan is getting out of date and needs to be updated as part of the LDF-making process. Most of the plan policies from 2000 were saved in Sept 2007, but eight policies expired.</p>	LTP can contribute through approaches to use of secondary and recycled materials in road construction.	
Climate Change				
County Durham Climate Change Action Plan 2005	Durham County Council	<p>The plan aims to help tackle the causes and effects of climate change in County Durham by:</p> <ul style="list-style-type: none"> • Raising awareness of climate change issues • Making links to regional, national and international action on climate change 	LTP guidance requires a commitment to quantified reductions in carbon emissions to be included in the LTP.	

		<ul style="list-style-type: none">• Highlighting examples of good practice in County Durham• Encouraging further partnership working and cross-sectoral links• Identifying priorities, highlighting opportunities and recommending future actions <p>The action plan became outdated in 2007 and is to be revised</p>	SEA to include objective on carbon reduction and climate change mitigation	
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2 Appendix 2: Review of Baseline Information

2.1 Local Transport Plan 3: Strategic Environmental Assessment: Baseline 2010

Key	
Not applicable	
Indicator is above (or below) national/regional average, targets and/or previous Borough figures	
Indicator is slightly above (or below) national/regional average and/or previous Borough figures	
Indicator is significantly above (or below) national/regional average, targets and/or previous Borough figures	

Climate Change and Energy							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Carbon dioxide emissions	<p>CO₂ emissions County Durham</p> <p>(kilo tonnes CO₂ & per capita population)</p> <p>Industry and commercial:</p> <p>1331 (2.67) (05)</p> <p>1327(2.65) (06)</p>	<p>North East-Road Transport</p> <p>4783 (3.78) (05)</p> <p>4696 (3.05) (06)</p> <p>4738 (1.84) (07)</p> <p>UK – Road Transport</p>	<p>Government Targets:</p> <p>Achieve a 80% reduction in greenhouse gas emissions by 2050</p> <p>Reduce UK greenhouse gas emissions by 12.5% by 2012 (Kyoto Protocol)</p>		CO ₂ emissions from road transport have reduced by 1 kilo tonnes from the 2005 baseline in County Durham and are lower than emissions from the Industry and Commercial and Domestic sectors.	Increasing car ownership and additional road schemes may result in traffic growth increasing the level of CO ₂ emissions. Without LTP3 transport CO ₂ emissions are therefore most likely to increase	<p>Emissions of carbon dioxide for local authority areas.</p> <p>4740 (2.65) (05)</p> <p>(2009)</p> <p>(accessed March 2010)</p>

	<p>1269 (2.51) (07)</p> <p>Domestic:</p> <p>1272 (2.55) (05)</p> <p>1278 (2.55) (06)</p> <p>1228 (2.43) (07)</p> <p>Road Transport:</p> <p>818 (1.64) (05)</p> <p>809 (1.61) (06)</p> <p>817 (1.61) (07)</p>	<p>105826 (1.92) (05)</p> <p>103967 (1.74) (06)</p> <p>104748 (1.76) (07)</p>			<p>Road Transport emissions in County Durham are lower than the North East and UK average.</p>		
<p>Garages supplying biofuels in County Durham</p>	<p>Low Willington-1</p> <p>Coxhoe – 1</p> <p>Etherley Moor-1</p> <p>Barnard Castle-1</p> <p>Witton-le-Wear – 1</p> <p>Bowburn – 1</p> <p>Mickleton – 1</p> <p>Eggleston – 1</p> <p>Wolsingham – 1</p>	<p>N/A</p>	<p>Under the Renewable Transport Fuels Obligation all fuel companies in the UK will have to replace 5% of their annual fossil fuel sales with biofuel from April 15th 2010</p>		<p>The number of garages supplying biofuels should increase to 100% from April 15th 2010</p>	<p>LTP3 may be able to play a supportive role in encouraging adaptation of vehicles to take a higher biofuel blend</p>	<p>One Green Route</p> <p>http://www.oregeno.com/</p> <p>(accessed April 2010)</p>

	Lanchester – 1 Total - 10						
Climate change impacts	Regional projections for 2050: <ul style="list-style-type: none"> Increased frequency of flooding from rivers, streams, the sea and drainage systems Increased incidents of wild fires and parkland fires Increased pollution from contaminated land Increased erosion of the coastline Increased damage to the fabric and 	N/A	N/A	For info only	Policies and actions within the Local Transport Plan will need to consider climate change adaptation measures to cope with weather extremes and reduce disruption levels to the transport network across the County	Without efforts to change behavior to more sustainable modes of transport the impacts of Climate change on County Durham could be worse. Without LTP3 policies on adaptation, the transport network may be less able to adapt to climate change.	North East Climate Change Adaptation Study http://www.adaptne.org/ (2008) (accessed March 2010)

	<p>structure of buildings</p> <ul style="list-style-type: none">• Increased wildlife impacts on construction and maintenance activities• Increased adverse health and welfare effects during warmer summers, including increased incidents of skin-related afflictions such as sunburn and skin cancer, increased incidents of midge and tick bites, exacerbation of respiratory problems, greater						
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<p>discomfort to passengers traveling on public transport, increased heart problems and circulatory problems, and increased mortality due to heat-related effects</p> <ul style="list-style-type: none"> • Reduction in adverse winter health effects associated with extreme cold • Increase in infectious diseases in humans and livestock, and increase in pests • Loss of business/service productivity 						
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	<p>or continuity, but also increased business opportunities associated with adaptation</p> <ul style="list-style-type: none"> • Increased storm-related debris • Increased footpath and cycle path erosion, and changes in winter road maintenance regimes 						
Flood risk	<p>Flood risk to development sites:</p> <p>A number of housing sites fall wholly or partially within Zone 3a (High probability) or Zone 2 (Medium probability)</p>	N/A	N/A		Flood risk is likely to increase over the next 25 years due to the impacts of climate change	The LTP3 can influence flood risk by ensuring the incorporation of SUDS with transport infrastructure and by enhancing and helping to create areas of open space for	Durham County Strategic Flood Risk Assessment 2010

	There are no employment sites within the County in which the risk of flooding is sufficiently high that it can't be safely mitigated					walking and cycling. Without LTP3 adaptation measures may not be implemented	
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Environmental Protection							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Air Quality	With the exception of Durham City where Nitrogen Oxide could exceed air quality objectives there is no need to declare Air Quality Management Areas in County Durham <u>Nitrogen Dioxide</u> County Durham 7936 (03)	N/A	Government objectives for air quality currently cover ten pollutants: <ul style="list-style-type: none"> Particulate Matter (PM₁₀ & PM_{2.5}) – Transport is UK's primary source Nitrogen dioxide (NO_x) – Transport is UK's 		Air quality in the County is generally good with the exception of Nitrogen Oxide levels in Durham City from congested traffic at peak times. Levels of Nitrogen Oxide have increased in all old authority areas in the County with the exception of	Without LTP3 private car use and levels of congestion are likely to increase across the County. This could affect overall air quality with significant effects on levels of Nitrogen Dioxide.	Durham districts and Borough Council air quality monitoring reports

10,025 (04)			primary source		Chester-le Street between the 03/04 period	
Chester-Le-St			<ul style="list-style-type: none"> • Ozone (O₃) • Sulphur dioxide (SO₂) 			
674 (03)						
658 (04)			<ul style="list-style-type: none"> • Polycyclic Aromatic Hydrocarbons (PAHs) – Transport is UK's primary source 			
Durham City						
1600 (03)						
1630 (04)						
Derwentside			<ul style="list-style-type: none"> • Benzene – Transport is UK's primary source 			
930 (03)						
1020 (04)			<ul style="list-style-type: none"> • 1,3-butadiene – Mainly from combustion of petrol 			
Easington			<ul style="list-style-type: none"> • Carbon monoxide (CO) – Transport is UK's primary source 			
1284 (03)						
1361 (04)						
Sedgefield						
1752 (03)						
2859 (04)						
Teesdale			<ul style="list-style-type: none"> • Lead • Ammonia 			
889 (03)						
1023 (04)						

	Wear Valley 807 (03) 1474 (04)						
Contaminated Land Number of Potentially Contaminated Sites:	County Durham 5564 (06/08) Derwentside: 57 (06/07) Chester-Le-St: 134 (07/08) Wear Valley: 532 (07/08) Durham City: 1402 (07/08) Easington: 358 (07/08) Teesdale: 2 (06/07) Sedgefield: 3079 (06/07)	N/A	Target should be to remediate as much contaminated land as possible		There are significant areas of contaminated land in County Durham due to its mining and industrial heritage. A significant number of sites are located in the former Sedgefield district. Contaminated sites include areas contaminated with tars, cyanides and other chemicals from old gas works; asbestos, oils, heavy metals and other chemical compounds	Without the LTP3 there could be an increased level of run off of transport related pollutants to water and land. However, this is unlikely to increase the number of contaminated sites in the County overall	County Durham Contaminated Land Register – Core Evidence Base: Technical Paper 14 Wear Valley Contaminated Land Register

					<p>from former factory sites; and mine tailings from former collieries.</p> <p>The number of sites is reducing across the County due to remediation. The area reclaimed to date in County Durham exceeds 22 km²</p>		
River Quality	<p>Biological Quality</p> <p><u>% of river length assessed as good biological quality</u></p> <p>County Durham</p> <p>44.62 (00)</p> <p>32.43 (02)</p> <p>41.55 (03)</p> <p>Chester-Le-St</p>	<p>UK Biological Quality:</p> <p>51.78 (00)</p> <p>53.07 (02)</p> <p>53.61 (03)</p> <p>UK Chemical Quality:</p> <p>55.47 (00)</p>	<p>The Water Framework Directive requires all natural inland and coastal water bodies to obtain 'good ecological status and chemical status by 2015.</p> <p>Artificial or heavily modified water bodies</p>		<p>Shows an overall reduction in biological and chemical quality of rivers in Durham County with half of all water bodies not likely to meet the required 'good status' by 2015.</p>	<p>Without the LTP3 there is likely to be an increase in the run off of transport related pollutants to water and land which would impact on ecological and chemical quality</p>	<p>General Quality Assessment results – Audit 01/11/2010 (accessed March 2010)</p> <p>Environment Agency – Northumbria River Basin Management Plan</p>

21.32 (00)	53.55 (02)	also need to achieve a good 'ecological potential and chemical status by 2015.		Biological quality of the County's rivers are below the national average by 12.06%		Water Quality in the County (2009) (accessed March 2010)
21.32 (02)	51.47 (03)					
21.32 (03)						
Derwentside						
66.15 (00)				However, chemical quality of the County's rivers are above the national average by 5.82%		
67.89 (02)						
65.57 (03)						
City of Durham						
44.62 (00)				River quality in the former Sedgefield district is the worst in the County, whereas river quality in the West of the County (Wear Valley and Teesdale) is good		
32.43 (02)						
41.55 (03)						
Easington						
35.05 (00)						
35.05 (02)						
14.81 (03)						
Sedgefield						
11.04 (00)						
11.04 (02)						
20.21 (03)						

<p>Teesdale</p> <p>98.99 (00)</p> <p>99.98 (02)</p> <p>100 (03)</p> <p>Wear Valley</p> <p>98.24 (00)</p> <p>98.59 (02)</p> <p>100 (03)</p> <p><u>% of river length assessed as good chemical quality</u></p> <p>County Durham</p> <p>66.25 (00)</p> <p>61.93 (02)</p> <p>57.29 (03)</p> <p>Chester-Le-St</p> <p>37.73 (00)</p> <p>37.73 (02)</p> <p>37.73 (03)</p> <p>Derwentside</p>						
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75.80 (00)					
69.31 (02)					
79.65 (03)					
City of Durham					
66.25 (00)					
61.93 (02)					
57.29 (03)					
Easington					
13.21 (00)					
0 (02)					
24.06 (03)					
Sedgefield					
11.01 (00)					
11.01 (02)					
11.01 (03)					
Teesdale					
100 (00)					
98.21 (02)					
98.21 (03)					

	<p>Wear Valley</p> <p>100 (00)</p> <p>95.51 (02)</p> <p>98.93 (03)</p> <p>50% of all water bodies in County Durham are at risk of failing the WFD objectives.</p> <p>Breakdown of risk:</p> <p>Rivers – 66 (51%)</p> <p>Lakes – 7 (54%)</p> <p>Transitional waters – 2 (100%)</p> <p>Coastal waters -1 (100%)</p> <p>Groundwaters – 2 (100%)</p>						
Groundwater Quality	The Wear Magnesian Limestone	Not applicable	The Water Framework Directive		Predicted status of County Durham's	The LTP3 is not likely to have an impact on the	Environment Agency – Northumbria

	<p>groundwater body is classified as being at poor chemical and quantitative status</p> <p>The Wear Carboniferous Limestone and Coal measures groundwater body has been classified as being of poor chemical but good quantitative status</p>		<p>requires all natural inland and coastal water bodies to obtain 'good ecological status and chemical status by 2015</p>		<p>groundwater remains poor by 2015</p> <p>The legacy of the mining industry is still impacting on the quality of groundwater which has high concentrations of sulphate, sodium and nitrate and saline intrusions. Water abstraction is predominately for public water supply with 59% of the water licensed for abstraction taken in an average year</p>	<p>qualitative status of groundwaters. However, in the absence of the LTP3 there is likely to be an increase in the run off of transport related pollutants to water and land which would impact on chemical quality</p>	<p>River Basin Management Plan</p> <p>http://www.riverbasinmanagementplan.gov.uk/ (2009) (accessed March 2010)</p>
<p>% of roads / highways that incorporate SuDS</p>	<p>All significant schemes designed since 2004 have incorporated SuDS</p>	<p>n/a</p>	<p>Target should be to ensure that all future schemes</p>			<p>Current practice is likely to continue</p>	

			continue to incorporate SuDS.			
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Biodiversity and Geodiversity

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
European Designated Wildlife Sites	<u>Special areas of Conservation (Habitats Directive)</u> 6 in total: Castle Eden Dene Durham Coast Moor House-Upper Teesdale North Pennine Dale Meadows North Pennine Moors Thrislington Plantation <u>Special Protection Areas (Birds Directive)</u>	N/A	Plans, strategies and projects - either on their own or in combination - must have no detrimental impact on European wildlife sites	This will be determined with the supporting Habitats Regulations Assessment for the LTP3	The number of designated sites may change over time. The LTP3 will need to ensure that policies and projects will not increase threats to designated sites (for example, reduction in air quality, increase in erosion or disturbance etc)	This will be determined with the supporting Habitats Regulations Assessment for the LTP3.	Joint Nature Conservation Committee website http://www.jncc.gov.uk/ (accessed April 2010)

	<p>3 in total:</p> <p>North Pennine Moors</p> <p>Northumbria Coast: (European Marine Site)</p> <p>Teesmouth & Cleveland Coast: (European Marine Site)</p> <p><u>Ramsar Sites</u></p> <p>1 in total:</p> <p>Northumbria Cosat</p> <p><u>International Biosphere Reserves</u></p> <p>1 in total:</p> <p>Moor House-Upper Teesdale</p>						
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<p>Nationally Designated Sites</p>	<p><u>Sites of Special Scientific Interest</u></p> <p>There are 88 SSSIs either wholly or partly within County Durham, covering 48,282.2 ha.</p> <p><u>Condition:</u></p> <p>Favourable</p> <p>16.85% (2009)</p> <p>11.72% (2010)</p> <p>Unfavourable recovering</p> <p>66.47% (2009)</p> <p>81.49% (2010)</p> <p>Area meeting PSA target</p> <p>83.32% (2009)</p> <p>93.21% (2010)</p> <p>Unfavourable</p> <p>Declining</p>	<p>England 2010</p> <p>Favourable (43.29%)</p> <p>Unfavourable recovering (47.81%)</p> <p>Area meeting PSA target (91.10%)</p> <p>Unfavourable declining (2.67%)</p> <p>Unfavourable no change (6.20%)</p> <p>North East 2010</p> <p>Favourable (22.66%)</p> <p>Unfavourable recovering (72.44%)</p> <p>Area meeting PSA target (95.10%)</p>	<p>The Government's Public Service Agreement (PSA) target is to have 95% of the SSSI area in favourable or recovering condition by 2010</p>		<p>Shows an increase of 9.89% in the % of SSSI area meeting the PSA target. However, there has been a decline in SSSI area of 5.13% in favourable condition.</p> <p>Durham County SSSI's currently fall short of the PSA target by a small margin of 1.79%. However, compared to the national and regional figures a significantly greater proportion of SSSI area is classified as unfavorable recovering as opposed to favourable.</p>	<p>The management plans that are in place for each SSSI should ensure that SSSI's meeting the PSA target will continue to increase. However, there is some concern that the proportion of sites in favourable condition may decline</p>	<p>Natural England</p> <p>http://www.gov.uk/government/organisations/natural-england</p> <p>(accessed April 2010)</p>
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	<p>2.05% (2009) 0.89% (2010)</p> <p>Unfavourable no change</p> <p>14.19% (2009) 5.91% (2010)</p> <p>Destroyed/Part destroyed</p> <p>0.44% (2009) 0% (2010)</p> <p><u>National Nature Reserves</u></p> <p>6 SSSIs in County Durham have been declared as National Nature Reserves:</p> <ul style="list-style-type: none"> -Cassop Vale -Castle Eden Dene -Derwent Gorge & Horsleyhope Ravine -Durham Coast 	<p>Unfavourable declining (0.64%)</p> <p>Unfavourable no change (4.25%)</p>					
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	<p>-Moor House-Upper Teesdale</p> <p>-Thrislington Plantation</p> <p>% not meeting PSA target = 6.54%</p>						
<p>Designated Sites:</p> <ul style="list-style-type: none"> Local Nature Reserves Durham Wildlife Trust Reserves Woodland Trust Woods 	<p>Local Nature Reserves</p> <p>There are 31 LNR's in County Durham (ha??)</p> <p>Durham Wildlife Trust Reserves</p> <p>There are 23 reserves in County Durham (approx 333 ha)</p> <p>Woodland Trust Woods</p> <p>There are 18 Trust woods in County Durham (approx 438 ha)</p> <p>Total: 771 ha (excluding LNR's)</p>	N/A	Natural England target of 1ha of Local Nature Reserve per 1,000 of the population		The number of locally designated sites may change over time	No specific effect although LTP3 can play a part in improving accessibility to LNR's	<p>County Durham Core Evidence Base: Technical Paper No 12 (2009)</p> <p>http://www.coreevidencebase.org.uk/</p> <p>Durham Wildlife Trust http://durhamwildlifetrust.org.uk/ (2009)</p> <p>Woodland Trust http://www.woodlandtrust.org.uk/ (accessed April 2010)</p>

	Equates to 1.56 ha/1,000 pop						
NI 197 Improved Local Biodiversity	<p>Total Number of sites in the Local Authority area: 379</p> <p>Proportion of local sites where positive conservation management has been or is being implemented:</p> <p>6.3% (08/09)</p> <p>10.05% (09/10) 38 sites</p>	<p>Northumberland (closest authority area in terms of number of sites)</p> <p>Total number of sites: 220</p> <p>Proportion of local sites where positive conservation management has been or is being implemented:</p> <p>28% (08/09) – 62 sites</p>	<p>Target should be to increase the proportion of sites where positive conservation management is being undertaken</p>		<p>Shows a fairly low proportion of the County's total sites where positive conservation management has been undertaken</p>	<p>Reduction in investment in relation to maintenance of the countryside estate and support for environmental conservation</p>	<p>Durham County Council Ecology Section 2010</p>
Priority Habitats	<p>County Durham contains the following Priority Habitats listed in the UK Biodiversity</p>	<p>Contribution to regional habitat area</p> <ul style="list-style-type: none"> Other broadleaf woodland (50%) 	<p>Overarching target:</p> <p>On an annual basis, ensure that there is no loss in the extent or quality of the North</p>		<p>Shows that a significant proportion of the North East's broadleaf woodland, upland hay</p>	<p>Threats to the priority habitats such as agricultural intensification, drainage and recreational pressures are</p>	<p>A Biodiversity Audit of the North East (NE Biodiversity Forum 2001)</p>

	<p>Action Plan (BAP):</p> <ul style="list-style-type: none"> • Other broadleaf woodland (7,5225.5 ha) • Wet woodland • Ancient semi-natural woodland and PAWS (4115 ha) • Lowland meadows (45.4ha) • Upland hay meadows (525.5ha) • Upland calcareous grassland (436.gha) • Lowland acid grassland (125.9 ha) • Lowland heath (105 ha) • Upland heath (19,129.1ha) • Blanket bog (22,530.9ha) • Fens (3072.9ha) 	<ul style="list-style-type: none"> • Ancient semi-natural woodland and PAWS (36%) • Lowland meadows (14%) • Upland Hay meadows (72%) • Upland calcareous grassland (99%) • Lowland acid grassland (0.5%) • Lowland heath (24.4%) • Upland heath (37%) • Blanket bog (57%) • Fens (61%) • Reedbeds (5%) 	<p>East Region's existing resource of UK BAP habitats</p> <p>Targets for UK BAP Habitats in County Durham</p> <p>Broadleaf woodland - Expand by 850ha and increase the area under active management by 100ha</p> <p>Wet woodland – Maintain and increase extent by 50ha</p> <p>Ancient woodland– Achieve favourable/recovering condition of 100 ha and restore 150ha to native woodland</p>		<p>meadows, upland calcareous grassland, blanket bogs and fen priority habitat occurs in County Durham. Lowland Acid grassland and reedbeds are rare priority habitats in the County.</p> <p>In terms of trends for each habitat type in the BAP area:</p> <p>Broadleaf woodland cover is low. Wet woodland is rare and has declined through natural succession, Ancient woodland is widespread but fragmented,</p>	<p>likely to continue to threaten the survival of priority habitats</p>	<p>http://www.durham.gov.uk/bap/</p> <p>Durham Biodiversity Action Plan</p> <p>http://www.durham.gov.uk/bap/ (accessed April 2010)</p>
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	<ul style="list-style-type: none"> • Reedbeds (3ha) • Coastal soft cliffs and slopes 		<p>Lowland meadows – Restore 200ha and expand extent by 100ha</p> <p>Upland hay meadows –</p> <p>Increase area in good condition and increase extent by 50ha</p> <p>Upland calcareous grassland -</p> <p>Targets being revised</p> <p>Lowland acid grassland – Restore 10ha and re-establish 5ha of grassland of wildlife value</p> <p>Lowland heath – Increase extent by 30ha</p>		<p>Lowland meadows are extremely rare and fragmented and upland hay meadows are still declining in terms of quality and extent. Lowland heath is rare and combined with upland calcareous grassland, blanket bog (important carbon sink), fens and reedbeds are under threat from drainage, agricultural intensification and recreation pressures.</p>		
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			<p>Upland heath – Maintain extent</p> <p>Blanket Bog – Maintain extent</p> <p>Fens – Restore 30ha of fen habitats on former known sites</p> <p>Reedbeds – Expand extent by 30ha and increase the number of sites of 2ha+ by 1 sites</p> <p>Coastal Soft Cliffs and Slopes – No target set</p>				
Priority Species	<p>County Durham contains the following Priority Species listed in the UK Biodiversity Action Plan (BAP):</p>	N/A	<p>Targets for UK BAP species in County Durham:</p> <p>Badger: To maintain range</p>		<p>Water Vole – current population trend is uncertain</p>	<p>Potential for an increase in disturbance and road fatalities of priority species from increased traffic levels</p>	<p>A Biodiversity Audit of the North East (NE Biodiversity Forum 2001)</p>

<p>Mammals</p> <p>Badger</p> <p>Hedgehog</p> <p>Water Vole</p> <p>Brown Hare</p> <p>European Otter</p> <p>Bats</p> <p>Red Squirrel</p> <p>Birds</p> <p>Skylark</p> <p>Barn owl</p> <p>Curlew</p> <p>Lapwing</p> <p>Nightjar</p> <p>Linnet</p> <p>Reed Bunting</p> <p>Corn Bunting</p> <p>Spotted Flycatcher</p>			<p>Hedgehog: Maintain population</p> <p>Water Vole: To expand the current range of water vole in the Durham BAP area by 50%</p> <p>Brown Hare: No target set as widespread</p> <p>Otter: Expand current range of breeding otter</p> <p>Bats: No target set</p> <p>Red squirrel: Maintain current range</p> <p>Skylark: To maintain the range of breeding skylark</p>		<p>Brown Hare – Little information on population trends but believed to be widespread</p> <p>Otter – Widespread on the Derwent, Wear and Tees.</p> <p>Pipistrelle Bat – ubiquitous throughout the whole of the DBAP area</p> <p>Skylark – Numbers are down by about 38% since 1994 in the region as a whole</p> <p>Linnet – very common and well distributed specie</p>		<p>http://www.durham.gov.uk/str</p> <p>Durham Biodiversity Action Plan</p> <p>http://www.durham.gov.uk/str (accessed April 2010)</p>
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<p>Tree Sparrow</p> <p>Grey Partridge</p> <p>Bullfinch</p> <p>Black Grouse</p> <p>Song Thrush</p> <p>Amphibian</p> <p>Great Crested Newt</p> <p>Invertebrates</p> <p>Northern brown argus</p> <p>Chalk carpet moth</p> <p>White Clawed Crayfish</p> <p>Round mouthed whorl snail</p>			<p>Barn owl: Expand range</p> <p>Curlew: Maintain range and number of wintering curlew</p> <p>Lapwing: Maintain number of breeding territories</p> <p>Nightjar: Expand breeding range</p> <p>Linnet: To maintain the range of Linnet</p> <p>Reed Bunting: Target not set yet</p> <p>Corn Bunting: To increase the range in the Durham BAP area</p>		<p>Reed Bunting – Declined nationally by over 60% since the 70’s but remains widespread in lowland areas. The DBAP breeding population is between 500 and 800 pairs</p> <p>Corn Bunting – Have decreased by at least 95% in the North East since the 70’s</p> <p>Spotted Flycatcher – In sharp decline</p> <p>Tree Sparrow – Have decreased by at least 50% in the North East since the 70’s. Locally common but</p>		
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			<p>Spotted Flycatcher: No target set</p> <p>Tree Sparrow: To increase the range in the Durham BAP area.</p> <p>Grey Partridge: No target found</p> <p>Bullfinch: No target found</p> <p>Black Grouse: Expand population to 1000 displaying males</p> <p>Song Thrush: To maintain the range</p> <p>Great Crested Newt: To maintain and expand the range</p>		<p>sparingly distributed in Durham</p> <p>Grey Partridge – No trend found</p> <p>Bullfinch – No trend found</p> <p>Song Thrush – Populations are fairly stable at low numbers. Suffered a slight decline since 2004</p> <p>Great Crested Newt – Suffered a decline in recent years. Studies indicate a national rate of colony loss of approximately 2% over 5 years</p> <p>White Clawed Crayfish – Thought to</p>	
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			<p>Northern Brown Argus: To maintain range</p> <p>Chalk Carpet: No target set</p> <p>White Clawed Crayfish: To maintain and expand the range</p> <p>Round mouthed whorl snail: To maintain range</p>		<p>have declined dramatically over recent decades in the DBAP area</p>		
Geodiversity	<p>North Pennines UNESCO European and Global Geopark: (West Durham) A European Geopark is a defined territory with a specific geological heritage, where there is considerable local</p>	N/A	<p>The Government's Public Service Agreement (PSA) target is to have 95% of the SSSI area in favourable or recovering condition by 2010</p>		<p>Shows that areas of geological importance are largely located to the West of the County. Of the SSSI's that are designated for geological reasons 99.3% meet the PAS target. The</p>	<p>No specific effect</p>	<p>County Durham Geodiversity Audit Viewing 27 April 2010 (accessed April 2010)</p> <p>Natural England http://www.naturalengland.org.uk/ (accessed April 2010)</p>

	<p>effort to conserve this heritage and encourage its enjoyment and understanding by a wider public. (200,000 ha)</p> <p>National Nature Reserves of Geological Importance:</p> <ul style="list-style-type: none"> • Moorhouse Upper Teesdale NNR – numerous features of earth science including outcrops of the Whin Sill • Derwent Gorge and Muggleswick Woods – Namurian rocks • Castle Eden Dene – Quaternary deposits and underlying 				<p>sites that do not meet the target include:</p> <p>Fairy Holes Cave, Greenfoot Quarry and Rogerley Quarry</p>		
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	<p>Magnesian limestone</p> <ul style="list-style-type: none"> • Thrislington and Cassop Vale NNR's – Magnesian Limestone • Durham Coast – Magnesian Limestone cliffs and Overlying quaternary deposits <p>Geological SSSI's</p> <p>(13 in total – 28,999 ha)</p> <p>Crime rigg and sherburn hill quarries (22.85ha)</p> <p>Durham Coast (510.78ha)</p> <p>Raisby Hill Quarry (52.49ha)</p> <p>Middridge Quarry (2.06ha)</p> <p>Botany Hill (3.83ha)</p>						
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	<p>Upper Teesdale (14365.19ha)</p> <p>Fairy Holes Cave (213.39 ha)</p> <p>Moor House and Cross Fell (13817.2ha)</p> <p>Old Moss Lead rein</p> <p>West Rigg Open Cutting (4.78ha)</p> <p>Grenfoot Quarry (0.9ha)</p> <p>Rogerley Quarry</p> <p>High Moorsley (5.64ha)</p> <p>Favourable or recovering = 99.3%</p> <p>Regionally Important Geological and Geomorphological Sites (RIGS)</p> <p>1 site – Moking Hurth or Teesdale Cave</p>						
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	Local Geological Sites = 69 North and East Durham – 14 South Durham – 7 Durham City – 4 West Durham - 44						
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Waste and Minerals							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
% of transport construction projects that have utilised recycled aggregates	Requested data 23/04/10						

Economy							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Working age population %	County Durham 62.1 (06) 62.1 (07)	Great Britain 62.2 (06) 62.2 (07)	N/A		Shows a reduction in the working age population in the County as a	A decrease in working age population may result in a gradual change	NOMIS website http://www.nomis.co.uk (accessed April 2010)

62.0 (08)	62.0 (08)					
Chester-le-st	North East					
61.5 (06)	62.0 (06)					
61.1 (07)	62.0 (07)					
60.8 (08)	62.0 (08)					
Derwentside						
61.2 (06)						
61.2 (07)						
61.1 (08)						
Durham City						
67.8 (06)						
68.1 (07)						
68.3 (08)						
Easington						
60.3 (06)						
60.5 (07)						
60.8 (08)						
Sedgefield						
60.9 (06)						

whole. However, this is in line with national trends and an increasingly ageing population. At the former district level the lowest level of working age population occurs in Teesdale and Wear Valley and the greatest reduction occurs in Teesdale and Chester-le-st. Increases in working age have occurred in Easington and Durham City.

in peak period traffic flows in the County. However, there will be a greater need for transport services for the elderly

	60.7 (07) 60.5 (08) Teesdale 59.7 (06) 59.3 (07) 58.9 (08) Wear Valley 60.5 (06) 60.2 (07) 60.1 (08)						
GVA per head	County Durham £11251 – 62.1% of UK GVA (2005) £11699 – 61.5% of UK GVA (2006) £12124 – 60.8% of UK GVA (2007)	North East £14200 – 78.4% of UK GVA (2005) £14851 – 78.1% of UK GVA (2006) £15460 – 77.5% of UK GVA (2007)	Increase GVA per capita in North East to 90% of the national average by 2016		The % of GVA that County Durham contributes to the national economy is decreasing and is below regional figures. In 2007 County Durham was 16.7% less than	GVA is likely to decrease further without LTP3 as actions will not be implemented to ensure that issues such as congestion are tackled and that economic growth in the County is supported by appropriate	Regional Accounts ONS http://www.ons.gov.uk (accessed April 2010) Leading the Way: Regional Economic Strategy (2006-2011) http://www.leadingtheway.gov.uk (accessed April 2010)

					the North East average in 2007 and is 29% behind the 2016 target	transport infrastructure and schemes	
VAT registered businesses	NI171 County Durham - new businesses registering for VAT and PAYE per 10, 000 resident population: 41.5% (07) 34.9% (08)	North East 41.9% (07) 36.7% (08) England 59.5% (07) 57.2% (08)	34.3 (2009/10) 35.5 (2010/11)		Shows a reduction in VAT registration of businesses which follows the national and regional trends. However, the figures for County Durham are below the regional figures and significantly below national figures	LTP3 has the potential to improve connectivity to and between businesses and customers. Without LTP3 any difficulties business may be experiencing in terms of connectivity may worsen which could have a knock on effect on turnover.	Floor targets Interactive website http://www.myswa.co.uk (accessed April 2010) Durham County Council Plan 2009/11 www.durham.gov.uk (accessed April 2010)
Employment by industrial sector (County Durham)	2008 Manufacturing: 16.6% (was 17.3% in 2005) Construction: 5.4% (was 7.1% in 2005)	<u>Manufacturing:</u> 12% (NE), 10.2% (GB) <u>Construction:</u> 5.6% (NE), 4.8% (GB)	N/A		Overall important sectors within the County include manufacturing, distribution hotels and restaurants and	Without the LTP3 the necessary infrastructure and related schemes may not be put in place to support those sectors	NOMIS website www.nomis.gov.uk (accessed April 2010)

	<p>Distribution, hotels and restaurants: 23.3% (was 21.6% in 2005)</p> <p>Transport and communication: 4.1% (was 4.4% in 2005)</p> <p>Finance, IT, other business activities: 12.6% (was 10.6% in 2005)</p> <p>Public administration, education and health: 32.4% (was 33.2% in 2005)</p> <p>Other services: 4.2% (was 4.8% in 2005)</p> <p>Tourism related: 8.1% (was 7.6% in 2005)</p>	<p><u>Distribution, hotels and restaurants:</u> 22.1% (NE), 23.4% (GB)</p> <p><u>Transport and communication:</u> 5.3% (NE), 5.8% (GB),</p> <p><u>Finance, IT, other business activities:</u> 16.6% (NE), 22% (GB)</p> <p><u>Public administration, education and health:</u> 32.2% (NE), 27% (GB)</p> <p><u>Other services:</u> 4.8% (NE), 5.3% (GB)</p> <p><u>Tourism related:</u></p>			<p>public administration, education and health. However, employment is increasing in two sectors only.</p> <p>Employment in: Manufacturing is higher than the national and regional averages but is declining slightly</p> <p>Construction is lower than the regional average and is declining</p> <p>Distribution, hotels and restaurants is higher than the regional average and is increasing</p>	<p>where employment is increasing or encourage sectors where employment is in decline and below regional and national averages to establish themselves in County Durham</p>	
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		8.4% (NE), 8.2% (GB)			<p>Transport and communication is lower than the national and regional average and is declining</p> <p>Finance, IT, other business activities is lower than the national and regional average and is declining</p> <p>Public administration, education and health is higher than the national and regional average but is declining slightly</p> <p>Tourism is lower than the national and regional average but is increasing</p>	
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<p>Tourism</p>	<p>Key figures 2007:</p> <p>16 million day visits plus 1.5 million overnight tourists to the County and increasing</p> <p>1/3 of all trips are made between July and September</p> <p>Tourism contributes £650 million to County Durham's economy</p> <p>Mode of transport used to visit County Durham 2008</p> <p>Private car – 74%</p> <p>Plane – 9%</p> <p>Train – 6%</p> <p>Public bus/coach tour – 3%</p>	<p>N/A</p>	<p>Target should be to encourage greater uptake of sustainable transport modes to tourists to and within the County</p>		<p>Tourism is a growing sector within County Durham and as such may increase the number of trips to and within the County as a result, particularly in the summer months. Currently, the car is the main mode of transport for tourists to the County with low percentages choosing sustainable modes</p>	<p>Without LTP3 the car will continue to be visitors main mode of transport to visit the County and to make trips within the County. Potential for tourism related traffic to increase</p>	<p>ONE: County Durham STEAM Report (2007)</p> <p>North East of England (accessed April 2010)</p> <p>ONE: Regional Visitor Survey Durham Report (2008)</p> <p>North East of England (accessed April 2010)</p>
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<p>Private bus/coach tour – 9%</p> <p>Hired car – 4%</p> <p>Taxi – 1%</p> <p>Motor home – 2%</p> <p>Walking – 1%</p> <p>Other – 3%</p> <p>Mode of transport used whilst in County Durham 2008</p> <p>Private car – 70%</p> <p>Train – 2%</p> <p>Public bus/coach tour – 13%</p> <p>Private bus/coach tour – 4%</p> <p>Bicycle – 1%</p> <p>Walking – 11%</p> <p>Hired car – 2%</p> <p>Taxi – 0%</p> <p>Motor home – 1%</p>							
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	Motorbike – 1%						
Travel to work mode	<p>Car – 70.83%</p> <p>Walk – 10.40%</p> <p>Bus – 7.53%</p> <p>Bicycle – 0.93%</p> <p>Motorcycle – 0.62%</p> <p>Rail – 0.61%</p> <p>Taxi – 0.60%</p> <p>Other – 0.61%</p>	<p>England:</p> <p>Car – 61.03%</p> <p>Walk – 9.99%</p> <p>Bus – 7.51%</p> <p>Bicycle – 2.83%</p> <p>Motorcycle – 1.11%</p> <p>Rail – 7.39%</p> <p>Taxi – 0.52%</p> <p>Other – 0.46%</p>	<p>Target should be to ensure individuals use more sustainable means to travel to work</p>		<p>Shows that the main mode of transport to get to work in County Durham is the car. This may be on account of the rural nature of the County where often the car is the only feasible mode of transport at present.</p> <p>However, a higher percentage of the working population use a car to get to work than the national average with a significantly lower proportion using rail or bike. Walking and use of the</p>	<p>Without LTP3 travel behaviour and choice of transport mode to access employment is unlikely to change</p>	<p>ONS, Census Method of Travel to Work – Resident Population (updated June 2006) (accessed April 2010)</p>

					bus is on par with the national average.		
Distance travelled to work	<p>Works from home – 13%</p> <p><2km – 22.57%</p> <p>2km<5km – 18.40%</p> <p>5km<10km – 18.83%</p> <p>10km<20km – 17.57%</p> <p>20km<30km – 5.95%</p> <p>30km<40km – 1.8%</p> <p>40km<60km – 0.72%</p> <p>60km+ 0.93%</p>	<p>England:</p> <p>Works from home – 9%</p> <p><2km – 19.9%</p> <p>2km<5km – 20%</p> <p>5km<10km – 18.2%</p> <p>10km<20km – 15.2%</p> <p>20km<30km – 5.3%</p> <p>30km<40km – 2.3%</p> <p>40km<60km – 2.1%</p> <p>60km+ 2.7%</p>	N/A	Linked to travel to work mode	<p>Shows that the majority of residents (40.97%) in County Durham travel a walkable or cyclable distance to work:</p> <p>between less than 2km (1.2 miles) and 2km to 5km (1.2 to 3.1 miles)</p> <p>As a result there should be scope to change travel mode choice to more sustainable forms to access work</p>	<p>Without LTP3 travel behaviour and choice of transport mode to access employment is unlikely to change</p>	<p>ONS Distance Travelled to Work - 2005-2009 (updated April 2005) (accessed April 2010)</p>

<p>Level of self containment (work and live) within former district areas</p>	<p>Chester-le-St 29.9%</p> <p>Derwentside – 54.2%</p> <p>Durham City – 62.2%</p> <p>Easington – 57%</p> <p>Sedgefield – 54.4%</p> <p>Teesdale – 61.2%</p> <p>Wear Valley – 56.7%</p>	<p>N/A</p>	<p>Target should be to reduce out-commuting from the County</p>	<p>No condition identified</p>	<p>Shows the majority of out-commuting from the County occurs from the former Chester-le-street District to Newcastle and Gateshead and Sunderland</p>	<p>Without LTP3 out commuting could increase as accessibility to employment within the County’s own boundaries may not improve, particularly at current congestion hotspots</p>	<p>Census 2001</p>
<p>Congestion</p>	<p>Average waiting times – requested data 23/4/10</p> <p>Change in area wide vehicle km</p> <p>2421 (06/07)</p> <p>2448 (07/08)</p> <p>2415 (08/09)</p> <p>Congestion Hotspots</p>	<p>N/A</p>	<p>2410 (06/07)</p> <p>2441 (07/08)</p> <p>2470 (08/09)</p>	<p></p>	<p>Shows a slight reduction in vehicle km from the 06/07 figures. However, with the exception of 08/09 data the change in vehicle km has been behind local targets set.</p> <p>5 of the most intense congestion</p>	<p>Without LTP3, traffic congestion is likely to get worse at existing hotspots, with the potential for more places to become hotspots due to lack of measures to manage demand for car</p>	<p>Durham County Council Transport Planning Section Data 2010</p> <p>LTP2 First Progress Report (2006-2008) www.dcc.gov.uk (accessed April 2010)</p>

	<ul style="list-style-type: none"> • A690/A181 roundabout, (Gilesgate Bank approach) • A690 Stonebridge to Nevilles Cross • A690/A181 roundabout, A690 (Carville Link approach) • A691/C62 roundabout, Kaysburn • A19/B1320 junction, Peterlee • A167 Thinford roundabout • A167 Sniperley to Nevilles Cross • A167/A689 roundabout, Rushyford • A167/A693 Northlands roundabout, 				<p>hotspots identified are related to traffic flows from and to Durham City</p>	<p>travel or direct it to relieve pressure points</p>	
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	<p>Chester le Street</p> <ul style="list-style-type: none"> A693 roundabout, Stanley bypass 						
<p>Access to employment by public transport</p>	<p>NI 176</p> <p>78.1% (2005)</p> <p>85.7% (2007)</p> <p>Local Indicator: Access from households in the County to business parks by public transport within 30 minutes:</p> <p>86.11% (Sep 08)</p> <p>91.98% (Sep 09)</p>	<p>NI 176</p> <p>Best performing authority:</p> <p>83.9% (2005)</p> <p>88.9% (2007)</p>	<p>NI 176</p> <p>86% (09/10)</p>		<p>Shows an increase in % of working age population able to access employment sites by public transport. In terms of NI 176 County Durham is only 3.2% behind the best performing authority</p>	<p>Without LTP3 the necessary improvements to public transport infrastructure etc may not be made</p>	<p>Durham County Council Passenger Transport Section (2010)</p> <p>Durham County Council Plan 2009/11 Durham Council (accessed April 2010)</p>
<p>Number of business travel plans (DCC)</p>	<p>31 Full Travel Plans.</p> <p>Uptake:</p> <p>4 (06/07)</p> <p>2 (07/08)</p> <p>4 (08/09)</p>	<p>N/A</p>	<p>Target should be to increase the number of businesses with travel plans in the County Durham area</p>		<p>Shows an increase in the uptake of travel plans in the County</p>	<p>Without LTP3 there would be less promotion of the benefits of workplace travel plans. As a result uptake may decline</p>	<p>DCC Travel Plan Advisor. April 2010</p>

	7 (09/10)						
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Transport							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Length of highways (km)	Motorway A1(M) – 84.6 Trunk (A19 & A66) – 86.7 Principal – 412.8 B roads (classified) – 408.6 C roads (classified) – 696.2 Unclassified – 2181.4	N/A	N/A	For info only	The County has a large proportion of rural (unclassified) roads	No effect	Durham County Council 2007
Access to Services	NI175: Access to services and facilities by public transport, walking and cycling 63.6% (05)	Not available	64.6% (08/09) 65.1% (09/10) 65.6% (10/11)		Limited public transport provision in some areas –with poor east-west connectivity	Without LTP3 it is likely that some areas with poor accessibility will remain	Durham County Council Plan 2009/11 www.dcc.gov.uk (accessed April 2010)

	64.6% (06)						
Vehicle Ownership	<p>County Durham</p> <p>No vehicle: 31.4%</p> <p>1 vehicle: 44.3%</p> <p>2 vehicles: 19.9%</p> <p>3 vehicles: 3.2%</p> <p>4 or more vehicles: 0.9%</p>	<p>NE</p> <p>No vehicle: 35.9%</p> <p>1 vehicle: 43%</p> <p>2 vehicles: 17%</p> <p>3 vehicles 2.7</p> <p>4 or more vehicles: 0.7%</p> <p>UK</p> <p>No vehicle: 26.8%</p> <p>1 vehicle: 43.6%</p> <p>2 vehicles: 23.5%</p> <p>3 vehicles: 4.5%</p>	N/A	For info only	Shows that more of County Durham's population are without a car than the national and regional average. However, the proportion of residents with 1,2,3 or 4 vehicles is higher than the regional average	Car ownership could increase and if mirrored by increasing use, will increase demand on the road network. Areas of significant development (e.g. Growth Points) could further increase traffic and/or exacerbate congestion problems to unacceptable levels, if poorly planned and implemented	ONS Car or Van (updated March 2007) (accessed April 2010)

		4 or more vehicles: 1.3%					
Forecast in car ownership	More than a 20% increase in car ownership is predicted in County Durham between 2006 and 2026	Various predictions for the rest of the Country are predicted from 0% to >20%	Target should be to ensure that alternative modes of transport can compete with the use of the private car		Shows that the forecasts for growth in car ownership in the County are amongst the highest levels in the Country	Without LTP3 car ownership is likely to increase further as the level and quality of alternative modes of transport and services will remain the same .	Department for Transport – forecast growth in car ownership http://www.dft.gov.uk/press/2009/09/090901.htm (2009) (accessed April 2010)
Cycling trips	78475 (06/07) 83585 (07/08) 94900 (08/09)	N/A	70900 (06/07) 74500 (07/08) 78200 (08/09)		Shows a 17.3% increase in the number of cycling trips undertaken in County Durham. In 08/09 trips exceeded the target set by 16,700	Without LTP3 cycling tips may decrease as the amount of investment in cycle paths, cycle parking and routes may decrease	Durham County Council Transport Planning Section Data 2010
Walking trips	No data available						
Number or % of schools with school travel plans	197 – 69% (06/07) 233 – 81% (07/08)	Not applicable	187 (06/07) 221 (07/08)		Shows an increase in the uptake of school	Without LTP3 there could be an increase in	Durham County Council Transport

	<p>249 – 87% (08/09)</p> <p>*20% of the morning peak traffic volume on the roads is related to the “school run”</p>		263 (08/09)		<p>travel plans with the majority of schools in the County with one now. However, the rate of uptake has started to level out and the 08/09 target was missed by 14 schools. Linked with the NI198 data there is a concern over the level of implementation of the schools with travel plans as travel patterns seem to be shifting towards private car use</p>	<p>non-sustainable mode choice to school due to a decrease in investment improvements to routes to school and in school travel planning</p>	<p>Planning Section Data 2010</p> <p>LTP2 First Progress Report (2006-2008) www.dwr.gov.uk (accessed April 2010)</p>
<p>Children travelling to school – mode of transport usually used</p>	<p>NI 198 (Aged 5-16)</p> <p>Car including vans and taxis</p> <p>22.2% (07/08)</p> <p>25.0% (08/09)</p>	Not available	<p>No local targets set. Target should be to increase the % of children traveling to school by sustainable modes</p>		<p>Shows:</p> <p>2.8% increase in journeys by car</p> <p>Marginal increase (0.4%) in car sharing</p>	<p>Without LTP3 there could be an increase in non-sustainable mode choice to school due to a decrease in investment improvements to</p>	<p>Hub Data www.dwr.gov.uk (accessed April 2010)</p>

	<p>Car share</p> <p>3.9% (07/08)</p> <p>4.3% (08/09)</p> <p>Public transport</p> <p>24% (07/08)</p> <p>21.6% (08/09)</p> <p>Walking</p> <p>48% (07/08)</p> <p>48% (08/09)</p> <p>Cycling</p> <p>0.6% (07/08)</p> <p>0.5% (08/09)</p> <p>Other</p> <p>1.4% (07/08)</p> <p>0.5% (08/09)</p>				<p>Reduction of 2.4% using public transport</p> <p>No change in walking</p> <p>Marginal decrease in cycling (0.1%)</p>	<p>routes to school and in school travel planning</p>	
<p>% of rights of way that are easy to use by the public</p>	<p>71.3% (06/07)</p> <p>58.3% (07/08)</p>	<p>Not applicable</p>	<p>74% (06/07)</p> <p>72% (07/08)</p>		<p>Shows a significant reduction in the</p>	<p>Without LTP3 the % may decrease further due to a</p>	<p>Durham County Council Transport Planning Section Data 2010</p>

	50.4% (08/09)		60% (08/09)		% of prowl that are easy to use – behind local targets	decrease in investment in prowl condition	
Usage of the PROW network	<p>Public Footpaths – 1795.2 miles</p> <p>Public Bridleways – 333.9 miles</p> <p>Public Byways – 27.5 miles</p> <p>Total – 2156.6 miles</p> <p>Open Access – 58690ha</p> <ul style="list-style-type: none"> Less than 4% of people use paths to access work, school or similar <p>Barriers to use include:</p> <ul style="list-style-type: none"> Fear of trespass/ getting lost 	Not applicable	Not applicable			May decrease usage of PROW network due to potential decrease in investment in improvements	<p>County Durham Rights of Way Improvement Plan (2007-2011)</p> <p>www.durham.gov.uk (accessed April 2010)</p>

	<ul style="list-style-type: none"> Physical barriers (barbed wire/locked gates) Poor information and promotion of routes 						
Public transport (bus) journeys per year	25162647 (06/07) 25090057 (07/08) 26147461 (08/09)	Not available	25400000 (06/07) 25006000 (07/08) 24656000 (08/09)		Shows an increase in public transport journeys per year ahead of the 08/09 target by 1491461 trips	Without LTP3 public transport journeys may increase due to a decrease in investment.	Durham County Council Transport Planning Section Data 2010
Rail patronage	Total number of trips: 1295540 (09) Destination of trips: Scotland – 5% Northumberland – 1% Cumbria – 0.2%	Not available	Target should be to increase rail patronage	No trend identified	Shows that the majority of trips from County Durham by rail are to Newcastle followed by trips to Southern England. Very few rail trips are taken within the County	Without LTP3 public transport journeys may increase due to a decrease in investment.	DaSTS: NE Strategic Connections. Evidence Base and Emerging Challenges Report 2010

<p>Easington – 0.005%</p> <p>Sedgefield – 1.3%</p> <p>Darlington – 6.7%</p> <p>Hartlepool – 0.5%</p> <p>Stockton – 0.6%</p> <p>Wear Valley – 0.9%</p> <p>Middlesbrough – 2%</p> <p>Redcar & Cleveland – 0.6%</p> <p>Midlands/Yorkshire – 14.4%</p> <p>Newcastle – 44%</p> <p>Gateshead – 1.2%</p> <p>Sunderland – 1.5%</p> <p>South East – 16.3%</p>						
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	South West – 2.7% Durham – 0.75%						
Bus services running on time	89.70% (06/07) 92.20 (07/08) 94.70 (08/09)	Not available	80% (06/07) 85% (07/08) 87% (08/09) 89% (09/10) 90% (10/11)		Punctuality has improved and is significantly above target	Performance is anticipated to increase further due to factors outside the control of LTP3	Durham County Council Transport Planning Section Data 2010 Durham County Council Plan 2009/11 www.durham.gov.uk (accessed April 2010)
Transport related satisfaction levels	Satisfaction with local transport information 44% (06/07) 44% (07/08) 41.7% (08/09) Satisfaction with local bus services 56% (06/07)	Not available	Target should be to improve satisfaction levels		Reduction in satisfaction levels, particularly with local bus services	Potential for satisfaction levels to continue decreasing due to a decrease in investment in bus stops, public transport information and other initiatives	Durham County Council Transport Planning Section Data 2010

	56% (07/08) 46.7% (08/09)						
Community transport no of trips	198000 (06/07) 231738 (07/08) 212000 (08/09)	Not available	176000 (06/07) 184000 (07/08) 212000 (08/09)		Shows an increase in community transport trips ahead of target. Community transport is an essential form of transport for a proportion of the population who have no other means of transport	May hinder development of the community transport network and could result in a reduction in provision of service in the County	Durham County Council Transport Planning Section Data 2010 LTP2 First Progress Report (2006-2008) www.dcc.gov.uk (accessed April 2010)

Communities							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Size of the County	223000 ha	N/A	N/A	For Info only	Durham County is a large and economically, socially and physically diverse County	No effect	ONS Region in Figures

Population Density (people per hectare)	County Durham – 2.2 Chester-le-st – 7.9 Derwentside – 3.1 City of Durham – 4.7 Easington – 6.5 Sedgefield – 4.0 Teesdale – 0.3 Wear Valley – 1.2	North East: 2.99 (Mid 2007) England: 3.92 (Mid 2007)	N/A	For info only	Overall population density is lower than the regional and national average. The majority of the population inhabits the central and eastern parts of the County. Large parts of the County have low population densities, particularly the rural west of the County which can impact on level of transport service provision	No effect	ONS population density 183,012,052 (accessed April 2010)
Total resident population	County Durham 493,470 (2001) 492,622 (2003) 493,607 (2007)	North East: 2,515,422 (2001) 2,564,500 (Mid 2007)	N/A	For info only	Shows an increase of 0.1% on the 2001 population. Over the same period the North East showed an increase of 2%	No effect	DCC AAP Statistical Profiles

					19% of the North East's population live in County Durham		
Forecast population growth	<p>County Durham</p> <p>493,607 (2007)</p> <p>496,895 (2016)</p> <p>502,330 (2021)</p> <p>511,008 (2026)</p> <p>3.5% change</p> <p>Chester-le-st</p> <p>51,267 (2007)</p> <p>49,852 (2016)</p> <p>50,205 (2021)</p> <p>50,916 (2026)</p> <p>-0.7% change</p> <p>Derwentside</p> <p>89,015 (2007)</p> <p>93,044 (2016)</p>	N/A	N/A		<p>Shows a 3.5% increase in the County's population overall in the next 16 years. Wear Valley and Derwentside are set to increase significantly by 2026; and Sedgefield correspondingly is set to decrease. Teesdale remains the most sparsely populated former district in the County</p>	<p>Services and infrastructure may not match population growth</p>	<p>County Durham Core Evidence Base: Technical Paper No 23 (2009)</p> <p>www.cedeb.co.uk (accessed April 2010)</p>

95,128 (2021)					
97,830 (2026)					
9.9% change					
City of Durham					
82,593 (2007)					
93,044 (2016)					
83,536 (2021)					
84,988 (2026)					
2.9% change					
Easington					
96,128 (2007)					
99,377 (2016)					
100,113 (2021)					
101,170 (2026)					
5.2% change					
Sedgefield					
87,499 (2007)					
81,939 (2016)					
81,345 (2021)					

	<p>81556 (2026)</p> <p>-6.8% change</p> <p>Teesdale</p> <p>24,158 (2007)</p> <p>23,796 (2016)</p> <p>24,077 (2021)</p> <p>24547 (2026)</p> <p>1.6% change</p> <p>Wear Valley</p> <p>63,395 (2007)</p> <p>66,524 (2016)</p> <p>68,066 (2021)</p> <p>70, 149 (2026)</p> <p>10.7% change</p>						
Retirement age population	<p>% change in County Durham's population by 2026</p> <p>65+ - + 52%</p> <p>75+ - +74%</p>	N/A	N/A		Shows significant increase in the ageing population, particularly for those aged 85+	Services may not match needs	<p>County Durham Core Evidence Base: Technical Paper No 23 (2009)</p> <p>www.durham.gov.uk (accessed April 2010)</p>

	85+ - 125%						
Migration	-3000 (2006/11) +2000 (2011/16) +6000 (2016/21) +11,000 (2021/26)	N/A	N/A		Shows an increase in inward migration with a net projected increase of 16,000 people by 2026	Services and infrastructure may not match demand	County Durham Core Evidence Base: Technical Paper No 23 (2009) www.durham.gov.uk (accessed April 2010)
Deprivation (2007)	% of the population in the AAP living in top 10% and 30% nationally deprived County Durham 12.6% (10%) 45.7% (30%) Bishop Auckland and Sildon 25.6% (10%) 65.9% (30%) Chester-le-st	N/A	Target should be to reduce levels of deprivation across the County		Shows that over half of the population (58.3%) live within areas deemed to be the top 10% or 30% wards nationally deprived. The AAP areas with the highest levels of deprivation include (highest first): <ul style="list-style-type: none"> • Easington • Bishop Auckland 	Levels of deprivation could increase in relation to barriers to access to services	DCC AAP Statistical Profiles

2.9% (10%)						
32.6% (30%)						
Consett						
0% (10%)						
37.1% (30%)						
Crook Willington and Tow Law						
18.7% (10%)						
48.65 (30%)						
Durham City						
4.5% (10%)						
13.7% (30%)						
Easington						
40.5 (10%)						
77% (30%)						
East Durham						
0% (10%)						
41% (30%)						
Ferryhill and Chilton						

and
Shildon
• Stanley

	8.7% (10%)					
	63.2% (30%)					
	Mid Durham Rural West					
	0% (10%)					
	28.5% (30%)					
	Newton Aycliffe					
	5% (10%)					
	48% (30%)					
	Spennymoor					
	0% (10%)					
	39.6% (30%)					
	Stanley					
	10.4% (10%)					
	75.4% (30%)					
	Teesdale					
	0% (10%)					
	10.5% (30%)					
	Weardale					

	0% (10%) 2.1% (30%)						
Influence	NI4: % of people who feel they can influence decisions in their locality: 23.7% (2008)	North East 28% (2008) England 28.9% (2008)	24.56% (10/11)		Shows that the majority of residents 76.3% don't believe that they can influence decisions. This is 4.3% below the regional and national average	Could decrease further as decisions on transport priorities could be taken without community involvement	Floors Target Interactive Website – www.communities.gov.uk (accessed April 2010) Durham County Council Plan 2009/11 www.durham.gov.uk (accessed April 2010)
Satisfaction	NI5: Overall general satisfaction with local area: 75.8% (2008)	North East 77.3% (2008) England 79.7% (2008)	No local targets set		Satisfaction levels are 1.5% below the regional figures and 3.9% below the national figures	Satisfaction levels may decrease if improvements to people's experience of getting round the County is not invested in	Floors Target Interactive Website – www.communities.gov.uk (accessed April 2010)

Health and Safety							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source

Male and female life expectancy at birth (2006-2008)	Males – 76.75 Females – 80.48	North East Males: 76.45 England Males: 77.93 North East Females: 80.60 England Females: 82.02	Should be to increase life expectancy to national averages or above		Male life expectancy is above the regional average but 1.18 years below the national average. Female life expectancy is below both the regional and national averages by 0.12 and 1.54 years respectively	Lifestyle improvements such as take up of walking and cycling may not be realised as will potential improvements to air quality which can influence health and life expectancy	County Durham Joint Strategic Needs Assessment 2008-2009 (www.durham.gov.uk) (accessed April 2010)
Average life expectancy per former district area	Easington – 74 Derwentisde – 75 Wear Valley - 75 Sedgefield – 75.5 Chester-le-st – 76 City of Durham – 76.5 Teesdale – 77	N/A	Target should be to increase life expectancy to national averages or above across all parts of County Durham		Shows large disparities in life expectancy across the County	LTP3 could play a part in reducing health inequalities by improving walking and cycling facilities, infrastructure and information in wards with low levels of life expectancy. Without LTP3	County Durham Joint Strategic Needs Assessment 2008-2009 (www.durham.gov.uk) (accessed April 2010)

	* Between the best and worst wards within the County there is a variation of life expectancy amongst men of 12.2 years and amongst women of 16.7 years.					investment in schemes may not occur	
Access to primary health care	95.21% (07/08) 95.66% (08/09)	N/A	60% (07/08) 65% (08/09)		Shows a slight increase in access to primary health care which is well above local targets set. However, there may be disparities in access to health services across the County	May become a sustainability issue if investment in improving access to health care is not sustained, particularly in light of an ageing population.	Durham County Council Transport Planning Section Data 2010
Obesity	Reception year obesity rate: 11% (05/06) 10% (06/07) Year 6 obesity rate:	England: Reception year obesity rate: 10% (05/06) 10% (06/07)	Reception year: 10.7% (09/10) 10.2% (10/11) Year 6: 21% (09/10)		Shows a decreasing obesity rate at reception year in line with national figures but no change to year 6 obesity rate which is 3%	Will not encourage more active lifestyles and help remove barriers in terms of walking and cycling activity in the County	County Durham Joint Strategic Needs Assessment 2008-2009 www.durham.gov.uk (accessed April 2010)

	<p>20% (05/06)</p> <p>20% (06/07)</p> <p>Adult obesity rate:</p> <p>24.3% (03/05)</p>	<p>Year 6 obesity rate:</p> <p>20% (05/06)</p> <p>17% (06/07)</p> <p>Adult obesity rate:</p> <p>23.6% (03/05)</p>	<p>20% (10/11)</p>		<p>higher than national figures. Adult obesity rate is 0.7% above national figures</p>		
<p>Number of transport related noise issues</p>	<p>To be determined</p>						
<p>Crime rate</p>	<p>County Durham</p> <p>40,362: 8% (06/7)</p> <p>35,715: 7.1% (07/8)</p> <p>35,997: 7.1% (08/9)</p> <p>Teesdale</p> <p>770: 3.0% (06/7)</p> <p>700: 2.8% (07/8)</p> <p>742: 3% (08/9)</p> <p>Chester-le-st</p>	<p>England:</p> <p>4,632,601: 18.5% (08/9)</p> <p>North East:</p> <p>465,784: 9.4% (08/9)</p>	<p>Target should be to reduce incidents of crime and crime rate</p>		<p>Shows a reduction of 4,265 crime incidents in County Durham between 06/09. The Crime rate is 2,3% below the regional average and 11.4% below the national average.</p> <p>In terms of former district areas crime has reduced in all</p>	<p>Crime should continue to decrease. However, LTP3 can help to encourage this trend through schemes such as street lighting and secure parking schemes</p>	<p>Home Office Statistics</p> <p>http://www.homeoffice.gov.uk/statistics (accessed April 2010)</p>

<p>4397: 8.3% (06/7)</p> <p>3858: 7.3% (07/8)</p> <p>4003: 7.5% (08/9)</p> <p>City of Durham</p> <p>5963: 6.5% (06/7)</p> <p>5476: 6.05: (07/8)</p> <p>5243: 5.5% (08/9)</p> <p>Wear Valley</p> <p>6283: 10.1% (06/7)</p> <p>5213: 8.3% (07/8)</p> <p>5743: 9.1% (08/9)</p> <p>Sedgefield</p> <p>6141: 7.0% (06/7)</p> <p>5269: 6.0% (07/8)</p> <p>6192: 7.0% (08/9)</p> <p>Derwentside</p> <p>7775: 9.0% (06/7)</p> <p>7116: 8.2% (07/8)</p>					<p>areas but Teesdale. However, Teesdale has the lowest crime rate of all the Districts followed by the City of Durham. Wear Valley has the highest crime rate followed by Easington</p>	
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	6335: 7.3% (08/9) Easington 9033: 9.7% (06/7) 8083: 9.0% (07/8) 7739: 8.2% (08/9)						
Offences against vehicles	County Durham 4532: 0.9% (06/7) 3911: 0.8% (07/8) 3743: 0.7% (08/9) Teesdale 80: 3.3% (06/7) 68: 2.7% (07/8) 92: 3.7% (08/9) Chester-le-st 384: 7.2% (06/7) 333: 6.2% (07/8) 455: 8.5% (08/9) City of Durham	North East 25,302: 1% (08/9)	Target should be to reduce offences against vehicles		Shows a steady reduction in the number of offences against vehicles in County Durham. The rate of which is below the regional average. In relation to the former district areas offences against vehicles have reduced in all areas but for Teesdale and Chester le street which have increased by 0.4% and 1.3% respectively. The highest rate	At the County level offences against vehicles should continue to decrease overall. However, increase could continue in Teesdale and Chester-le-st without some of the safety schemes that could be implemented by LTP3	Home Office Statistics http://orrf.gov.uk/stm (accessed April 2010)

	<p>603: 6.5% (06/7)</p> <p>520: 5.6% (07/8)</p> <p>518: 5.5% (08/9)</p> <p>Wear Valley</p> <p>779: 12.5% (06/7)</p> <p>632: 10.1% (07/8)</p> <p>697: 11.0% (08/9)</p> <p>Sedgefield</p> <p>737: 8.4% (06/7)</p> <p>576: 6.6% (07/8)</p> <p>563: 6.4% (08/9)</p> <p>Derwentside</p> <p>727: 8.4% (06/7)</p> <p>717: 8.3% (07/8)</p> <p>560: 6.4% (08/9)</p> <p>Easington</p> <p>1222: 13.1% (06/7)</p> <p>1065: 11.3% (07/8)</p>				<p>of offence against vehicles occurs in Wear Valley followed by Easington. The lowest rate is in Teesdale but this is increasing.</p>		
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	858: 9.1% (08/9)						
Public confidence	<p>NI17: Perceptions of anti-social behaviour:</p> <p>24.5% (2008)</p> <p>A high perception of ASB is a score of 11 above. The indicator is the % of respondents whose score was 11 or above</p>	<p>England</p> <p>20% (2008)</p> <p>North East</p> <p>21.2%</p>	<p>Target should be to reduce perceptions of anti-social behaviour</p>		<p>Shows that perceptions of anti-social behaviour are higher than the national and regional average</p>	<p>May remain below national and regional averages. LTP3 can help to improve walking routes and street lighting schemes etc</p>	<p>Floors Target Interactive Website – http://www.communities.gov.uk (accessed April 2010)</p>
Principal roads where maintenance should be considered	<p>6.00 (06/07)</p> <p>4.50 (07/08)</p> <p>4.90 (08/09)</p>	Not available	<p>4.9 (06/07)</p> <p>4.8 (07/08)</p> <p>4.7 (08/09)</p> <p>4.6 (09/11)</p> <p>4.5 (10/11)</p>		<p>Reducing but 0.2 above local targets set</p>	<p>Without LTP3 the condition of the principal road network is likely to deteriorate with a potential under investment in re-surfacing, re-structuring etc</p>	<p>Durham County Council Transport Planning Section Data 2010</p>
Non-principal classified roads where	<p>14 (06/07)</p> <p>14 (07/08)</p> <p>12.66 (08/09)</p>	National top quartile: 10% and below	<p>10.5 (09/10)</p> <p>10.0 (10/11)</p>		<p>Improving but not likely to meet local</p>	<p>Without LTP3 the condition of the non principal</p>	<p>Durham County Council Transport</p>

maintenance should be considered		National bottom quartile: 16% and above			targets set for 9/10 due to slow rate of improvement. Darlington's performance is in the mid quartile nationally	road network is likely to deteriorate with a potential under investment in re-surfacing, re-structuring etc	Planning Section Data 2010
Unclassified road condition	19 (06/07) 18 (07/08) 16 (08/09)	Not available	18.5 (06/07) 18.0 (07/08) 17.5 (08/09)		Improving and ahead of target	Without LTP3 the condition of the unclassified road network is likely to deteriorate with a potential under investment in re-surfacing, re-structuring etc	Durham County Council Transport Planning Section Data 2010
Footway condition	31% (06/07) 29% (07/08) 30% (08/09)	Not available	26.5% (06/07) 25% (07/08) 24% (08/09)		Slight improvement but behind local targets set by 6%	Without LTP3 the condition of footways in need of refurbishment may increase due to a lack of investment. This could have implications for	Durham County Council Transport Planning Section Data 2010

						the numbers of people walking in the County	
Road accident casualties	People killed or seriously injured in road traffic accidents: 36% (06/07) 39% (07/08) 36% (08/09)	Not available	48% (06/07) 46% (07/08) 44% (08/09)		Above local targets set by 8% in 08/09. However, performance is relatively stable	Without LTP3 there will be a reduction in investment in road safety schemes and initiatives such as speed management. This could result in an increase in the number of casualties	Durham County Council Transport Planning Section Data 2010
Children killed or seriously injured in road traffic	2% (06/07) 7% (07/08) 6% (08/09)	Not available	5% (06/07) 5% (07/08) 5% (08/09)		Shows a 4% increase in the % of children killed or seriously injured in road traffic accidents. 1% behind local targets set in 08/09	Without LTP3 there will be a reduction in investment in road safety schemes and initiatives such as speed management. This could result in a further increase in the number of child casualties	Durham County Council Transport Planning Section Data 2010

Heritage and Landscape

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Listed Heritage at Risk	<p>Buildings – 31 (1%)</p> <p>Teesdale – 7</p> <p>Wear Valley – 9</p> <p>City of Durham – 9</p> <p>Derwentside – 1</p> <p>Chester-le-st – 3</p> <p>Sedgefield – 2</p> <p>Monuments – 22 (9.7%)</p> <p>Teesdale – 19</p> <p>City of Durham – 2</p> <p>Derwentside – 1</p> <p>Shipwrecks – 0</p> <p>Parks and Gardens – 0</p> <p>Battlefields – 0</p>	<p>England:</p> <p>Buildings – 5.5%</p> <p>Monuments – 17.99%</p> <p>Parks and Gardens – 6%</p> <p>Battlefields – 16.3%</p> <p>Protected wreck sites – 19.6%</p> <p>North East</p> <p>Buildings – 7.2%</p> <p>Monuments – 14.8%</p> <p>Parks and Gardens – 3.8%</p> <p>Battlefields – 16.7%</p>	<p>The target should be to ensure that County Durham's heritage is not at risk</p>		<p>Shows that a lower % of listed heritage is at risk compared to the regional and national average. However, the target should be to ensure that 0% of heritage is on the heritage at risk register in County Durham. The greatest proportion of heritage at risk is in the former Teesdale District area</p>	<p>May lead to an increased need for road building which could affect heritage and increase vibration from traffic levels</p>	<p>English Heritage – Heritage at Risk Register 2009</p> <p>English Heritage – Heritage at Risk Register 2009</p> <p>(accessed April 2010)</p> <p>English Heritage at Risk Register: North East (2009)</p> <p>English Heritage at Risk Register: North East (2009)</p> <p>(accessed April 2010)</p>

	<p>Total Heritage at Risk - 53</p> <p>Teesdale – 49%</p> <p>Wear Valley – 17%</p> <p>City of Durham – 21%</p> <p>Chester-le-st – 6%</p> <p>Sedgefield – 4%</p> <p>Derwentside – 4%</p> <p>Easington – 0%</p>	Protected wreck sites – 0%					
Conservation areas at risk	<p>13 in total:</p> <p>Derwentside – 3</p> <p>Annfield Plain</p> <p>Low Westwood</p> <p>Esh</p> <p>City of Durham - 2</p> <p>Bowburn</p>	<p>North East:</p> <p>1 in 5 considered to be at risk</p> <p>70% have not changed significantly</p> <p>85% have not seen a positive</p>	Target should be to reduce the number of conservation areas at risk	1 in 7 at risk	Shows that 1 in 7 conservation areas at risk in County Durham with a greater proportion in the former Teesdale District area	Traffic management was seen to be a particular issue in the regions conservation areas. Without the LTP3 traffic levels could increase requiring further management schemes	English Heritage Conservation Areas Survey 2009 http://www.english-heritage.org.uk/conservation/conservation-areas/survey-2009/ (accessed April 2010)

	<p>Sunderland Bridge</p> <p>Sedgefield – 3</p> <p>Kirk Merrington</p> <p>Mordan</p> <p>Windlestone Park</p> <p>Teesdale – 5</p> <p>Bowes</p> <p>Cotherstone</p> <p>Eggleston</p> <p>Ingleton</p> <p>Mickleton</p>	<p>improvement in condition since 2006</p>					
<p>UNESCO world heritage sites</p>	<p>Durham Castle and Cathedral (designated 1986, extended in 2008 to include Palace Green)</p>	<p>N/A</p>	<p>Transport related:</p> <p>Improve access to the WHS for non-vehicular users and promote pedestrian and cycle modes of transport</p>		<p>Has been removed from English Heritage’s Heritage at Risk register.</p> <p>However there is a continued need for funding</p>	<p>The transport and accessibility objectives of the management site may not be met</p>	<p>Durham World Heritage Site Management Plan www.durham.gov.uk (accessed April 2010)</p>

			<p>Improve access between the bus and rail stations and the WHS and encourage improvements to the facilities and information available at the stations</p> <p>Improve the facilities and experience for coach parties to the WHS in a way that doesn't impact on the WHS and its setting</p> <p>Monitor and assess car use within the WHS</p>		for maintenance and upkeep of the site		
Listed Buildings	<p>Grade 1</p> <p>Durham County: 101 (100%)</p> <p>Chester-le-st: 3 (3%)</p>	Not applicable	N/A	1% at risk	Shows that a significant proportion of: Grade 1 listed heritage is located in Durham City	Increased traffic and levels of vibration could affect the structure of listed buildings	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009)

	<p>Derwentside: 8 (8%)</p> <p>Durham City: 52 (51%)</p> <p>Easington: 3 (3%)</p> <p>Sedgefield: 2 (2%)</p> <p>Teesdale: 19 (19%)</p> <p>Wear Valley: 14 (14%)</p> <p>Grade 2*</p> <p>Durham County: 157 (100%)</p> <p>Chester-le-st: 5 (3%)</p> <p>Derwentside: 21 (13.4%)</p> <p>Durham City: 38 (24.2%)</p> <p>Easington: 7 (4.4%)</p>				<p>Grade 2* and Grade 2 heritage is located in Teesdale</p> <p>Overall the greatest proportion of heritage assets are located in the former Teesdale district area</p>		<p>Widmoor Parish Council (accessed April 2010)</p>
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	<p>Sedgefield: 8 (5%)</p> <p>Teesdale: 52 (33%)</p> <p>Wear Valley: 26 (16.5%)</p> <p>Grade 2</p> <p>Durham County: 2778 (100%)</p> <p>Chester-le-st: 60 (2%)</p> <p>Derwentside: 280 (10%)</p> <p>Durham City: 547 (20%)</p> <p>Easington: 81 (3%)</p> <p>Sedgefield:172 (6%)</p> <p>Teesdale: 1102 (40%)</p> <p>Wear Valley: 536 (19%)</p>						
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	<p>Total</p> <p>Durham County: 3036 (100%)</p> <p>Chester-le-st: 68 (2.2%)</p> <p>Derwentside: 309 (10%)</p> <p>Durham City: 637 (21%)</p> <p>Easington: 91 (3%)</p> <p>Sedgefield: 182 (6%)</p> <p>Teesdale: 1173 (39%)</p> <p>Wear Valley: 576 (19%)</p>						
Locally important buildings	A record of locally important buildings has not been established	Not applicable	Not applicable		Locally important buildings may be at risk from development and other pressures as		County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009)

					they have not yet been classified and may not be taken into account in decision making		http://www.durham.gov.uk/conservation/conservation_areas/conservation_areas.htm (accessed April 2010)
Conservation areas	<p>County Durham has 93 Conservation areas:</p> <p>Chester-le-St – 2</p> <p>Derwentside – 16</p> <p>City of Durham – 14</p> <p>Easington – 4</p> <p>Sedgefield – 15</p> <p>Teesdale – 22</p> <p>Wear Valley – 20</p> <p>* Only 20% have completed appraisals</p>	North East: 300	<p>The Heritage Protection Bill (projected for 2011) will introduce a statutory requirement to provide Conservation Area</p> <p>Appraisals and Management Plans for all conservation areas</p>		<p>Shows a low proportion of Conservation areas with Appraisals and management plans. Without these a lesser extent of protection will be afforded to these areas as their unique features will not be identified.</p> <p>Shows that the greatest proportion of conservation areas are in the rural west of the County (45%) and in total County Durham hosts a third of</p>	<p>Potential, increased traffic and unsympathetic street and highways furniture may affect the unique character of County Durham's Conservation Areas</p>	<p>County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/conservation/conservation_areas/conservation_areas.htm (accessed April 2010)</p> <p>English Heritage at Risk Register: North East (2009) http://www.english-heritage.org.uk/at-risk/register/north-east (accessed April 2010)</p>

					the North East's Conservation Areas		
Scheduled Ancient Monuments	Number - 250 Coverage – 1118ha (0.5% of County area) (18% of North East total)	North East: Number - 1384	Not applicable	9.7% at risk	The number of Scheduled Ancient Monuments within the County may change over time. These cover some 1118 Ha in area in comparison to over 3000 Listed Buildings, which cover a total area of about 64 Ha. Thus they give a much clearer view of land-use and the historic environment in a quantitative sense.	No specific effect on physicality of SAM's. However, the LTP3 can influence accessibility and understanding of heritage in the County. Without the LTP3 accessibility to heritage assets may not improve	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) www.corebase.org.uk (accessed April 2010) English Heritage at Risk Register: North East (2009) www.english-heritage.org.uk (accessed April 2010)

Battlefields	<p>One in County Durham - Neville's Cross Battlefield – (Durham City). The site, on the western side of Durham City, is partly developed</p> <p>over but a significant amount is open and protected from most types of development by the North Durham Green Belt. In addition there are local battlefields, not registered by English Heritage, for example, in</p> <p>Weardale. An approach to this asset will need to be devised.</p>	England: 43	Not applicable	0% at risk	Not at risk but potential changes to the North Durham Green Belt could affect the condition etc of the site	No specific effect on physicality of battlefields However, the LTP3 can influence accessibility and understanding of heritage in the County. Without the LTP3 accessibility to heritage assets may not improve	<p>County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) www.durham.gov.uk (accessed April 2010)</p> <p>English Heritage at Risk Register: North East (2009) www.english-heritage.org.uk (accessed April 2010)</p>
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<p>Archaeological Sites</p>	<p>Number - 7580</p> <p>These include ruined buildings, bridges, carvings on rocks, cairns, ruins of ancient enclosures and settlements, and other archaeological sites. In some cases scheduling as ancient monuments is additional to their status as listed buildings or structures.</p>	<p>Not available</p>	<p>Not applicable</p>	<p>For info only</p>	<p>The number of archaeological sites may change over time</p>	<p>Minimal effect</p>	<p>County Durham Historic Environment Record</p> <p>http://www.durham.gov.uk (accessed April 2010)</p>
<p>Registered Parks and Gardens</p>	<p>Number – 15</p> <p>Chester-le-st – 2</p> <p>Durham City – 4</p> <p>Easington – 2</p> <p>Teesdale – 4</p> <p>Sedgefield - 3</p>	<p>North East:53</p>	<p>Not applicable</p>	<p>0% at risk</p>	<p>County Durham has over a quarter of the North East’s registered parks and gardens. The number of which may change over time</p>	<p>No significant effect, although increased traffic volumes may affect people’s experience of visiting the registered parks and gardens</p>	<p>County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009)</p> <p>http://www.durham.gov.uk (accessed April 2010)</p> <p>English Heritage at Risk Register: North East</p>

							(2009) http://www.north-pennines.gov.uk/ (accessed April 2010)
Designated Landscapes: North Pennines AONB	North Pennines AONB: <ul style="list-style-type: none"> • 200,000 ha • 2nd largest AONB in the County • Located in the rural west of the County • Widely considered as one of the most remote and unspoilt places in England 	Not applicable	Transport related: Ensure LTP's take recognition of AONB's Guidance on the Management and Maintenance of Rural Roads Consult the AONB partnership about new road management and improvement schemes in the AONB		Transport related issues: Insensitive management of the roadside environment is having a urbanising effect on rural character in many places. This can be seen in unsympathetic hard engineering and lighting schemes and the proliferation of highway and other signage Increase in the number of moorland tracks	Reduced potential to contribute to reducing transport related issues in the AONB and contribute to transport targets	The North Pennines AONB Management Plan 2009-2014: Part B Strategy http://www.north-pennines.gov.uk/ (accessed April 2010) The North Pennines AONB Management Plan 2009-2014: Part C Action Plan http://www.north-pennines.gov.uk/ (accessed April 2010)

					<p>Growth of tourism will increase traffic on local roads – requires careful management</p> <p>Negative effects of off road vehicles on designated features and overall tranquility</p> <p>Majority of visitors arrive by private car. The cross boundary nature of the area makes the provision of public transport a particular challenge.</p>		
<p>Designated Landscapes:</p> <p>Durham Heritage Coast</p>	<ul style="list-style-type: none"> 13km designated (non-statutory designation) 	<p>England: 1057km</p>	<p>Transport related:</p> <ul style="list-style-type: none"> Promote enhanced Local Transport 		<p>Transport related issues:</p> <p>Durham Coast rail route passes along the entire</p>	<p>Reduced potential to contribute to reducing</p>	<p>Durham Heritage Coast Management Plan 2005-2010</p>

	<ul style="list-style-type: none"> • Coastal landscape of magnesian limestone grasslands, cliffs, pebble and sandy beaches • Was one of the most heavily polluted coastlines in Britain due to a legacy of dumping of colliery waste 		<ul style="list-style-type: none"> • Plans for increased and improved rail provision • Support and promote integrated transport • Promote and actively encourage users to choose sustainable modes of transport • Promote tourism related transport e.g. summer bus trails • Ensure partnership has an established input into Local 		<p>length of Durham’s heritage coast but only one passenger stop exists at Seaham</p> <p>Poor public transport provision (namely, frequency and cost) in some areas limits tourism development and access for visitors and local users</p>	<p>transport related issues in the Durham Heritage Coast and contribute to transport targets</p>	<p>www.durham.gov.uk (accessed April 2010)</p>
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			Transport Plans				
Green Belt	Chester-le-st – 2770ha Durham City – 5670ha Easington – 280ha Derwentside - Undefined	North East – 73000ha England – 1635670ha	The RSS sets out the need for a North Durham Green Belt covering the additional area: North of Consett and Stanley and eastwards to Chester-le-Street;		An area of Green Belt is still to be defined.	Potential increased pressure to develop on defined and undefined green belt areas due to increase in traffic levels / congestion	Core Evidence Base: Technical Paper No 6: Settlements and Green Belt (2009) www.rps.co.uk (accessed April 2010)
Provision of open space	Open Space Needs Assessment and Durham Green Infrastructure Strategy to be undertaken	Not applicable	Natural England Accessible Natural Greenspace Standard of at least 2ha of natural green space per 1,000 population			Potential increased pressure to develop on open space due to increase in traffic levels / congestion	
Landscape Character	County Character Areas: <ul style="list-style-type: none"> • The North Pennines • The Dales Fringe • The West Durham Coalfield 	Not applicable	To promote the development of quiet lanes and to ensure that highway improvement works respect the		Transport related threats to landscape character: The North Pennines	County Durham's landscape character and tranquility is likely to be eroded further by an increase	County Durham Landscape Strategy (2008) www.rps.co.uk (accessed April 2010)

	<ul style="list-style-type: none"> • The Wear Lowlands • The East Durham Limestone Plateau • The Tees Lowlands 		<p>rural and historic character of minor roads and lanes.</p> <p>To manage traffic on quiet country lanes and create new safe routes for pedestrians, cyclists and horse riders between towns and villages.</p> <p>To maintain and increase access to the countryside around towns and villages, and particularly circular neighbourhood walks and long distance paths.</p> <p>To reduce light pollution.</p>		<p>Tourism is increasingly important to the local economy. This brings continued pressure for new facilities like caravan sites and increased traffic on local roads and in the dales villages</p> <p>Dales Fringe</p> <p>Changes in working and commuting patterns have led to increased traffic levels on rural roads.</p> <p>The tranquillity and rural character of the countryside between towns and villages is eroded in places by the</p>	<p>in traffic and possibly new roads. This will increase the semi-rural / urban fringe quality of the landscape</p>	
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			<p>To encourage the conservation and appropriate management of roadside verges</p>		<p>presence of major highways – particularly the A66.</p> <p>West Durham Coalfield</p> <p>The scattered settlement pattern and well-developed road network left by the coal industry gives a semi-rural or urban fringe quality to parts of the landscape</p> <p>Wear Lowlands</p> <p>The scattered settlement pattern left by the coal industry together with the presence of busy roads, railways, waste disposal sites and industrial</p>	
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					<p>estates, power lines and communications masts, gives a semi-rural or urban fringe quality to parts of the landscape.</p> <p>Small country lanes often carry high levels of traffic – causing physical damage to verges, ‘urban’ road detailing, and inhibiting use by pedestrians, cyclists and horse riders</p> <p>East Durham Limestone Plateau</p> <p>The tranquillity and rural character of the countryside between towns</p>		
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					<p>and villages is eroded in places by the presence of major highways and other busy roads.</p> <p>Tees Lowlands</p> <p>The tranquillity and rural character of the countryside is eroded in places by presence of major roads like the A1 (M), the east coast main line and major overhead power lines.</p>		
Tranquillity	The mean tranquillity score for County Durham is 12.00 (4 th most tranquil local authority area)	North East – 15.3	Target should be to increase the tranquillity score in less tranquil parts of the County		Shows that Durham has a lower tranquillity score than the North East	Potential increase in new roads to cope with increased growth and	Campaign to Protect Rural England website – Tranquillity mapping

	Mapping data shows that people are least likely to experience tranquillity in the West of the County (former Teesdale and Weardale districts) and are least likely to experience tranquillity in the former Chester-le-st district.				average. However, this is largely due to the very rural nature of other authorities in the North East – North Yorkshire/ Northumberland.	increased light pollution will decrease tranquillity in the County	View Article: Light Pollution (accessed April 2010)
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3 Appendix 3: Natura 2000 Sites

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Table 2: Conditions needed to maintain integrity of Natural 2000 Sites within 15km of County Durham including vulnerabilities and threats to qualifying habitats / species

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Castle Eden Dene SAC</p> <p>Yew woodlands are distributed throughout the site in a matrix of other woodland types. The site is managed as a National Nature Reserve and the Management Plan provides for regeneration of this special woodland type.</p>	<p>Castle Eden Dene</p> <p>6.79% favourable</p> <p>93.21% unfavourable recovering</p>	<ul style="list-style-type: none"> • No loss of ancient semi-natural stands • At least current area of recent semi-natural stands maintained, although their location may alter. • Woodland natural processes and structure / structural diversity maintained • Natural regeneration to maintain canopy density over a 20 yr period • Limited loss of native woodland species to non-native or other external unnatural factors (e.g. pollution, eutrophication from run-off, disease) • Maintain species, habitats and structures characteristic to the site 	<ul style="list-style-type: none"> • Deer browsing and other forms or mixed forms of inter-specific faunal competition • Lack of diversity of stand structure • Air pollution
<p>DurhamCoast SAC</p>	<p>DurhamCoast</p> <p>62.80% favourable</p>	<ul style="list-style-type: none"> • Overall length and/or area of cliff habitat to be maintained taking into account natural variation 	<ul style="list-style-type: none"> • Erosion

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Vegetated sea cliffs range from vertical cliffs in the north with scattered vegetated ledges, to the Magnesian limestone grassland slopes of the south.</p> <p>Parts of the site are managed as National Nature Reserve, and plans provide for the non-interventionist management of the vegetated cliffs. The majority of the site is in public ownership and an agreed management plan is being developed to protect nature conservation interests.</p>	<p>37.20% unfavourable recovering</p>	<ul style="list-style-type: none"> • There should be no increase in area constrained by introduced structures or landforms • The range of physical conditions supporting the habitats, and the range of maritime grassland and other communities should be maintained • There should be no further increase in species untypical of the communities that define the feature <p>The communities present on the sea cliffs are largely maintained by natural processes including:</p> <ul style="list-style-type: none"> • exposure to sea spray; • erosion and slippage of the soft magnesian limestone bedrock and overlying glacial drifts, localised flushing by calcareous water 	<ul style="list-style-type: none"> • Coastal protection schemes • Built development • Agriculture • Recreational use • Introduced species • Grazing • Air pollution • Climate Change
<p>Helbeck & Swindale Woods SAC</p> <p>Sheep grazing has been affecting one part of this site where it is unenclosed from adjacent pasture.</p>	<p>Helbeck Wood</p> <p>100% unfavourable recovering</p> <p>Swindale Wood</p> <p>52.34% favourable</p> <p>27.19% unfavourable recovering</p>	<ul style="list-style-type: none"> • No loss of ancient semi-natural stands • At least current area of recent semi-natural stands maintained • Woodland natural processes and structure maintained • Natural regeneration to maintain canopy, with limited planting with locally native stock if necessary 	<ul style="list-style-type: none"> • Over grazing • Invasion by non-native species • Dutch elm disease • Unsympathetic forestry practices • Lack of appropriate management

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	20.47% unfavourable no change Reasons for unfavourable condition: Overgrazing	<ul style="list-style-type: none"> • Limited loss of native woodland species to non-native or other external unnatural factors (e.g. pollution, eutrophication from run-off, Dutch Elm disease) • Maintain species, habitats and structures characteristic to the site 	<ul style="list-style-type: none"> • Impact from intensive agriculture • Air pollution
<p>Moor House Upper Teesdale SAC</p> <p>Ecologically unsustainable grazing, driven by agricultural support mechanisms, has had a deleterious effect on virtually all the Annex I habitats listed, to the extent that for some habitats it is difficult to make the necessary assessments of conservation structure and function required here. This serious problem has so far been very difficult to solve, requiring fundamental policy change as well as targeted local action. Some successes have been achieved through Wildlife Enhancement Schemes geared at moorland and pasture, and through the ESA and Countryside Stewardship schemes, while issues impacting on meadows have been largely addressed through meadow schemes.</p>	<p>Appleby Fells</p> <p>3.22% favourable</p> <p>88.51% unfavourable recovering</p> <p>7.71% unfavourable no change</p> <p>0.56% unfavourable declining</p> <p>Reasons for unfavourable condition: Overgrazing, drainage, moor-burning, agriculture, livestock</p> <p>Moorhouse & Cross Fell</p> <p>2.68% favourable</p> <p>97.32% unfavourable recovering</p> <p>Upper Teesdale SSSI</p> <p>Information not found</p>	<ul style="list-style-type: none"> • No loss in extent through afforestation or human activities • No planting of conifers within the hydrological unit of blanket bog • No significant erosion associated with human impacts (eg drainage, fires, peat extraction, removal of surface stone, livestock grazing, recreational activities or military training) • Limited air pollution (acid deposition a problem) • Limited burning • Adequate supply of water – limited drainage of wet areas • Control of grazing pressures 	<ul style="list-style-type: none"> • Grazing (under-grazing / over-grazing) • Burning • Water management / drainage • Erosion • Agricultural operations / improvement • Forestry • Peat extraction • Recreation • Built development • Air pollution • Climate Change • Fragmentation (particularly of already patchy rare habitats) • Water abstraction

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
			<ul style="list-style-type: none"> • Water pollution (agricultural run-off) • Absence of appropriate management • Invasive species • Lack of remedial management • Mineral re-working and land reclamation • Removal of surface stone • Recreation • Planting
<p>North Pennines Dales Meadows SAC</p> <p>The mosaic of sites making up this SAC are dependent on traditional agricultural management which is no longer economic. Management agreements and ESA payments are being used to continue traditional management.</p>	<p>Arkle Beck Meadows</p> <p>87.71% favourable</p> <p>12.29% unfavourable recovering</p> <p>Bowlees & Friar House Meadows</p> <p>100% favourable</p> <p>Catton Lea Meadows</p> <p>100% favourable</p> <p>Cornriggs Meadow</p>	<ul style="list-style-type: none"> • No reduction in area and any consequent fragmentation • Appropriate management (grasslands are dependent upon traditional agricultural management, with hay-cutting) • No exposure to inorganic fertilisers and pesticides. 	<ul style="list-style-type: none"> • Grazing • Air pollution • Habitat fragmentation • Agricultural improvement • Climate change

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	100% favourable Far High House Meadows		
	100% favourable Fothering Holme		
	100% favourable Gingerfields		
	100% favourable Grains O'the'Beck Meadows		
	100% favourable Hannah's Meadows		
	100% favourable Harkers House Meadows		
	100% favourable Low Redford Meadows		
	100% favourable Mere Beck Meadows		

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	<p>Middle Crossthwaite</p> <p>100% favourable</p> <p>Middle Side & Stonygill Meadows</p> <p>73.92% favourable</p> <p>26.08% unfavourable no change</p> <p>Reasons for unfavourable condition: Agriculture – other, lack of species diversity and frequency</p> <p>Peckriding Meadows</p> <p>100% favourable</p> <p>Rigg Farm & Stake Hill Meadows</p> <p>100% unfavourable recovering</p> <p>West Newlandside Meadows</p> <p>100% favourable</p> <p>WestPark Meadows</p> <p>100% favourable</p> <p>White Ridge Meadow</p> <p>100% unfavourable no change</p>		

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	Reasons for unfavourable condition: Overgrazing		
<p>North Pennine Moors SAC</p> <p>All interest features have been affected by excessive livestock grazing levels across parts of the site. Agreements with graziers and moorland owners are starting to overcome the problems of overgrazing. In places, the difficulty of reaching agreements on commons, which cover much of the site, means that successes are limited at present, and continues to prevent restoration.</p> <p>Drainage of wet areas can also be a problem; drains have been cut across many areas of blanket bog, disrupting the hydrology and causing erosion, but in most parts these are being blocked and the habitat restored under agreements.</p> <p>Burning is a traditional management tool on these moorlands, which contributes to maintaining high populations of SPA breeding birds.</p>	<p>Allendale Moors</p> <p>19.82% favourable</p> <p>80.18% unfavourable recovering</p> <p>Arkengarth, Gunnerside and Reeth Moors</p> <p>17.51% favourable</p> <p>66.66% unfavourable recovering</p> <p>15.83% unfavourable no change</p> <p>Reasons for unfavourable condition: Drainage, overgrazing, moor-burning</p> <p>Bowes Moor</p> <p>100% unfavourable recovering</p> <p>Cotherstone Moor</p> <p>17.67% favourable</p> <p>52.81% unfavourable recovering</p>	<ul style="list-style-type: none"> • Appropriate controlled grazing • Sympathetic burning regimes • Limited air pollution • No drainage of wet areas - maintenance of water levels • Limited erosion from human impacts (e.g. recreation) • Very little peat extraction (no mechanised extraction) 	<ul style="list-style-type: none"> • Grazing (under-grazing / overgrazing) • Burning • Water management / drainage • Water abstraction • Erosion • Agricultural operations / improvement • Forestry • Peat extraction • Recreation • Built development • Air pollution • Water pollution (agricultural run-off) • Climate Change • Invasive species • Mineral re-working and land reclamation • Modification of cultivation practices

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>However, over-intensive and inappropriate burning is damaging to heath and blanket bog and further agreements are needed with the landowners to achieve sympathetic burning regimes.</p> <p>Restoration, to some degree, of a mosaic of more natural habitats across parts of the site is desirable.</p> <p>Acid and nitrogen deposition continue to have damaging effects on the site.</p>	<p>26.73% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p> <p>Hexhamshire Moors</p> <p>11.44% favourable</p> <p>80.23% unfavourable recovering</p> <p>8.33% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p> <p>LuneForest</p> <p>11.54% favourable</p> <p>88.43% unfavourable recovering</p> <p>0.03% unfavourable no change</p> <p>Reasons for unfavourable condition: Inappropriate ditch management</p> <p>Mallerstang-Swaledale Head</p> <p>9.7% favourable</p>		<ul style="list-style-type: none"> • Fragmentation • Absence of appropriate management • Lack of remedial management • Planting • Lack of regeneration (Juniper heath)

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	<p>86.08% unfavourable recovering</p> <p>4.22% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p> <p>Muggleswick, Stanhope & Edmunbyers Moors and Blanchland Fells</p> <p>2.85% favourable</p> <p>97.15% unfavourable recovering</p> <p>Whitfield Moor, Plenmeller & Ashholme Commons</p> <p>17.66% favourable</p> <p>81.82% unfavourable recovering</p> <p>0.51% unfavourable no change</p> <p>Reasons for unfavourable condition: Over-grazing, moor burning</p>		
River Eden SAC	<p>River Eden & Tributaries</p> <p>20.01% favourable</p>	<ul style="list-style-type: none"> Stable composition and extent of plant community 	For Annex 1 habitats

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>The maintenance of breeding and nursery areas for the species on this site depends on the habitat quality of streams and their margins. Many of the streams within the site suffer from overgrazing of riverbanks and nutrient run-off. This is being addressed by a number of measures to address river quality issues and fund habitat improvements.</p> <p>The water-crowfoot communities as well as the species are sensitive to water quality, particularly eutrophication. Again, actions have been identified for getting improvements in water quality and water company's will be key to their delivery. Practices associated with sheep-dipping pose a potential threat at this site, and are currently under investigation.</p> <p>Much of the alluvial forest cover is fragmented and/or in poor condition. It is hoped to address this through management agreements or Woodland Grant Schemes with individual owners.</p>	<p>0.81% unfavourable recovering 79.17% unfavourable no change</p> <p>Reasons for unfavourable condition: Inland flood defence works; invasive freshwater species; overgrazing; agriculture; water pollution / agricultural run-off; water pollution / discharge; siltation; fertiliser use; water abstraction</p>	<ul style="list-style-type: none"> • High water quality and stable quantity (within present variability) • No increase in sediment input • Maintain natural flow regime • Substrate dominated by clean gravels with limited level of silt content • Maintenance of characteristic channel and flow regimes • No loss of ancient & semi natural stands of alluvial forest (priority feature) • Maintain natural regeneration potential, natural processes and structural development and composition (characteristic species, habitats and structures) of alluvial forest • Limit effects on non-native species on alluvial forest • No biological disturbance (e.g. fish stocking, non-native crayfish introduction, fish farm intakes and discharges) • Maintain habitat structure and diversity for qualifying species • No artificial obstructions to salmon / bullhead movement • Limit exploitation of salmon 	<ul style="list-style-type: none"> • Water management and pollution • Pollution • Hydrological interventions • Physical interventions • Biological interventions • Climate Change • Cessation of traditional management • Inappropriate grazing • Clearance and conversion • Constraints on expansion • Invasion by non-native species • Air pollution <p>For Annex 2 species</p> <ul style="list-style-type: none"> • Fish and shellfish aquaculture • Fixed location fishing • Drift net fishing

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
		<ul style="list-style-type: none"> • No decline in fish biomass (otter food) • No net loss of quiet areas for otter breeding / resting <p>Many streams in the network suffer from over-grazing of riverbanks and nutrient run-off. The water-crowfoot communities as well as the species are sensitive to water quality, particularly eutrophication. Practices associated with sheep-dipping pose a potential threat at this site. Much of the alluvial forest cover is fragmented and/or in poor condition</p>	<ul style="list-style-type: none"> • Lesiure fishing • Trapping, poisoning, poaching • Sand and gravel extraction • Water pollution • Management of aquatic and bank vegetation for drainage purposes • Canalisation • Modification of hydrological functioning • Modification of inland water courses • Management of water levels • Silting up • Drying out • Erosion • Eutrophication • Acidification • Competition (with designated species) • Parasitism • Introduction of disease

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
			<ul style="list-style-type: none"> • Genetic pollution • Predation • Bait digging • Removal of sediments • Discharges • Invasion by a species • Use of pesticides • Hunting, fishing or collecting activities not referred to above • Routes, auto-routes • Flooding • Infilling of ditches, pools, marshes etc
<p>Thrislington SAC</p> <p>These grasslands are dependent upon continuous management by seasonally-adjusted grazing and no fertiliser input. The site is now a National Nature Reserve and management on these traditional lines has been reintroduced.</p>	<p>Thrislington Plantation</p> <p>100% favourable</p>	<ul style="list-style-type: none"> • No reduction in extent • Continuous management by seasonally-adjusted grazing • No fertiliser input • Control of invasive species • Control of over grazing 	<ul style="list-style-type: none"> • Fragmentation • Grazing • Lack of remedial management • Invasive species • Agricultural operations • Air pollution • Climate change

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Tyne & Allen River Gravels SAC</p> <p>These special habitats have been created by deposition of minerals out of the rivers Tyne and Allen onto gravel banks. Mining activities upstream have virtually stopped, thus reducing the amount of metals carried by the rivers. In places the rivers have changed course, isolating the shingle banks. Succession to grassland and scrub is taking place on some of the component SSSIs. It is not currently known whether interventionist management would restore the interest in areas where succession has taken place, as there may no longer be sufficient available metals even if the bare shingle is re-exposed.</p>	<p>Ninebanks River Shingle</p> <p>24.17% favourable</p> <p>75.83% unfavourable declining</p> <p>Reasons for unfavourable condition: Inappropriate scrub control</p>	<ul style="list-style-type: none"> • No reduction in area and any consequent fragmentation • Metallophyte species singly or together at least occasional throughout the sward • Limited negative indicator species - limit succession to grassland and scrub • Maintain low sward height (by grazing) • Extent of bare ground 20%-90% • Bare ground includes cobbles, gravel and thin crusts of lichens, not foliose or fructose lichens 	<ul style="list-style-type: none"> • Under management and successional change • Agricultural improvement including supplementary feeding • Mineral re-working and land reclamation • Modification of cultivation practices • Air pollution • Fragmentation
<p>Tyne & Nent SAC</p> <p>These grasslands occur in two distinct heavy metal-rich habitats: spoil heaps associated with past</p>	<p>Alston Shingle Banks</p> <p>63.03% unfavourable recovering</p> <p>36.97% unfavourable declining</p>	<ul style="list-style-type: none"> • No reduction in area and any consequent fragmentation without prior consent • Management to limit succession to grassland and scrub. 	<ul style="list-style-type: none"> • Under management and successional change • Agricultural improvement, including supplementary feeding

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>lead-mining, and river gravels that have been partially derived from the erosion of metal-rich spoil heaps upstream. Loss of metallophytes through successional processes is beginning to occur on one site, and management to address this will be promoted.</p> <p>Motorcycle scrambling on part of another site could also represent a threat to the adjacent calaminarian grassland.</p> <p>Concerns exist that depletion of the upstream supply of metal-rich waste will result in a loss of metallophytes. Although this has not been shown to be a problem on these sites at present, research will be carried out to investigate and where necessary address this issue.</p>	<p>Reasons for unfavourable condition: Overwintering cattle and associated ring-feeding; lack of metallophyte species</p> <p>Haggs Bank</p> <p>100% favourable</p> <p>River Nent at Blagill</p> <p>100% unfavourable recovering</p>	<ul style="list-style-type: none"> • Grazing to maintain a low sward height • The presence of Metallophyte species singly or together at least occasional throughout the sward. 	<ul style="list-style-type: none"> • Mineral re-working and land reclamation • Modification of cultivation practices • Air pollution • Fragmentation
<p>North Pennine Moors SPA</p> <p>The North Pennine Moors covers nearly 150,000 hectares and is largely heather moorland, either as blanket bog or drier heathland, with</p>	<p>See North Pennine Moors SAC information</p>	<ul style="list-style-type: none"> • No loss of area of habitat • Grazing to maintain suitable moorland • Control of erosion and peat extraction 	<p>The habitats and qualifying breeding bird populations are mostly dependent upon stock grazing and burning at sympathetic levels. The</p>

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>smaller associated areas of wetland, grassland, bracken, scrub, woodland and cliff.</p>		<ul style="list-style-type: none"> • Diversity, age and structure of vegetation • Food availability (birds, day flying moths, small mammals, soil and ground surface invertebrates) • Open landscape • Lack of disturbance and persecution (moor burning, vehicles, stock, dogs and walkers) 	<p>continuation of these practices relies on their profitability, including any subsidy or incentive payments.</p> <p>Over-grazing, over-burning and other forms of intensive agricultural or sporting management (e.g. drainage) may be damaging. These issues are being partly addressed through management agreements and related incentives. Recreational activity may be problematic but is addressed through Site Management Statements and through continuing working with Local Authorities to manage access.</p> <p>There is evidence that acidic and nitrogen deposition are having damaging effects on the</p>

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
			<p>vegetation and hence on the bird populations. Such issues are being addressed through existing pollution control mechanisms.</p> <p>Within this large site there is scope to enhance many of the more natural habitats and species whilst maintaining the core SPA interests.</p>
<p>NorthumbriaCoast SPA & EMS</p> <p>Little tern are vulnerable to disturbance from coastal visitors during breeding season causing reduced breeding success.</p>	<p>See Durham Coast SAC information</p>	<ul style="list-style-type: none"> • Freedom from disturbance • Extent and availability of habitat (no decrease) – breeding areas, feeding areas, roost sites • Food availability (marine fish, crustaceans, worms and molluscs; epibenthic invertebrates amongst rolling seaweed; surface and sub-surface invertebrates) • Open landscape 	<ul style="list-style-type: none"> • Physical loss of habitat (removal, smothering) • Physical damage (siltation, abrasion, selective extraction (e.g. dredging)) • Non-physical disturbance (noise (e.g. boats), visual presence (e.g. people)) • Toxic contamination (introduction of synthetic

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
			<p>compounds, introduction of non-synthetic compounds, introduction of radionuclides)</p> <ul style="list-style-type: none"> • Non-toxic contamination (changes in nutrient loading, changes in organic loading, changes in thermal regime, changes in salinity, changes in turbidity) • Biological disturbance (introduction of microbial pathogens, introduction of non-native species & translocation, selective extraction of species (e.g. bait digging, wildfowling, fishing))

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>NorthumbriaCoast Ramsar Site</p>	<p>See Durham Coast SAC information</p>	<ul style="list-style-type: none"> • Extensive rocky (Turnstone, Purple Sandpiper) and sandy/muddy (other wintering species) intertidal habitats with abundant invertebrate fauna • Secure roosts beyond high tide limit • Freedom from disturbance – critical in poor weather conditions. • Secure breeding habitat (open sand / shingle) • Freedom from disturbance and predation • Secure food supply (primarily small fish) • Food availability • Vegetation structure • Hydrology/flow • Extent and distribution of habitat • Open landscape 	<ul style="list-style-type: none"> • Northumbria Coast SPA / EMS threats area considered to cover the Ramsar site threats and vulnerabilities
<p>Teesmouth & ClevelandCoast SPA & EMS</p> <p>The natural incursion of coarse marine sediments into the estuary and the eutrophication of sheltered mudflats leading to the spread of dense Enteromorpha beds may</p>	<p>Cowpen Marsh</p> <p>46.82% unfavourable recovering</p> <p>53.18% unfavourable no change</p> <p>Reasons for unfavourable condition: Inappropriate water levels; planning permission – other minerals and waste</p>	<ul style="list-style-type: none"> • Food availability (small fish, crustaceans, worms and molluscs, seed bearing plants, surface and sub-surface invertebrates) • Vegetation structure • Hydrology/flow (fields with surface pools) 	<ul style="list-style-type: none"> • Physical Loss (removal, smothering) • Physical damage (siltation, abrasion, selective extraction (e.g. dredging))

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>impact on invertebrate density and abundance, and hence on waterfowl numbers.</p> <p>Indications are that the observed sediment changes derive from the reassertion of natural coastal processes within the context of an estuary much modified by human activity. An extensive long-term monitoring programme is investigating the effects of the Tees Barrage, while nutrient enrichment from sewage discharges should be ameliorated by the planned introduction of improved treatment facilities and the Environment Agency's acceptance of Seal Sands as a candidate Sensitive Area to Eutrophication.</p> <p>Aside from the eutrophication issue, water quality has shown considerable and sustained improvement, leading to the re-establishment of migratory fish populations and the growth of cormorant and common seal populations. The future development of port facilities in areas adjacent to</p>	<p>Seal Sands</p> <p>3.31% favourable</p> <p>82.43% unfavourable recovering</p> <p>9.91% unfavourable no change</p> <p>4.34% destroyed / partially destroyed</p> <p>Reasons for unfavourable condition: Inappropriate coastal management; land claim for industry</p> <p>Seaton Dunes and Common</p> <p>38.54% favourable</p> <p>61.46% unfavourable recovering</p> <p>South Gare & Coatham Sands</p> <p>23.95% favourable</p> <p>76.05% unfavourable recovering</p> <p>Tees & Hartlepool Foreshore</p> <p>72.6% favourable</p> <p>0.05% unfavourable recovering</p> <p>27.35% unfavourable declining</p>	<ul style="list-style-type: none"> • Water depth – shallow water and surface pools • Freedom from disturbance • Extent and distribution of habitat (no decrease – breeding areas, feeding areas and roost sites) • Open landscape 	<ul style="list-style-type: none"> • Non-physical disturbance (noise (e.g. boats), visual presence e.g. people)) • Toxic contamination (introduction of synthetic compounds, introduction of non-synthetic compounds, introduction of radionuclides) • Non-toxic contamination (changes in nutrient loading, changes in organic loading, changes in thermal regime, changes in salinity, changes in turbidity) • Biological disturbance (introduction of microbial pathogens, introduction of non-native species)

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>the site, and in particular of deep water frontages with associated capital dredging, has the potential to cause adverse effect; these issues will be addressed through the planning system/Habitats Regulations, as will incompatible coastal defence schemes.</p> <p>Other issues on this relatively robust site include scrub encroachment on dunes (addressed by Site Management Statements with owners) and recreational, bait-gathering and other disturbance/damage to habitats / species.</p>	<p>Reasons for unfavourable condition: Decrease in population of notified species (particularly sanderling)</p>		<p>& translocation, selective extraction of species (e.g. bait digging, wildfowling, fishing))</p>
<p>Teesmouth & Cleveland Coast Ramsar Site</p>	<p>See Teesmouth & Cleveland Coast SPA & EMS information</p>	<ul style="list-style-type: none"> • Extensive sandy/muddy (wintering species) intertidal habitats with abundant invertebrate fauna • Secure roosts beyond high tide limit • Freedom from disturbance – critical in poor weather conditions. • Secure breeding habitat (open sand / shingle) • Freedom from disturbance and predation 	<ul style="list-style-type: none"> • Northumbria Coast SPA / EMS threats area considered to cover the Ramsar site threats and vulnerabilities

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
		<ul style="list-style-type: none"> • Secure food supply (primarily small fish) • Food availability • Vegetation structure • Hydrology/flow (fields with surface pools) • Extent and distribution of habitat • Open landscape 	
<p>Note:</p> <p><i>Site name and designation is accompanied by site-specific information on vulnerability taken from the relevant JNCC SAC / SPA data forms.</i></p> <p><i>Environmental conditions needed to support site integrity for SACs and SPAs are taken from the component SSSI Favourable Conditions Tables. For sites with multiple component SSSIs and habitats the comprehensive set of favourable condition targets have been summarised here. Full details of the relevant habitats and condition targets pertaining to each component SSSI and habitat / species are at Appendix 1.</i></p> <p><i>Vulnerabilities and threats for SACs are taken from the relevant habitats and species reports in the series: JNCC. 2007. Second Report by the UK under Article 17 on the implementation of the Habitats Directive from January 2001 to December 2006. Vulnerabilities and threats for SPAs are taken from the relevant SPA and European Marine Site data forms / citations.</i></p>			